HIGHWAYS AND TRANSPORT COMMITTEE

A500 Dualling from Meremoor Moss Roundabout to M6 Junction 16 - to authorise the making of a Compulsory Purchase Order and Side Roads Order for delivery of the A500 Dualling scheme

Appendix E

Draft Statement of Reasons

THE CHESHIRE EAST BOROUGH COUNCIL

(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

(CLASSIFIED ROAD)

(SIDE ROADS) ORDER 2022

AND

THE CHESHIRE EAST BOROUGH COUNCIL

(A500 DUALLING – MEREMOOR MOSS ROUNDABOUT TO M6 JUNCTION 16)

COMPULSORY PURCHASE ORDER 2022

COMBINED STATEMENT OF REASONS

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EXECUTIVE SUMMARY

Background

As is set out in this Statement it has been a longstanding aspiration of the Council to secure the delivery of the Scheme to enable the construction of a new carriageway to upgrade the existing A500 to a dual carriageway.

The A500 is a principal route that runs in an east/west alignment, connecting into the M6 at Junction 16 for locations north and south and with connections to Crewe. As the largest town in the borough, the role of Crewe in the economy of Cheshire East and the wider Cheshire and Warrington sub-region is crucial. The connections which the A500 provides to Crewe and the M6 make the route a popular choice for those living and commuting outside of Cheshire East into the Potteries, Warrington and Greater Manchester.

Main Purposes of the Scheme

The section of the A500 comprising the Scheme runs between the Meremoor Moss Roundabout in the west and M6 Junction 16 in the east, extending for some 3.3km. It is currently of a single carriageway standard and experiences extensive congestion in peak periods. The Scheme is designed to alleviate that congestion.

The Council has ambitious growth plans and the Scheme is considered to be important when it comes to the success of several strategies and plans for the area, including the delivery of Local Plan sites, and supporting the development of HS2 and the Crewe Hub Station. If traffic conditions continue to worsen as forecast and the highway remains unchanged without the Scheme being implemented this could affect the full achievement of regional growth aspirations and the full development potential may not be reached. This is explained in more detail at Section 2.1.

Whilst the Scheme underpinning the CPO will contribute significantly to reducing congestion and the achievement of the growth aspirations for the area, a number of additional benefits will flow from the delivery of the proposals. These include: improvements to local road capacity; air quality and noise; improved connectivity; and improved highway safety. See section 4.1, below for a more detailed explanation as to how these benefits will be achieved.

Should the Scheme not be delivered, it is the firm view of the Council that the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 / the wider Cheshire East, Stoke and Staffordshire region. This would thus hinder future plans for development in the area including the aspirations of the Local Plan.

Scheme Development

As is explained in Section 2.3, below, the Scheme has been subject to a detailed 'optioneering' exercise. In 2015 the three different options were considered for widening the existing A500 to a dual carriageway: adding a new carriageway to the north of the existing (Option 1); adding a new carriageway to the south of the existing (Option 2), and; adding a new carriageway that alternates between the north and south to avoid constraints (Option 3).

Following extensive consultation it was confirmed that the preferred option was Option 2, to widen to the south as this would have least impact on statutory undertaker's equipment, least impact on the recently constructed infrastructure associated with the M6 J16 Pinch Point scheme and minimal impact on ecological features.

Prior to the commencement of detailed design a review of the proposal was undertaken, including consultation with National Grid, and the design was modified to include localised widening to the north between the two overbridges to accommodate the pipeline diversion and reduce the scheme costs.

Funding

As is explained in section 2.3, in July 2016 an application was made to the Department for Transport (DfT) for Scheme Development Costs for preparation of a planning application and business case. In November 2016, it was announced that the bid had been successful enabling that work to commence. The preferred route was formally adopted by the Council at its Cabinet on 9 May 2017.

The public sector has committed to fund the Scheme development costs which amount to £64.3m (inclusive of inflation) and which comprises construction and preliminary costs; statutory undertaker diversions; land acquisition costs; preparation costs; and supervision costs.

DfT awarded programme entry for this scheme in July 2020 under the Local Large Major fund. Details of the funding and resources for the delivery of the Scheme are fully set out in section 14.

The Council is confident, given the commitment of the public sector to funding the Scheme that the resources are available to deliver the proposals.

Planning

As is fully set out in section 6 of this Statement, the Scheme has the benefit of a significant amount of planning policy support at a national level; a sub-regional level; and, a local level. From a national perspective the Scheme benefits from support in a number of policy documents including the National Planning Policy Framework; the DfT Strategic Vision; and the TfN Strategic Transport Plan (2019). Sub-regionally, support can be drawn from policy

documents including the Draft Cheshire and Warrington LEP Strategic Transport Plan; and, Strategic Economic Plan and Draft Transport Strategy. More locally, support can be drawn from (amongst others) the Cheshire East Local Plan Strategy 2017; the Crewe Hub HS2 Masterplan; and, Cheshire East Local Transport Plan.

A planning application for "Dualling of the existing 3.3km stretch of the A500 between Junction 16 & Meremoor Moss Roundabout" was submitted to CEC on 24th July 2018, validated on 25th July 2018 and given the reference number 18/3766N.

The application was the subject of a full consultation programme and was reported to the Council's Strategic Planning Board on 19th December 2018 with a recommendation for approval. Full details of the planning position for the Scheme proposals can be found at section 13 of this Statement.

Consequently, the Strategic Planning Board resolved to approve the scheme subject to referral to the Secretary of State for Communities and Local Government. On 24th January 2019 the Secretary of State confirmed that he had decided not to call in the application, as he was content to allow the application to be determined by the Local Planning Authority. The Council subsequently granted planning permission for the scheme on 24th April 2019.

Following the approval of planning permission, a number of amendments to the Approved Scheme were identified along with an additional area required for certain additional works e.g. a National Grid gas pipeline diversion. Given the scale and extent of these changes, it was agreed with the Local Planning Authority that a new planning application (a resubmission) was required for the revised scheme.

The revised planning application was submitted to CEC on 28th April 2020 and given the reference number 20/1709N. On 26th August 2020 the Strategic Planning Board resolved to approve the scheme subject to referral to the Secretary of State for Housing, Communities and Local Government. On 16th October 2020 the Secretary of State confirmed that he had decided not to call in the application, as he was content that the application should be determined by the local planning authority. The planning has not yet been determined.

Accommodation works discussions with landowners and tenants resulted in minor design amendments which were incorporated in an update to planning documents in November 2021 followed by a short consultation with key stakeholders.

Ecology

For ecological mitigation, habitat loss and gain calculations have been undertaken for the Scheme to ensure there is a net gain in habitats, resulting in an ecologically sustainable Scheme.

Landownership and Negotiations

The Duchy of Lancaster own the majority of the land that is required for the scheme (other than land within the existing highway). This land is classified as Crown Land and therefore cannot be subject to the normal powers of compulsory purchase. An agreement to acquire this land has been negotiated with the Duchy of Lancaster.

Whilst all landowners have been contacted, and negotiations have taken place and are on-going, it is clear that unless the CPO is made and confirmed, the Council would be unlikely to be able to assemble the land and interests needed to deliver the Scheme proposals within a reasonable timescale or at all. Therefore, unless the CPO is confirmed, the disparate land ownership and the process of land assembly will inevitably delay the delivery and progression of the Scheme.

SRO

The associated SRO is required to enable the Council to stop up existing side roads and private means of access affected by the construction of the Dualling, to improve existing side roads, and to create new side roads and private means of access required as a consequence of the main works. Full details of the need for the SRO are set out in paragraph 9.1.1 of this Statement.

Summary Conclusions

Accordingly, in the light of the summary set out above and the detail included elsewhere in this Statement of Reasons, the Council considers that the relevant tests in the Highways Act 1980 are met, the criteria in the CPO Guidance is satisfied and that there is an overwhelming compelling case in the public interest for the confirmation of the Order and SRO.

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1 INTRODUCTION

1.1 Purpose of Statement

1.1.1 Cheshire East Borough Council ("the Council" or "CEC") has made the following orders in exercise of its powers under the Highways Act 1980:

- The Cheshire East Council (A500 Dualling) (Classified Road) (Side Roads) Order 2021 ("the SRO"); and
- The Cheshire East Council (A500 Dualling) Compulsory Purchase Order 2021 ("the CPO")

1.1.2 In this Statement the SRO and the CPO are together referred to as "the Orders".

1.1.3 The Orders have been made to enable the construction of a new carriageway to upgrade the existing A500 to a dual carriageway ("Dualling" or "the Scheme") and they are about to be submitted to the Secretary of State for Transport for confirmation before they come into force.

1.1.4 The purpose of this Statement is to describe the proposals, the objectives of the Scheme and the justification for the route and design options selected, and it addresses:

- the need for and justification for the Dualling;
- alternative options considered;
- the consultation process undertaken by the Council and how third parties' interests have been considered;
- the Land Use Planning position;
- the availability of funding;
- the land required for the construction of the Dualling and the mitigation measures proposed;
- other consents required before construction can start; and
- the absence of legal impediments to the Scheme being implemented.

1.1.5 This Statement is provided in accordance with the guidance set out in:

- Department for Levelling Up, Housing & Communities "Guidance on Compulsory purchase process and the Crichel Down Rules" (July 2019);

- Department of Transport Circular 1/97 “Highways Act 1980: Orders Under Section 14 of the Highways Act 1980 and Opposed Orders Under Section 124 of that Act” (June 1997); and

- Department of Transport Circular 2/97 “Notes on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State for Transport is the Confirming Authority” (June 1997).

1.2 Statutory powers

1.2.1 The Scheme is within the boundary of the Council.

1.2.2 The SRO is made under sections 14 (powers of highway authorities as respects roads that cross or join classified roads) and 125 (further powers to stop up private access to premises), and in accordance with Schedule 1, of the Highways Act 1980.

1.2.3 The making and confirmation of the SRO will enable the Council to improve, raise, lower, divert or otherwise alter highways; stop up highways; construct new highways; stop up private means of access to premises required as a consequence of the construction of the Dualling; and to provide new private means of access to premises.

1.2.4 The CPO is made under the following provisions of the Highways Act 1980: sections 239 and 240 (general powers of highway authorities to acquire land for the construction and improvement of highways), section 246 (power to acquire land for mitigating adverse effects of constructing or improving highways), section 250 (land acquisition powers to extend to creation as well as acquisition of rights) and section 260 (clearance of title to land acquired for statutory purposes).

2 BACKGROUND AND SCHEME DEVELOPMENT

2.1 Regional Growth

2.1.1 The Cheshire and Warrington Local Enterprise Partnership (LEP) has a vision to increase the region's economy GVA to £50 billion per annum by 2040, creating over 100,000 new jobs and building over 100,000 new homes across the region. There is also an ambition to be 20% more productive per resident than the UK average by 2040[1].

2.1.2 To meet such growth aspirations, existing capacity constraints on the local highway network need to be overcome. This is particularly important since car ownership levels in Cheshire East are significantly higher than the national average and demand on the local highway network is expected to increase as a result of future developments and expansions.

2.1.3 The dualling of the A500 has been promoted by CEC in order to achieve the growth aspirations of the area, improve access between urban centres and unlock the economic growth potential of the area. The section of the A500 between the Meremoor Moss Roundabout and M6 Junction 16 is currently of a single carriageway standard and experiences extensive congestion in peak periods. Dualling is proposed for this section to enable future development across the region and to support major investment opportunities, including High Speed Two (HS2) and the Crewe Hub for HS2. A number of sites from the Cheshire East Local Plan Strategy 2010-2030 (adopted July 2017) ("the Local Plan") are also located within close proximity to the Scheme including; Basford East/West (LPS2/LPS3), the South Cheshire Growth Village (LPS8), the Radway Green Extension (LPS24) and the White Moss Quarry in Alsager (LPS20).

2.1.4 A visual outline of the proposed Scheme is shown in Figure 1.

[1] Cheshire and Warrington Strategic Economic Plan (SEP), Second Edition, 2018

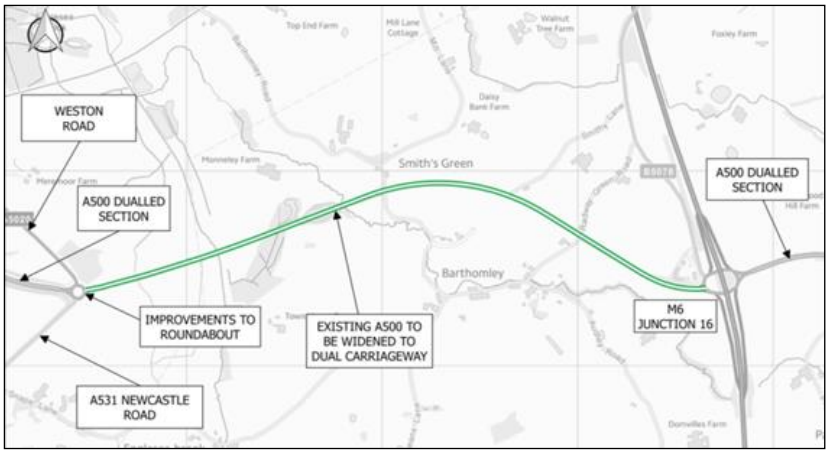

Figure 1 - A500 Dualling Scheme Design

2.2 Local Context

2.2.1 The A500 is a principal route that runs in an east/west alignment, connecting into the M6 at Junction 16 for locations north and south and with connections to Crewe. As the largest town in the borough, the role of Crewe in the economy of Cheshire East and the wider Cheshire and Warrington sub-region is crucial. The connections which the A500 provides to Crewe and the M6 make the route a popular choice for those living and commuting outside of Cheshire East into the Potteries, Warrington and Greater Manchester[2].

2.2.2 CEC has ambitious growth plans and the Scheme is considered to be important when it comes to the success of several strategies and plans for the area, and supporting the development of HS2 and the Crewe Hub Station. The Local Plan is accompanied by an extensive Infrastructure Delivery Plan (2015-2030) which sets out the infrastructure needs for the area, explicitly identifying the A500 as a key strategic corridor requiring works to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road[3]. If traffic conditions continue to worsen as forecast and the A500 remains unchanged without the Scheme being implemented this could affect the full achievement of regional growth aspirations and the full development potential may not be reached.

2.2.3 Crewe is benefiting from a link to HS2, the proposed new rail line connecting London to the West Midlands, Crewe and Manchester. Annual passenger numbers at Crewe station are expected to grow to 6.3 million annual passengers by 2036 with journey times between Crewe and London to reduce by 35 minutes from the current fastest journey time of 1 hour 30 mins. This is predicted to generate 120,000 jobs by 2040 and inject £10bn a year into the wider region's economy[4].

[2] A500 Dualling Traffic Impact Assessment 2018

[3] Cheshire East Local Plan: Infrastructure Delivery Plan Update 2015-2030

[4] Crewe HS2 Hub Draft Masterplan Vision October 2017

The Scheme is important when it comes to improving connectivity to facilitate this forecasted growth, whilst increasing the capacity of the highway network to ensure the full potential of HS2 is achieved.

2.2.4 Closely linked to this is the Cheshire & Warrington Local Enterprise Partnership. The Cheshire and Warrington LEP are one of the early leaders in developing a Local Industrial Strategy (LIS) this involves developing an evidence base to demonstrate the distinctive strengths of the area and highlight potential issues that might hinder growth aspirations. The strategy focuses on: People, Infrastructure, Business Environment, Place and Clean Growth, among other key areas. The scheme will provide additional highway network capacity and support unlocking development opportunity. It will contribute to creating an efficient and attractive business environment for investment. It will also provide a net reduction in carbon from vehicle emissions on the network versus the do minimum scenario, further supporting the strategy.

2.2.5 Crewe is a cornerstone of the partnership with clear growth opportunities, with the Scheme being a key contributor to unlocking such growth aspirations.

2.2.6 There is a robust case for investment in the Scheme to allow for the potential of the region to be achieved and this is set out further in this Statement.

2.3 Scheme History

2.3.1 The A500 is a former national trunk road and a key route which connects Crewe and Nantwich to the M6 at Junction 16 and to Stoke and Staffordshire in the east. The A500 between M6 J16 and Meremoor Moss Roundabout was constructed in the mid-1980s but developments in eastern Crewe and the construction of the A500 Hough Shavington Bypass immediately to the west (opened to traffic in 2003) have generated a significant increase in traffic flows, causing congestion.

2.3.2 A study was undertaken in 2014, 'A500 Dualling and Widening – Preliminary Cost Study Report', which considered three design options.

2.3.3 In 2015 the three different options were considered for widening the existing A500 to a dual carriageway; adding a new carriageway to the north of the existing (Option 1); adding a new carriageway to the south of the existing (Option 2), and; adding a new carriageway that alternates between the north and south to avoid constraints (Option 3).

2.3.4 In April 2016, the Scheme Assessment Report was issued and concluded that all three options were viable and deliverable from an engineering perspective.

2.3.5 The three options were then assessed against engineering and environmental factors, as reported in the Scheme Assessment Report. The report concluded that Option 3, to alternate the dualling between the north and south should be discounted, because of the significant impact it would have on traffic flows during construction, the environmental impact that would be caused by removing banks of trees on both sides of the A500, the impact on existing structures beneath the road, and a greater cost.

2.3.6 The choice between widening to the north and south was a finely balanced decision, and so both options were taken to consultations with key stakeholders. This included consultations with landowners and tenants that have land on both sides of the A500, Barthomley and Weston & Basford Parish Councils, environmental specialists, and National Highways (NH). The consultation exercise confirmed that the preferred option was Option 2, to widen to the south as this would have least impact on statutory undertaker's equipment, least impact on the recently constructed infrastructure associated with the M6 J16 Pinch Point scheme and minimal impact on ecological features.

2.3.7 In July 2016 an application was made to the Department for Transport (DfT) for Scheme Development Costs for preparation of a planning application and business case. In November 2016, it was announced that the bid had been successful.

2.3.8 In March 2017 the Scheme Assessment Report was updated to include a summary of the consultations undertaken with selected stakeholders on the options. As described in the section above, the report concluded that 'Option 2 – Widening to the South' was the preferred option.

2.3.9 In July 2018 a planning application, reference 18/3766N, for the Scheme was submitted to CEC and planning was granted in April 2019.

2.3.10 The design was developed further and on 28th April 2020 a revised planning application, reference 20/1709N, was submitted to CEC. On 26th August 2020 the Strategic Planning Board resolved to approve the scheme subject to referral to the Secretary of State for Housing, Communities and Local Government who, on 16th October 2020, confirmed that he had decided not to call in the application.

2.3.11 On 23rd July 2020 the scheme secured programme entry and an allocation of £53m from the government, subject to final approval.

2.3.12 As a result of accommodation works discussions with landowners and tenants, minor design updates were incorporated in an update to planning documents in November 2021, followed by a short consultation period with key stakeholders.

3 EXISTING AND FUTURE CONDITIONS

3.1 Local Network Description

3.1.1 A qualitative overview of the form and function of the existing local highway network is provided below.

3.1.2 **A500 Mainline**

The A500 mainline covers the 3.3 km section of existing single carriageway which is proposed for upgrade to dual carriageway standard. This section is approximately 9.5m in width and connects to the Meremoor Moss roundabout to the west and the M6 Junction 16 roundabout to the east. Localised widening to two lanes exists on the approach to Meremoor Moss roundabout and significant gradual widening to three lanes exists on the approach to the M6 J16 over a distance of around 650m.

There is no footway provision for the full extent of this section. The A500 is subject to the national speed limit; aside from the approaches to roundabout junctions at both ends of the Scheme, there is no street lighting.

Access points to undeveloped land are located at three points along the A500 section;

- Entry point on both sides of the carriageway to the east of the Meremoor Moss roundabout;
- Access tracks on both sides of the carriageway at Englesea Brook, with the northern access track leading to a cluster of farm buildings (Monneley Farm);
- Entry point on both sides of the carriageway east of Barthomley Road bridge, south of Daisy Bank Farm

The Radway Green Road overbridge and Barthomley Road overbridge extend across the A500. Laybys are located west of the Englesea Brook on the eastbound carriageway and located east of Englesea Brook on the westbound carriageway each with an approximate capacity of 6 cars or 3 HGVs.

Four existing PRoWs cross this section of the A500 carriageway and are outlined in greater detail in Section 3.5.

3.1.3 **M6 Junction 16**

The M6 Junction 16 is a fully signal controlled grade separated roundabout which controls the intersection between the following:

- A500 east;
- M6 southbound merge;
- M6 northbound diverge;
- A500 Barthomley Link (the subject of the scheme);
- B5078;
- M6 northbound merge; and
- M6 southbound diverge.

(a) A500 East

The A500 east leads east from the M6 J16 roundabout towards Stoke-on-Trent and Newcastle-under-Lyme via the A34; it is a four-lane dual carriageway approximately 19m in width and has no footway provision.

The A500 east is subject to the national speed limit and the road has street lighting positioned in the central reserve. The land surrounding the carriageway is predominantly undeveloped land.

(b) M6 Southbound Merge

The M6 southbound merge is classified as a Parallel Merge, which includes an Auxiliary Lane approximately 120m in length. This additional lane at the side of the mainline carriageway provides increased merge opportunity for drivers of vehicles joining the M6 southbound.

(c) M6 Northbound Diverge

The M6 northbound diverge is classified as a Parallel Diverge, which includes an Auxiliary Lane to provide increased diverge opportunity for drivers of vehicles leaving the M6 for Junction 16.

(d) M6 Northbound Merge

The M6 northbound merge is classified as a Parallel Merge, which includes an Auxiliary Lane to provide increased merge opportunity for drivers of vehicles joining the M6 northbound.

(e) M6 Southbound Diverge

The M6 southbound diverge is classified as a Parallel Diverge, which includes an Auxiliary Lane to provide increased diverge opportunity for drivers of vehicles leaving the M6 for Junction 16.

f) B5078

The B5078 leads north from the roundabout towards Alsager, it is a two-lane single carriageway approximately 7.0m in width, with localised widening to two lanes on the southbound approach to the roundabout. There is no footway provision.

The B5078 is subject to the national speed limit and, aside from the approach to the roundabout and the entrance to the M6 J16 services, there is no street lighting. An access road leading to a petrol station and hotel is located immediately west on the B5078. The B5078 continues through undeveloped land to connect with the Radway Green Road overbridge to the west over the A500 and a separate overbridge over the M6 to the east.

3.1.4 Radway Green Road

Radway Green Road is located slightly west of the J16 roundabout and extends via a bidirectional, single carriageway overbridge connecting to Barthomley in the south and Radway Green in the north. The route is surrounded by undeveloped land with access to agricultural buildings immediately south of the A500.

There is no street lighting present and the road is connected to the following PRoWs; Barthomley FP14, Barthomley FP15 and Barthomley FP25 via stiles.

3.1.5 Barthomley Road/Mill Lane

The Barthomley Road overbridge is located at the centre of the Scheme, extending north-south above the A500. The road is a single carriageway, bidirectional route with access to both agricultural and residential buildings to both the north and south.

Slightly to the north of the A500, the road intersects with Mill Lane which extends in a north-east direction from the Barthomley Road/Mill Lane junction. Mill Lane is also surrounded by undeveloped land on both sides of the carriageway with no footway or street lighting provision. The road intersects with the following PRoWs; Barthomley FP27, Crewe Green FP2 and Crewe Green FP3.

3.1.6 Meremoor Moss Roundabout

Meremoor Moss roundabout has an Inscribed Circle Diameter of approximately 80m, with a two-lane circulatory carriageway width of approximately 11.4m. The

roundabout is surrounded by undeveloped land with street lighting provided on the immediate entry/exit to/from the roundabout. The roundabout controls the intersection between the following.

- B5472;
- A531;
- A500 west; and
- A500 Barthomley Link (the subject of the scheme)

(a) B5472

The B5472 leads north-west from the roundabout towards Crewe Hall Enterprise Park and links to the road network accessing Weston and Englesea Brook to the south. It is a two-lane single carriageway approximately 9.1m in width, with localised widening to two lanes on the approach to the roundabout. There is no footway provision.

The B5472 is subject to the national speed limit and, aside from the approach to the roundabout, there is no street lighting. Slightly north of the A500, the B5472 intersects with Jack Lane which provides an access track on both sides of the carriageway to a cluster of agricultural and residential buildings.

(b) A531

The A531 leads south-west from the roundabout towards Keele via the A525. It is a two-lane single carriageway approximately 9.6m in width, with localised widening to two lanes on the approach to the roundabout. There is no footway provision.

The A531 is subject to the national speed limit and, aside from the approach to the roundabout, there is no street lighting. The road passes under Snape Lane (R70), to the south of the A500 mainline, which leads to agricultural buildings to the east, and the village of Weston to the west. The A531 continues in a south-westerly direction towards Newcastle Road from which junction access can be gained to the village of Weston via Main Road.

(c) A500 West

The A500 west forms part of the trunk road network and leads west from the roundabout towards Crewe via the new David Whitby Way, to Nantwich via the B5074 and to Chester via the A51; it is a four-lane dual carriageway approximately 20m in width and has no footway provision or street lighting. The national speed limit is enforced with the route largely surrounded by undeveloped land.

3.1.7 Wider Network Improvements

Other recently completed highway schemes in Crewe include capacity upgrades of the Crewe Green roundabout and Sydney Road bridge to improve links in the north of the town displayed in Figure 2.

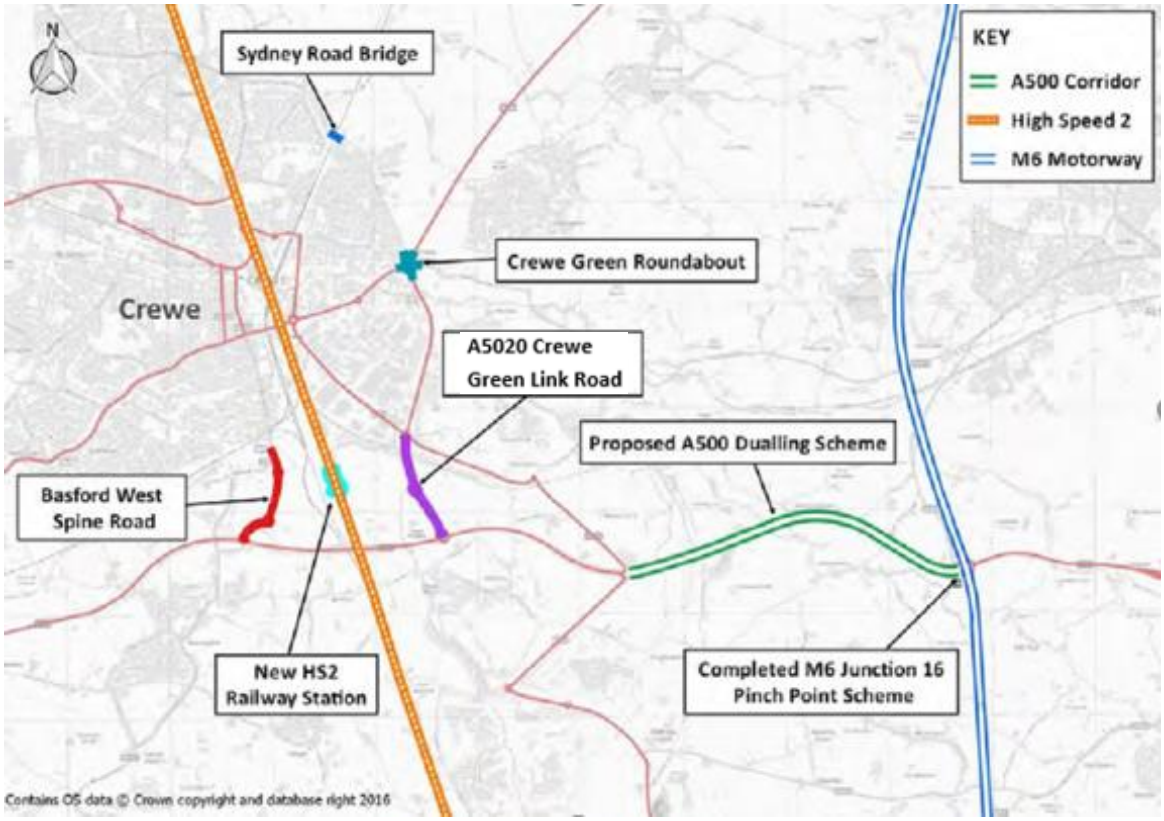

Figure 2 - Locally Committed Highway Schemes

3.2 Travel Patterns

3.2.1 Data collated during the 2011 census shows that there are approximately 53,000 trips each day travelling in to Cheshire East to work from neighbouring authorities and 52,500 travelling outwards. Of these trips, 85% of them are made by car with over 25% of them to / from the neighbouring districts of Newcastle Borough, Staffordshire Moorlands, Stoke on Trent City and the High Peak.

3.2.2 The A500 experiences an Average Annual Daily Traffic (AADT) Flow of 28,528 vehicles in both directions. The Congestion Reference Flow is 20,536 in the Do-Minimum (DM) 2021 modelled opening year showing the route is predicted to be operating over capacity by approximately 8000 vehicles daily. When combined with the percentage of residents within Cheshire East owning two or more cars currently at 8% above the national average and the average commuter distance at almost 2 km above the national average, there is significant demand for an increase in

network capacity. Demand in the region will increase further with Local Plan development and HS2 growth. The Dualling is key to meeting such growth demand.

3.2.3 The Scheme is also supportive of wider highway improvements across the NH network. The route benefits from connections to Nantwich and the A51 towards Chester and North Wales and will offer a key increase in capacity across the wider network, particularly as a relief road if incidents are to occur on the surrounding network.

3.3 Traffic Volumes and Congestion Issues

3.3.1 The information displayed in Table 1 below shows the changes in distance travelled, total travel time and average speed between the three forecast years.

DS Simulation Area Assignment Statistics: pre-VDM* and post-VDM							
Model	Measurement	pre-VDM			post-VDM		
		Modelled Opening Year 2021	Modelled Forecast Year 2036	Modelled Forecast Year 2051	Modelled Opening Year 2021	Modelled Forecast Year 2036	Modelled Forecast Year 2051
AM	Distance Travelled ('000 PCU** km)	853002.5	977373.8	1072159.5	856161.8	998120.9	1102858.1
	Total Travel Time (PCU Hrs)	16503.7	19809.5	23295.3	16531.7	20250.0	24146.5
	Average Speed (Km/Hr)	51.7	49.3	46.0	51.8	49.3	45.7
IP***	Distance Travelled ('000 PCU km)	751979.1	853994.9	933974.3	751013.1	873134.1	969515.6
	Total Travel Time (PCU Hrs)	12546.9	14937.1	17090.2	12497.3	15367.1	17990.3
	Average Speed (Km/Hr)	59.9	57.2	54.6	60.1	56.8	53.9
PM	Distance Travelled ('000 PCU km)	857525.6	984628.4	1077943.0	859894.8	1006761.0	1110806.1
	Total Travel Time (PCU Hrs)	15765.7	18880.7	21667.1	15786.9	19392.0	22715.1
	Average Speed (Km/Hr)	54.4	52.1	49.8	54.5	51.9	48.9

** Variable Demand Model, **Passenger Car Unit, *** Interpeak*

Table 1 - Comparison of three modelled forecast years

3.3.2 This shows that as a result of more trips in future years, there will be an increase in both the total distance travelled and total journey time. Average speed also reduces with each forecast future year.

3.3.3 The traffic volumes at the Automatic Traffic Counter (ATC) data collection sites within the Scheme area are displayed in Table 2 below.

Site Location	Traffic Volume	
	AM (08:00-09:00)	PM (17:00-18:00)
A500 Shavington Bypass	844	1825
A5020 Weston Road	1534	1688
A5020 Weston Road	586	763
A5020 University Way	1107	1311
A500 West: EB	1331	1289
A500 West: WB	1178	1699
A500 Proposed Scheme EB	1328	1752
A500 Proposed Scheme WB	1598	1722
A500 West: EB	833	1278
A500 West: WB	1184	1232
A532 Weston Road	780	565

Table 2 - A500 Traffic Volumes

3.4 Observed Speeds and Travel Times

3.4.1 The base model year data for a 12-month period of TrafficMaster Journey Time Link Data was obtained from the DfT for the fully modelled area.

3.4.2 A total of 19 routes were selected all of which lie within the simulation area of the model, as outlined in Figure 3.

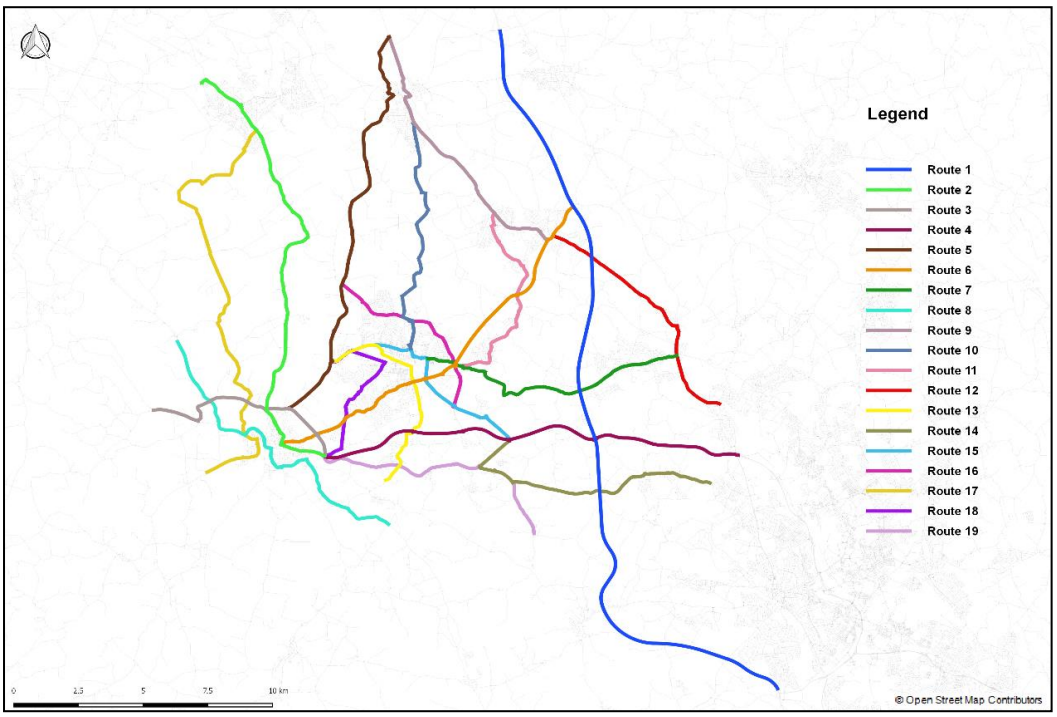

Figure 3 - Journey Time Routes

3.4.3 The routes were specifically designed to cover as a wide a range of route types as possible, with a description of the routes shown below.

3.4.4 The greatest level of congestion is experienced at:

- Route 4 (A500 westbound) which includes the part of the A500 that is subject of the scheme, shows the largest variation in average speed across the peak periods;
- Route 5 (both northbound and southbound on the A530) experiences the largest variation in journey times across both directions;
- Route 6 (westbound on the A54) shows the largest variation in journey times across the peak periods; and
- Route 15 (eastbound on the B5500) experiences the least variation in average journey times across the peak period.

The scheme relieves one of the most congested routes in the areas[5]

3.5 Rail Services

3.5.1 The nearest rail station is Crewe Railway station which offers frequent services to major economic centres including Manchester, Liverpool, Birmingham and London. Table 3 shows growth of the Crewe Railway Station. Areas across Cheshire East can also be reached with services to the nearby towns of Nantwich, Sandbach, Holmes Chapel, Alderley Edge and Alsager, which vary in frequency.

3.5.2 Current facilities at Crewe rail station include:

- Cycle parking; 186 storage spaces at various points around the station;
- Ticket office opening hours; Monday-Friday 05:30-20:00; Saturday 05:30-19:00; Sunday 08:10-19:00; and
- Car park capacity; two car parks offering a total of 779 spaces, plus a number of other local parks.

Year	Total Entries & Exits	Percentage Growth from previous year
2012/2013	2,443,714	1%
2013/2014	2,511,958	1%
2014/2015	2,650,534	1%
2015/2016	2,843,396	1%
2016/2017	3,085,604	2%
2017/2018	3,417,094	10%

[5] A500 Dualling Outline Business Case Strategic Case December 2019

2018/2019	3,305,352	-3%
2019/2020	3,400,916	3%

Table 3 - Crewe Rail Station Statistics 2012-2020[6]

3.5.3 However east-west rail connectivity in Cheshire East is limited, which contributes towards the reliance on private car travel and subsequent congestion of the A500. The number of people using the train as their main mode of commuter travel is likely to significantly increase with the planned development of HS2. This will result in a greater number of vehicles travelling to and from Crewe station with the A500 offering a key link to the station from the surrounding Strategic Road Network.

3.6 High Speed 2

The development of HS2 and the Crewe Hub presents a significant investment opportunity for attracting business and increasing regional growth[7]. Given existing network capacity constraints and the additional traffic demand, which will be generated via both HS2 construction and operation, there is a strong incentive to ensure that the A500 capacity improvements can support HS2 construction activities where possible. The Scheme will be able to support HS2 construction traffic, as it will remain open during construction, and will support additional traffic growth once HS2 is operational (no confirmed date published by HS2 due to slippage in HS2 programme). The network improvements as a result of the Scheme will open investment opportunities, whilst meeting the growing need for improvements in east-west links to access Crewe rail station without the requirement to travel through the centre of Crewe which would exacerbate existing congestion and air quality issues in this area.

Ensuring that the aims of HS2 and the Scheme objectives are well incorporated is important when it comes to supporting the delivery of both schemes and key national infrastructure, with one of the Scheme objectives referring to supporting HS2. If the capacity improvements on the A500 are not completed, this will likely have a detrimental impact upon the benefits realised by the HS2 scheme once operational.

3.7 Existing Environmental Conditions

3.7.1 There are no Air Quality Management Areas (AQMAs) along the existing stretch of the A500, despite the high number of HGVs using this route and its proximity to the M6, as concentrations of NO_2 do not exceed the Air Quality Objective (AQO) at present. The closest AQMA is Congleton No. 6 (Sandbach), located 250 m from the

[6] https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage

[7] HS2 Ltd (2014), Rebalancing Britain: From HS2 towards a national transport strategy, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf

affected road network, which encompasses a number of properties adjacent to Junction 17 of the M6 at Sandbach. In addition, there are a number of AQMAs in Crewe that are between 2 and 3 km from the affected road network.

3.7.2 Diffusion tube monitoring results closest to the Scheme was NO_2 diffusion tube monitoring undertaken by Jacobs over a six-month period between October 2017 and March 2018. The results of the monitoring showed that the annual mean levels at the sites closest to the A500 did not exceed the AQO level of 40 µg/m³. The monitored annual means for these sites were 36.4 µg/m³, 25.1 µg/m³, 37.4 µg/m³, 34.3 µg/m³.

3.7.3 CEC monitoring in the study area showed that only four locations exceeded the annual mean NO_2 AQO in 2017 and only one in 2018. All the sites that exceeded the AQO were within the AQMAs.

3.7.4 There are no Noise Important Areas (NIAs) located along the existing stretch of the A500 that is proposed to be dualled. Despite this, a review of the DEFRA Noise Action Planning Important Areas Mapping has been undertaken for the HD 213/11 calculation area as part of the noise assessment for the Scheme. This has identified one NIA that was considered as part of the noise assessment supporting the planning application for the Scheme. The NIA is located on the M6 north of Junction 16, which is the responsibility of National Highways (NH). One of the sample receptors selected (Scotts Green Cottage) lies within this NIA.

3.7.5 Predicted baseline noise levels at the sample receptors identified within the calculation area indicate that road traffic is considered to be the dominant noise source due to the proximity of the M6 and existing A500.

4 NEED FOR THE SCHEME

The delivery programme for the Scheme is underpinned by critical factors which are set out in the following bullet points. These identify why the Scheme is needed:

- The Scheme is stated as a key development in the Local Plan and Local Transport Plan necessary to improve the capacity of the road network;
- The Scheme is required for the successful delivery of a number of Local Plan sites including; employment and housing developments at Basford East and Basford West (LPS2/LPS3), the delivery of the South Cheshire Growth Village (LPS8), housing developments at the White Moss Quarry (LPS20) and employment developments at the Radway Green Extension, both in Alsager (LPS23/LPS24);
- The Scheme is stated in the CEC Infrastructure Delivery Plan (2015-2030) as a necessary improvement to the local road network: "*there is a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road*";
- The Scheme is well integrated into the wider growth plan for both Crewe and Cheshire East, contributing to Cheshire and Warrington Strategic Economic Plan (SEP) aims through contributing to economic growth via improving access to HS2 and attracting increased levels of investment. Through increasing the capacity of the highway network and improving local and regional connections, the Scheme significantly contributes to the wider growth plan; and
- The development of the HS2 Crewe hub will generate a significant amount of traffic and attract a considerable amount of investment to the area. The scheme proposes to increase the capacity of the highway network and support the operation of HS2[8].

The above factors, along with the existing problems (see section 4.1 below) and opportunities (see section 4.2 below) addressed by the Scheme, clearly demonstrate that it is a key infrastructure project required to support regional development.

4.1 Problems and Issues

4.1.1 Congestion

The set of data available for a 12-month period of TrafficMaster Journey Time Link Data was obtained from the DfT for the fully modelled area, as shown in section 3.4.1. Analysis of the data indicated that the greatest level of congestion is experienced at the following locations; westbound on the A54, eastbound on the

[8] HS2 Transport Assessment (TR-001-000) Part 1 (July 2017)

B5500, both northbound and southbound on the A530 and westbound on the A500. Through increasing the capacity of the highway, congestion across the network will be reduced and the number of congestion "hotspots" will be minimised [9].

The greatest delays within the surrounding area are experienced on;

- The single carriageway section of the A500 from the Basford-Hough-Shavington Bypass to Junction 16 of the M6, bypassing Barthomley;
- Approaches to/from key service centres including the A534, A500 and A51; and
- Junction 16 of the M6.

Through the dualling of the A500, network capacity will be increased and the severity of delays at these locations will be reduced.

With increased capacity and the development of HS2, the completed Scheme will offer an upgraded east-west link and improve the efficiency of the highway network.

4.1.2 Air Quality

The predominant source of pollution across CEC's administrative areas is road traffic. There are currently 19 AQMAs within the administrative boundary of CEC, declared for exceedance of the annual mean NO2 AQO. Five of these AQMAs were declared in October 2017 following further assessment as recommended in the 2016 Annual Status Report and a further two were declared in October 2019 following recommendation in the 2018 report.

4.1.3 Road user safety

Personal Injury Accident (PIA) data was obtained from CEC for a five-year period (May 2012- March 2017). An analysis of the PIA data shows a higher frequency of serious and fatal accidents were recorded on the section of the A500 proposed for upgrade in comparison to the remainder of the A500 as seen in Figure 4 below:

[9] A500 Dualling Outline Business Case Strategic Case December 2019

Figure 4 - Accident Map

Upgrading to a dual carriageway will reduce the likelihood of accidents because there will be less congestion and delay, and the opportunity to overtake slow moving vehicles will reduce driver frustration. The severity of accidents will also reduce by separating eastbound and westbound flowing traffic

4.2 Opportunities

4.2.1 Supporting Growth and Investment

The A500 will support local and regional growth by increasing the attractiveness of the area for future investment, through improved journey times and additional road capacity.

This will support the developments outlined in the Local PlanWithout the Scheme in place, the full development potential of these sites and partnerships is unlikely to be achieved.

The recently adopted Local Plan is underpinned by a need to improve transport connections across the authority area. 'A500 Barthomley Link' is named as one of the projects which are planned to address congestion issues in the area, as well as the South Macclesfield Link Road and improvements on the A51 and A530, and as such it is explicitly listed in the Infrastructure Delivery Plan. Increasing capacity on

the highway network as a result of the aforementioned schemes improves business conditions and thereby increases opportunities for employment growth.

4.2.2 Improved connectivity

The Scheme will support other ongoing and recently completed highway schemes in Cheshire East including; Crewe Green Roundabout and Congleton Link Road. The Dualling, combined with these schemes will improve the links between economic centres across the region and enhance connectivity. The Scheme will support the NH Road Investment Strategy (RIS) improving links to the M6, a factor which is an integral part of the development of the Strategic Road Network. NH confirmed investment in essential freight routes within the Cheshire area prior to the RIS being published.

A key improvement within the RIS is the upgrade to Smart Motorway at the M6 Junction 13 (Stafford) and the M6 Junction 15 (Stoke south) which will provide an essential link in the 'smart spine' network connecting London and the North West. The A500 is directly linked to the M6 Junction 16 and the strategic highway improvements in the north west of the country.

4.3 Impact of Doing Nothing

Should the Scheme not be completed, the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 / the wider Cheshire East, Stoke and Staffordshire region. This would thus hinder future plans for development in the area including the aspirations of the Local Plan.

As highlighted previously, the A500 is expected to form one of the main routes to the proposed HS2 hub station. If the Scheme does not go ahead, the existing congestion on the A500 is likely to negatively affect journey time reliability, reducing the accessibility and benefits of HS2 and encouraging more people to travel via less suitable alternative routes.

5 OBJECTIVES OF THE SCHEME

5.1 Introduction

5.1.1 This section presents the objectives of the Scheme based on the identified problems with the future and current situation. It also highlights how these objectives align with the wider policy context; this is done for various policy documents and various levels of Government.

5.2 Problems and Objectives addressed by the Scheme

5.2.1 The Council identified the problems and issues listed in Section 4.1 above relating to traffic in the vicinity of the Scheme

5.2.2 Having identified the problems and issues facing Crewe and the wider area, a set of Scheme objectives were derived which attempted to capture the strategic aspirations of the wider area as well as the local aims of the Scheme. The objectives for the Scheme are outlined in Table 4.

Objective	Alignment with Scheme
Support the economic, physical and social regeneration of Crewe	The Scheme will assist in mitigating the effect of increased traffic flows into and out of Crewe. This will improve journey times making journeys more reliable, thereby supporting the economic, physical and social regeneration of Crewe.
Improve journey times and reliability over the period to 2030	The Scheme will increase capacity along the route, therefore reducing journey times and improving journey time reliability. Dualling the A500 and introducing a central reserve will separate oncoming traffic intended to improve safety levels. The provision of two lanes in each direction will result in safer overtaking movements.
Improve the reliability of public transport	The Scheme will increase capacity along the route, therefore reducing journey times and making journeys more reliable.
Improve connectivity between important economic centres, Local Enterprise Partnership and local authority areas, and to North Wales	Improvements to this section of the A500 increase capacity and journey time reliability on the route between Crewe, Stoke-on-Trent, Stafford and North Wales. This will improve connectivity between important economic centres.
Support delivery of key national infrastructure, i.e. HS2 and the Crewe Hub Station.	This section of the A500 is a key route for traffic generated through the operation of HS2 and therefore supports development through increasing local highway capacity.
Support delivery of key employment and housing allocations.	The improved capacity and journey time reliability of the route will benefit commuter traffic and therefore support the delivery of the key employment and housing allocations in the Local Plan.
Boost business integration and productivity; improve the efficiency and reliability of the highway network; reduce the conflict between the local and strategic traffic, and; provide an improved route for freight and business travel	By increasing the capacity of this section of the A500, traffic flows will be improved which reduces the likelihood of delays, improving the reliability of the network. This will also improve the efficiency and reliability of the local road network and the M6. Improving the capacity of the route reduces the likelihood of “rat-running”, which will ensure that the local roads are used for local journeys. This will reduce conflict between local and other traffic and provide a more efficient route for freight and commuters.
Facilitate future improvements to M6 J16.	The increased capacity of this section of the A500 will allow for future developments of the M6 Junction 16. If the A500 were to remain a single carriageway this would not be possible.

Table 4 - Alignment of Scheme and objectives

6 POLICY CONSIDERATIONS

6.1 Introduction

6.1.1 A review of pertinent Land Use Planning documents has been undertaken to identify how the Scheme fits with national, sub-regional and local policy.

6.2 National Policy

The following National documents are relevant to the Scheme and have been reviewed:

- National Planning Policy Framework 2019;
- DfT's Strategic Vision;
- National Policy Statement for National Networks (December 2014);
- The Northern Powerhouse: One Agenda, One Economy, One North (March 2015); and
- TfN Strategic Transport Plan (2019).

Table 5 identifies extracts from the national policy documents with relevance to the Scheme's objectives listed in Table 4. This is shown through displaying key extracts included within policy docs which are related to the Scheme.

Policy	Key Extracts
National Planning Policy Framework (February 2019)	*"Building a strong, competitive economy"* *"Address potential barriers to investment, such as inadequate infrastructure"* *"Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change"*
Action for Roads, A Network for the 21st Century (July 2013)	*"By 2040, almost a quarter of all travel time could be spent stuck in traffic amounting to 100 million working days lost every year"* *"We plan to upgrade the majority of non-motorway roads with a large proportion improved to dual carriageway"*
DfT Road Investment Strategy: Strategic Vision	*"Aim for the number of people killed or injured on the strategic road network approaching zero by 2040"* *"Connecting people and businesses safely, swiftly and seamlessly"* *"Connecting the population, driving the economy"* *"Supporting and improving journey reliability and safety"* *"Joining our communities and linking effectively to each other"*
The Northern Powerhouse: One Agenda, One Economy, One North (March 2015)	*"Enhance the performance of the North's Strategic Road Network"* *"Transform city to city rail connectivity…through both HS2 and a new TransNorth system"*
TfN Strategic Transport Plan (2019)	TfN's Vision and Pan-Northern Transport Objectives within the Strategic Transport Plan includes: *" Increasing efficiency, reliability, integration, and resilience in the transport system."* *"to transform economic performance"* *"Improving inclusivity, health, and access to opportunities for all."*

	"Promoting and enhancing the built, historic, and natural environment." A particular focus exists within the Plan to improve connections between strategic corridors, several of which include Cheshire and Warrington.

Table 5 - A500 National Policy Framework

The A500 is a major highway link within the Cheshire East region and increasing capacity on this route is a key component to achieving national aspirations. It is considered that the Scheme will conform with national policies, by assisting opportunities for development and increasing the capacity for future growth.

6.2.1 High Speed 2

HS2 is the high-speed rail line proposed by the Government connecting:

- London to the West Midlands (phase 1);
- The West Midlands to Crewe (phase 2a); and
- Crewe to Manchester, and West Midlands to Yorkshire (phase 2b).

CEC is fully supportive of HS2 with the route affecting the following wards in Cheshire East; Wybunbury, Haslington, Crewe, Bunbury/Middlewich, Chelford and Mobberley.

HS2 will assist in creating 120,000 jobs by 2040 and inject £10bn a year into the wider region's economy though the Council's ambitions of a frequency of 5 to 7 HS2 trains an hour handled in Crewe by 2027. The aim is to deliver a Crewe Hub that can cater for a high volume of trains for both the existing network and HS2.

The A500 is important to help achieve the full economic potential of HS2. The study area of the A500 is within 5 miles of Crewe and will therefore be part of the local road access network. The increased network capacity which the Scheme creates will directly support the increased traffic flows generated by HS2 and support economic growth.

Additionally, without the increased capacity which dualling will create, existing congestion issues will continue and may become worse. This will limit the economic potential of the region through reduced business investment as a result of poor transport links.

6.3 Sub-Regional Policy

6.3.1 DRAFT Cheshire and Warrington LEP Strategic Transport Plan 2018

The draft Strategic Transport Plan (STP) for the Cheshire and Warrington LEP published on the 6th April 2018 outlined an ambitious growth strategy for the Cheshire and Warrington sub region up to 2040. The Plan recognises that effective transport networks will be essential for the continued success of the sub region and outlines priorities for the essential development of the Strategic Road Network.

The STP outlines a number of both short-term and long-term priorities, with the Scheme identified as a key short-term priority as evidenced below:

"*A dualling scheme is required to increase capacity on the A500 on the approach to J16 of the M6 Scheme to improve journey times and connectivity between Crewe (including the Crewe Hub), Stoke and the M6 to help facilitate housing and employment growth*".

The A500 is categorised as a key link within the "Major Road Network".

6.3.2 Strategic Economic Plan (SEP), Cheshire and Warrington

The aim of the Strategic Economic Plan (SEP) is to make Cheshire and Warrington the most favourable place to do business in the UK by creating the ideal environment for businesses to grow, providing access to the right skills, delivering supportive and efficient public services, infrastructure and utilities and maintaining the sub region as a beautiful part of the country to enjoy.

The plan sets out two key vision aims in which to achieve this, which are outlined in Table 6 below.

Vision Aim	Impact of the Scheme
Be 20% more productive per resident than the UK average	• Improved journey reliability • Directly supports regional aims e.g. opportunities within HS2 • Supports local developments outlined within the Local Plan and Local Transport Plan
By 2040: grow our economy to at least £50 billion pa of GVA, creating 120,000 new jobs and build 127,000 new homes across the region.	• Supports HS2 which will increase employment and the local development of the region • Increases the capacity of the highway network and makes the area more attractive for future investment

Table 6 - Fit of A500 into SEP Vision Aims

To assist in achieving the vision aims presented within the SEP, a set of Transport and Connectivity aims have been developed which include:

1. Improve connections to support the development of priority employment sites including those within the Cheshire Science Corridor;

2. Improving connections to neighbouring sub-regions, including international gateways;

3. Resolve pinch points and congestion in the transport network which act as barriers to growth if left unaddressed;

4. Address network resilience issues to deliver predictable and efficient journey times to support business productivity;

5. Make best use of the existing road network to capitalise on existing infrastructure; and

6. Ensure that the maximum benefit is gained in economic and connectivity terms from the development of the HS2 Hub Station at Crewe.

6.4 Local Policy

6.4.1 Cheshire East Local Plan Strategy (adopted 2017)

The Local Plan sets out the Council's case for sustainable economic growth and is the strategy that the Council will adopt to manage development in Cheshire East up to 2030.

The Local Plan is underpinned by a need to improve transport connections across the Authority area. The vision clearly stipulates that employment-led growth would be particularly focused upon the two principal towns of Crewe and Macclesfield, underlining the importance of a fit for purpose highway network in Crewe. The Scheme is key to the successful delivery of new development sites, and is explicitly listed in the CEC Infrastructure Delivery Plan with the Local Plan stating;

"*The delivery of the employment elements of the site, as well as the contributions it will make towards infrastructure improvements, the A500 is considered to be of vital importance to the delivery of "All Change for Crewe*"."

This is detailed further in the Infrastructure Delivery Plan, which was updated in 2016 and provides as follows:

"*There is a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road*"[10].

In order to deliver their vision for Cheshire East as a whole, the Council has set four strategic priorities. Table 7 demonstrates how the Scheme fits within those strategic priorities.

Strategic Priority	Alignment with Scheme
Promoting economic prosperity by creating conditions for business growth.	The Scheme improves access to the HS2 Hub station and to new development sites stated in the Local Plan.
Creating sustainable communities where all members are able to contribute and where all the infrastructure required to support the community is provided.	The A500 is linked to several development areas in the Local Plan: LPS 2: Basford East, Crewe. The development of a high quality, employment led mixed use development. This area will benefit from good links to the A500 to the south, and the West Coast mainline. LPS 3: Basford West, Crewe. The development of 22 hectares of employment uses and 370 new homes, a new local centre whilst incorporating green infrastructure LPS 8: South Cheshire Growth Village, South East Crewe. The development of a sustainable settlement (650 new homes), mixed use village centre, open space and pedestrian/cycle links. LPS 20: White Moss Quarry, Alsager. The provision of 350 new homes, a new local centre and the incorporation of green infrastructure. LPS 24: Radway Green Extension, Alsager. The provision of 25 ha of employment land and the incorporation of green infrastructure. The increased capacity of the A500 as a result of the Scheme will improve accessibility to these sites.
Protecting and enhancing the environmental quality of the built and natural environment.	Improving access to the open space as a result of proposed development sites.
Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network.	Reducing peak hour congestion

Table 7 - A500 Strategic Fit with Local Plan

[10] Cheshire East Infrastructure Delivery Plan Update 2016

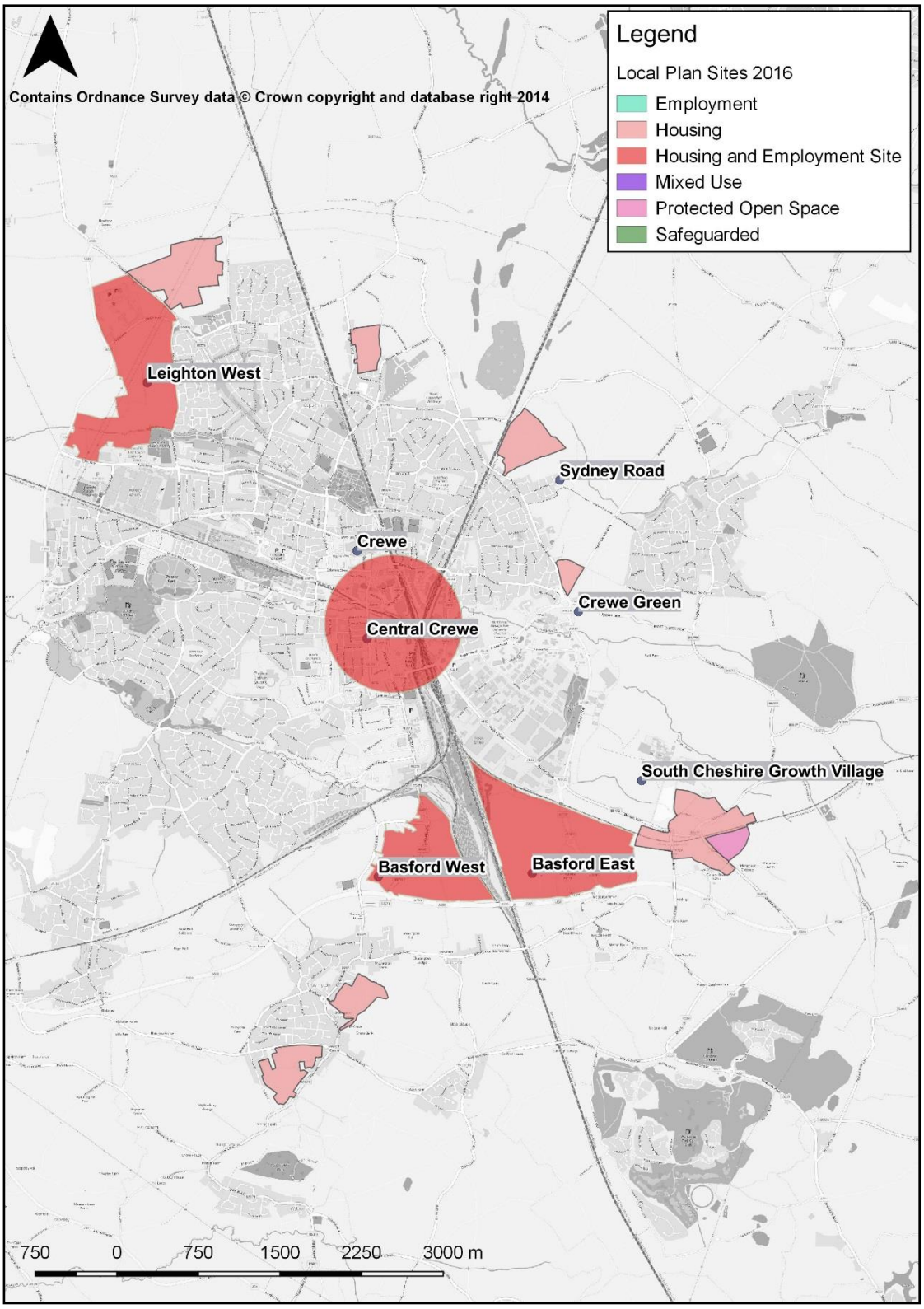

Figure 5 - Local Plan Development Sites

6.4.2 Crewe and Nantwich Replacement Local Plan

The Borough of Crewe and Nantwich Replacement Local Plan was adopted on 17th February 2005 and covers the period up to 2011.

A number of policies from this Local Plan were saved under the Secretary of State's Direction in 2008, though some of these saved policies have now been replaced by policies in the 2017 Local Plan.

The main relevant extracts within the Crewe and Nantwich Local Plan which should be considered when assessing the traffic impact of a scheme include:

- Policy BE3 Access and Parking: new developments should comply with the highways agency's policies concerning access to the M6 motorway and slip roads, and the A49, A500 and A51 trunk roads; and

- Policy BE3 Access and Parking: new developments should comply with the Highways Agency's requirements relating to development which would be likely to generate a material increase in traffic which would result in the M6 motorway, A49, A500 and A51 trunk roads and their associated junctions being overloaded.

The Scheme will increase capacity on the road network and will thus improve access to the Strategic Road Network.

6.4.3 Crewe Hub HS2 Masterplan

The Crewe Hub HS2 Draft Masterplan Vision was published in October 2017 and outlines the contribution of HS2 to Crewe.

The Masterplan sets out "Masterplan Vision Development Areas" and specifically refers to the development plans for Basford to develop logistics, industrial and light industrial uses within the development site. The A500 has excellent access to the Strategic Road Network with close proximity to the M6 and has been identified as a main construction access route between Junction 16 and Crewe[11].

6.4.4 Cheshire East Local Transport Plan (LTP) 2019-2024

The Cheshire East LTP is a strategic plan for the development of transport within Cheshire East over the period 2019-2024, outlining how transport will contribute to and support the longer-term aspirations of the Borough.

Cheshire East's LTP identifies the Dualling as essential to improving the network quality and to address congestion issues.

The LTP also contains six challenges to achieving CEC Transport Vision. These objectives are listed in Table 8 and demonstrate the Scheme's strategic fit. These

[11] High Speed Rail (West Midlands-Crewe) Transport Assessment Part 1, July 2017

objectives aim to make explicit the areas where transport can make a positive contribution to the achievement of the priority goals within each area, and also where it would be likely to hinder achievement if under-performance is not addressed.

No.	Objective	Alignment with Scheme
1	Supporting growth and economic strength through connectivity	Improved transport connectivity in the area enables economic growth by opening up key sites for housing and employment development, creating an environment that is attractive for business investment and growth.
2	Ensuring accessibility to services	Key service areas within the region will become more accessible through improvements to highway capacity and an integration with other transport developments. This will also improve access to HS2 presenting a major opportunity for strategic economic growth through connecting 4.9 million people living within one hours travel of the site
3	Maintaining and managing our network assets	Enhance connectivity alongside other transport schemes and increase the capacity of the network
4	Improving organisational efficiency and effectiveness	Increasing highway capacity, particularly on major roads at Junction 16 of the M6 will reduce congestion on major junctions and improve journey reliability and journey time, making the businesses operates in an efficient and effective manner.
5	Promoting health, wellbeing and physical activity	A number of the Local Plan developments incorporate sustainable links and the Scheme will support access to such areas. NMU improvements are also incorporated within the Scheme design
6	Protecting and improving our environment	A number of AQMAs currently exist around the study area due to high levels of congestion. Through increasing the capacity of the highway network, air quality will improve and hence bring environmental benefits

Table 8 - A500 Strategic Fit with Local Transport Plan

Thus, it is considered that the Scheme fits well against the objectives contained within the Cheshire East LTP.

6.4.5 Cheshire East Rights of Way Improvement Plan 2011 – 2026 (ROWIP)

The CE ROWIP is a supporting document of the Cheshire East Sustainable Community Strategy 'Ambition for All' and the CEC LTP. Public Rights of Way (PRoW) have an essential role to play in increasing the opportunities for walking and cycling within the ROWIP. The Plan notes that access from major towns in the

Borough to the surrounding countryside is poor. Some off-road cycling provision exists, for example the Crewe to Nantwich Greenway. There is an ambition for this to extend to also incorporate a strategic cross-town cycle route which connects the main service areas of the town. The Dualling will stop up the four existing uncontrolled crossings over the A500 as they are deemed unsafe after the Scheme is built. As an alternative, new footpath provision and diversions as part of the Scheme will be via bridge crossings of Barthomley Road bridge and Radway Green bridge which are considered safer for NMUs.

6.4.6 **Cheshire East Transport Models Review (May 2014)**

The transport models review was undertaken to assess the transport modelling work undertaken by CEC in relation to Local Plan developments and to evaluate the adequacy of any proposed mitigation measures.

The A500 corridor improvements on the Barthomley Link Road to the M6 (the Scheme) are identified as a measure required to mitigate against the predicted impacts associated with the development proposals in the Local Plan.

7 DEVELOPMENT OF A500 DUALLING

7.1 Route Development

7.1.1 Following the decision to upgrade the section of A500 between the M6 Junction 16 and Meremoor Moss Roundabout, further work was undertaken to develop and refine the option.

Mainline	Barthomley Road overbridge	Radway Green Road overbridge
- Widening to the north - Widening to the south - Hybrid Widening (a combination of both north and south)	- Off-line to the west - Off-line off Mill Lane - Off-line to the east - On-line	- Off-line to the west - Off-line to the east - On-line

7.1.2 In order to identify the best route option, each option was qualitatively and quantitatively assessed against the following criteria:

- Scheme costs, including land acquisition;
- Engineering Constraints (topography and land use, geology and ground conditions, geometry, departures from standards, public utilities, structures, constructability);
- Making best use of pre-existing infrastructure (including a recent construction of a pinch point scheme at the eastern end, including two retaining walls)
- Road user safety; and
- Environmental factors (including landscape, ecology, cultural heritage, air quality, greenhouse gas, noise and vibration, water environment, effects on all travellers, community and private asset, planning).

7.1.3 Each option was assessed and ranked 1 to 3 or, in some cases, joint positions.

7.1.4 Each of the criteria were then assigned a weighting between 0 and 2. The weighting was based on the perceived importance of each criterion in the overall delivery of the Scheme. It was clear from the ranking summary that Option 3 of the Options listed above was the least desirable and so was discounted prior to the weighting.

7.1.5 The total weighted score derived from the quantitative assessment for each option is as follows:

- 1 (widening to the north) – weighted score of 18.1 (2nd); and

- 2 (widening to the south) – weighted score of 21.1 (1st).

7.1.6 As Option 2 outperformed Option 1, it was recommended that the Widening to the South be taken forward as the Preferred Route.

7.2 Adoption of the Preferred Route

7.2.1 Option 2 was formally adopted by the Council as the 'Preferred Route' at the Cabinet meeting held on 9 May 2017 (Appendix D).

7.2.2 Following endorsement of the Preferred Route, the Scheme then entered the preliminary design phase in which the Dualling was developed to a sufficient level of detail to allow the submission of a planning application. During this phase, engineering and environmental elements of the Scheme were refined through consultation with landowners and other local interest groups. The refined Preferred Route was subsequently considered during the pre-planning consultation.

7.3 Public Consultation Results – Pre-Planning Consultation

7.3.1 A 6-week pre-planning consultation was held between 20th September and 1st November 2017, including two public exhibitions in September 2017.

7.3.2 The main objectives of the consultation are summarised below:

- To inform the public and other stakeholders of the preferred route for the Scheme;
- To offer the public and stakeholders an opportunity to suggest design changes prior to the submission of a planning application for the Scheme;
- To provide an opportunity for the public and other stakeholders to discuss and ask questions about the Scheme with members of the project team;
- To gauge the level of support for the developing Scheme preliminary design and the support for the Scheme in general;
- To offer an opportunity for stakeholders to provide feedback on the Scheme impacts and environmental mitigation measures, and;
- To maintain and enhance communication with stakeholders.

7.3.3 As part of the consultation, engagement exhibitions were held on the following dates and locations:

- Wednesday 20th September 2017 – Barthomley Village Hall
- Saturday 23rd September 2017 – Barthomley Village Hall

7.3.4 The consultation carried out also included the following:

- Consultation leaflet and questionnaire distribution to residents based within the locality of the Scheme;
- Consultation leaflet to other stakeholders (i.e. local businesses, environmental groups, vulnerable user groups) and statutory consultees;
- Consultation material uploaded to the Council website;
- Liaison forums with affected residents, vulnerable user groups and environmental groups; and
- Engagement via social media (Facebook), along with a dedicated telephone line, email and postal address.

7.3.5 A total of 72 people attended the engagement exhibitions. Approximately 204 leaflets and questionnaires were distributed, with 38 questionnaires returned. Public support was high with 92% of respondents (fully or partly) being in favour of the Scheme.

7.3.6 The stakeholders consulted included landowners affected by the Scheme. In addition to the public exhibitions and consultation measures referred to above, the Council's engagement with landowners has generally included ongoing dialogue throughout the development of the preferred route.

7.3.7 Furthermore, the Council (and their Land and Property Acquisition Advisor) have worked hard to proactively engage with all directly affected landowners and, where possible, alterations have been made to the design to accommodate requests from landowners and tenants.

7.3.8 The parish councils have also been consulted and CEC have made representations at a number of meetings to inform the local residents of updates on the project. Articles have also been included in the local parish newsletters.

7.3.9 Various issues came to light during the consultation process. Where necessary these were addressed with the appropriate stakeholder(s) and, where practicable, design amendments were incorporated prior to the submission of a planning application for the Scheme.

7.3.10 The main changes made as a result of the consultation can be summarised as follows:

- Ponds were relocated and redesigned to minimise permanent land take and impact on farm business;
- Access tracks amended to suit requirements of landowners and tenants; and
- Stopping up and diversion routes of footpaths.

7.3.11 The consultation process also highlighted that consultees were concerned about the effects of the dualling on air quality and noise levels for properties nearby. The assessment process concluded that once the Scheme is operational, there would be a minor adverse noise impact on local residents, and a negligible impact in the long term. The air quality assessment concluded that once the dualling is operational, properties located within the local area would not experience an increase in NO_2 levels large enough to exceed the Air Quality Objective limit of 40 $\mu g/m^3$. The noise and air quality assessments therefore concluded that there would be no significant noise or air quality effects on Barthomley and surrounding local area as a result of the dualling. Local roads would see a reduction in noise levels, though properties adjacent to the A500 itself would see an increase in noise levels. Acoustic fencing has been included within the Scheme design to mitigate the increase in noise levels for the closest sensitive receptors where appropriate.

7.3.12 In summary, the pre-planning consultation demonstrated that the Scheme continued to have very high level of support. Following the consultation, suggestions and feedback were reviewed, and where appropriate the emerging Preferred Route was modified.

7.4 Planning Application

7.4.1 The design was submitted in planning application ref 18/3766N in July 2019 and was approved with conditions in April 2019.

7.5 Further Route Development

7.5.1 In January 2019 Balfour Beatty were appointed as the contractor for the scheme, and they appointed Ramboll as their designer. Following this the scheme underwent a value engineering exercise and the following changes were proposed:

- Meremoor Moss Roundabout reduced to existing size and elongated to the south east to create an oval shape, retaining partial use of existing roundabout to reduce the land take and works required on the A531 arm and western A500 arm.
- Realignment of the eastern approach to Meremoor Moss Roundabout to achieve compliance with DMRB standards and Road Safety, shifting the southern westbound carriageway to the south resulting in a widened central reserve and extension of culvert.
- Reduced length of access track south of Meremoor Moss Roundabout off the A531, due to the proposed changes to the roundabout design.
- Relocation and/or redesign of all attenuation.

- Earthworks solution to flood defence in place of the retaining wall in the original proposals.
- Full demolition and replacement inline of Barthomley Road bridge and Radway Green Road bridge with a higher vertical alignment, requiring full closure of each, to reduce land take costs and simplify construction.
- Realignment of A500 mainline between the two overbridges, widening both to the north and the south, to avoid requirement of National Grid diversion.
- Relocation of access track and footpath between the Duckeries and Barthomley Road, south of A500, to avoid steep vertical alignment.
- Additional land take for utilities protection or diversion
- Cutting slopes increased to 1 in 2 rather than 1 in 3 to reduce land take
- Removal of laybys to reduce costs

7.5.2 This revised design was shared with affected landowners and tenants before being submitted for planning in April 2020.

7.5.3 Further design amendments were incorporated in a planning update in November 2021 following accommodation works discussions with landowners and tenants.

8 DESCRIPTION OF THE PROPOSED ROUTE

8.1 Description

8.1.1 The proposed Scheme is shown on a General Arrangement plan contained in Appendix A.

8.1.2 The proposed design of the Scheme conforms to modern dual carriageway design requirements. In general, the road will be predominantly in cutting with small sections of low embankment along most of the route. Side and cutting slopes would be constructed at gradients up to 1 in 2.5 and would be topsoiled and grass seeded.

8.1.3 The proposed Scheme predominantly follows the same vertical alignment as the existing A500. The Scheme begins at its western-most extent, at the Meremoor Moss roundabout which has four arms, A531 Newcastle Road, A500 Shavington Bypass, B5472 Weston Road and the proposed Dualling. The roundabout will be enlarged to include three lanes on the circulatory carriageway. The north-western quadrant of the roundabout circulatory carriageway will remain in its current position, but the remainder will be elongated so that the south-eastern quadrant will be approximately 14m south east of its existing location

8.1.4 The Scheme continues in an easterly direction in cutting which gradually reduces for approximately 190m until it reaches the existing ground level. The road then continues on embankment, gradually rising to around 5m approximately 260m east of the roundabout at which point it crosses over an unnamed watercourse, the culvert for which requires extension to the north and south. Continuing east on embankment for 430m, the Scheme then crosses Englesea Brook, where the existing culvert and underpass require extending. West of Englesea Brook, the existing westbound layby will be removed from the proposed new layout. In addition, the existing eastbound layby to the east of Englesea Brook will also be removed from the proposed layout.

8.1.5 The road continues east from Englesea Brook on an embankment which decreases in height over a distance of approximately 180m.The road embankment increases to around 5m towards the western extent of the Duckeries. At this location it travels over an unnamed water course whose culvert will require extending both north and south of the A500. The Scheme then continues east on embankment for a further 60m towards the eastern extent of the Duckeries, where it meets existing ground level.

8.1.6 For the next 300m the Scheme is within a deep cutting, which increases to a maximum of about 12m deep, then decreases to meet existing ground level. At this point, the road crosses over Barthomley Brook. The existing culvert would require extending to the south, and sections of the brook to the north and south of the

road will need to be realigned to accommodate two new attenuation ponds. The brook will be realigned over a distance of 90m to the south of the A500 and 80m to the north. The Scheme then enters a cutting on both sides of the carriageway, to approximately 5m deep as it passes under Barthomley Road Bridge.

8.1.7 Barthomley Road bridge will be replaced with a new structure which extends over both carriageways, tying in to the existing road north and south of the A500.

8.1.8 The Scheme continues within a cutting at a depth of between approximately 2 to 3m for a further 600m. The cut becomes shallower to approximately 1m for approximately 40m after, then deepens again to between 4 and 5m between as it passes under the Radway Green Road Bridge.

8.1.9 Radway Green Road bridge will be replaced with a new structure which extends over both carriageways, tying in to the existing road north and south of the A500.

8.1.10 The road continues in cutting at around 5m deep which proceeds to get shallower until the approach to M6 Junction 16 where the road proceeds on a small embankment until it connects into the roundabout. A section of this cutting is supported by an existing retaining wall to the north side of the road, from approximately 70m east of Radway Green Road bridge, eastwards for 200m.

8.1.11 Drainage of the new carriageway will discharge into existing watercourses and existing highways drainage systems at several locations. The attenuation will be provided by means of ponds and discharge will be restricted to either greenfield or brownfield runoff rate. The conveyance of surface water will be via filter drains, kerbs and gullies, or surface water carrier drains.

8.2 Gas Main Diversion

8.2.1 An existing National Grid high pressure gas main running perpendicular to the A500 located at approximately 400m east of Barthomley Road requires diverting as a result of the scheme. The diversion is to allow for an upgrade to the pipeline which is necessary to meet current standards for a pipeline of this nature in the vicinity of a heavily trafficked route, such as the proposed A500 dual carriageway.

8.2.2 The diversion works will require land to the north and south of the A500 for working space and a site compound. This land is included in the approved planning application boundary and in the Compulsory Purchase Order land.

8.2.3 Other statutory undertaker's equipment will need diverting or protecting as a result of the scheme, but the National Grid gas main requires by far the most significant alterations, in terms of cost and impact of the works.

8.3 Design Standards

8.3.1 The design of the Dualling and two side roads will be in accordance with the National Highways Design Manual for Roads and Bridges (DMRB).

8.3.2 The following speed limits are applicable to the Scheme:

- A500 Mainline = 70mph
- Barthomley Road / Radway Green Road = 60mph (existing speed limit)

8.3.3 The geometry associated with each element of the Scheme has been developed based on corresponding design speeds.

8.3.4 The design complies with the geometric requirements set out in the DMRB however, due to some of the existing constraints, some departures have been designed into the Scheme.

9 SIDE ROADS ORDER

9.1 The Need for a Side Roads Order (SRO)

9.1.1 The SRO is required to enable the Council to stop up existing side roads and private means of access affected by the construction of the Dualling, to improve existing side roads, and to create new side roads and private means of access required as a consequence of the main works. These are summarised below.

9.1.2 In this section the A500 is referred to as "the Classified Road".

9.2 Meremoor Moss Roundabout and Other Alterations (Site Plan No. 1)

9.2.1 Meremoor Moss Roundabout will be elongated by approximately 19m on its south eastern side creating an oval type shape for the circulatory carriageway.

9.2.2 The A500 mainline will be widened to the south to upgrade the road to dual carriageway between Meremoor Moss Roundabout (Site Plan No. 1) and M6 Junction 16 (Site Plan No. 6).

9.2.3 The B5472 is to be improved from the northern extent of the central island on the B4572 approach to Meremoor Moss Roundabout, northwards for a distance 130m.

9.2.4 The access off the B5472, north of Meremoor Moss Roundabout, into field 6444 will be stopped up and replaced with a new private means of access which will run along the same route. The same access will also provide access to field 8861 and Attenuation Pond A1, to the east by an extension to the track that will run parallel to the A500 boundary, over the unnamed watercourse and into field 8861. The track will then continue along the southern boundary of field 8861 and provide access to fields 9345, 0236, 1547 and 1047, and Attenuation Pond A2 to the north of the A500 as shown on Site Plan No. 2.

9.2.5 The access directly off the A500 mainline into field 6444 to the north, approximately 180m east of the existing Meremoor Moss roundabout, will be stopped up. The field will be accessed via the access described in the paragraph above.

9.2.6 The access directly off the A500 mainline into fields 7022 and 4300 to the south, approximately 180m east of the existing Meremoor Moss roundabout, will be stopped up and the field will be accessed via a new private means of access from the A531 approximately 130m south west of the existing Meremoor Moss roundabout. The track continues to run parallel to the southern boundary of the A500 to provide access to field 9345.

9.3 Englesea Brook, the Duckeries and Other Alterations (Site Plan No. 2)

9.3.1 The access to the north into fields 0236, 9345, 8961, 1047 and 1547, directly off the A500, approximately 80m west of Englesea Brook will be stopped up and replaced with the access track off the B5472 (seen on Site Plan No. 1) running parallel to the A500 to the north.

9.3.2 The access to the south into fields 1047, 9345, 0236, 9020 and 1547, directly off the A500, approximately 80m west of Englesea Brook will be stopped up. Access to fields will now be gained either via the access track running parallel to the A500 to the south, starting from the A531 and through fields 4300, 7022 and 9345 as shown on Site Plan No.1, or via the access track running parallel to the north of the A500, starting from the B5472, travelling parallel to the A500 and through the underpass parallel to Englesea Brook (shown on Site Plans Nos. 1 and 2).

9.3.3 To the north of the A500, the existing private means of access running through field 1547 connecting into the existing A500 underpass is to be stopped up and realigned to the southern perimeter of the field, to accommodate Attenuation Pond A2. Access via the underpass connecting land in the same ownership north and south of the A500 will be stopped up and replaced along the same route. On the southern side of the existing A500 underpass, the existing private means of access is to be stopped up and realigned to tie into the proposed underpass extension. At the southern extent of these alterations, approximately 35m south of the Englesea Underpass, another track will run east-west connecting into field 0236, to replace the existing track immediately south of the A500 that is lost beneath the footprint of the Scheme.

9.3.4 A direct access for Attenuation Pond B will be provided off the A500 mainline approximately 215m east of Barthomley Brook, into field 2465 (shown on Site Plan No. 2).

9.4 Barthomley Brook, Barthomley Road and Other Alterations (Site Plan No. 3)

9.4.1 Public Footpath Barthomley FP04 will be stopped up south of the A500 from where it meets the proposed realigned footpath then northwards, including the at-grade crossing over the A500 mainline, and then northwards and eastwards to the point at which it meets Barthomley Road. A section of FP27, approximately 21m, will be stopped up from the where it meets the proposed realigned footpath to the point at which it meets the existing FP04 north of the A500.

9.4.2 To the north of the A500 FP04 will be replaced with a route starting from the location 21m north of where the existing FP04 meets FP27 and continuing

eastwards to meet Barthomley Road south of Smiths Green Cottages. Part of this route is also the access for Attenuation Pond C2.

9.4.3 To the south of the A500 the realigned FP04B will run parallel to the A500 mainline continuing along the southern side of the carriageway, at the toe of the proposed embankment, within the proposed highway boundary, until it meets Barthomley Road north of Cyprus Cottage. Part of this route is also the access for Attenuation Pond C1, east of Barthomley Brook.

9.4.4 Barthomley FP17 will be stopped up from the starting point at Mill Lane to the point at which it meets the existing A500. The at-grade crossing over the A500 carriageway at this location will also be stopped up. The proposed alternative route is via Barthomley Road bridge along which there will be a footpath.

9.4.5 To the east of Barthomley Road there will be a new footpath starting from opposite Cypress Cottage and running northwards parallel to Barthomley Road, then running eastwards parallel to the southern boundary of the A500. This new footpath will tie into FP17 to the south of the A500, as shown on Site Plan No.4.

9.4.6 Barthomley Road is to be improved from the southern boundary of Jasmine Cottage, along the entirety of the structure to a point approximately 10m south of Cypress Cottage, by raising the road levels and replacing and lengthening the structure. There will also be stopping up of Barthomley Road between the existing and proposed highway boundaries where modifications are being made to the structure.

9.5 Land at Daisy Bank Farm, Smith Lane and Other Alterations (Site Plan No. 4)

9.5.1 Barthomley FP17 will be stopped up on the south of the A500 from the southern boundary of the existing A500 to where it meets the eastern extent of the proposed FP17 diversion that follows the southern boundary of the widened A500 (see Site Plan No. 3). The at-grade crossing over the A500 carriageway at this location will also be stopped up.

9.5.2 Barthomley FP33 will be stopped up on the south of the A500 from where it meets the proposed footpath diversion, northwards to its junction with FP07. Barthomley FP07 will be stopped up from its junction with FP33 eastwards, parallel to the A500 mainline, to where it meets the proposed footpath diversion. The footpath will be diverted between the two stopped up locations, parallel to the widened A500 and continue east towards Bluemire Farm (Site Plan No. 5).

9.5.3 The at-grade crossing from FP33 over the A500 to Smithy Lane on the north will be stopped up. A new footpath will be provided travelling eastwards along the

northern boundary of the A500, to tie into Radway Green Road (see Site Plan No. 5).

9.5.4 The private means of access directly off the A500 to the south, 370m east of Barthomley Road, into fields 2485 and 4500 will be stopped up. An alternative access is available via Barthomley Road to the south.

9.5.5 The private means of access directly off the A500 to the north, 260m west of Smithy Lane, into fields 3700 and 4500 will be stopped up. Alternative accesses are available via Daisy Bank Farm and Smithy Lane.

9.5.6 The private means of access running parallel to and to the north of the A500, west of Smithy Lane, will be stopped up and replaced by a new private means of access that follows the boundary of the realigned A500.

9.5.7 Barthomley FP18 will be stopped up between the proposed new private means of access and the existing A500 boundary including the at-grade crossing. The footpath will be diverted via the new private means of access on the southern side of field 7100, then will cross over Smithy Lane and continue eastwards on the northern side of the proposed classified road boundary, running parallel to the A500 until it meets Radway Green Road (see Plan No. 5).

9.5.8 A new highway will also be provided between Smithy Lane and the stopped up section of FP18 north of the A500, along the same route as the new private means of access, to provide a turning circle for vehicles.

9.5.9 Smithy Lane will be improved from 25m south of the Alms House, southwards towards the boundary of the A500.

9.6 Bluemire Farm, Radway Green Road and Other Alterations (Site Plan No. 5)

9.6.1 Barthomley FP25 will be stopped up between its junction with Radway Green Road and the A500 (Site Plan No. 6). The at-grade crossing from the location at which FP25 meets the A500 will also be stopped up. Footpath users instead will be diverted across Radway Green Road bridge and eastwards along Barthomley FP15.

9.6.2 A new footpath will be provided which will run from the south of Smithy Lane (Site Plan No. 4) to Radway Green Road, travelling along the northern perimeter of the A500. In addition, a new footpath is proposed on the southern side of the widened A500, continuing from Barthomley FP07 and Barthomley FP33 as shown on Site Plan No. 4., then continue eastwards parallel to the A500 towards and to the south of Bluemire Farm to connect into Radway Green Road. The section of this footpath around the perimeter of Bluemire Farm will also be a private means of access into an area of landscape planting to the west of the farm and south of

the A500 and the most eastern section of this footpath will also be a private means of access into field 8362 starting from the same location as the existing field access on Radway Green Road and entering the field via a dedicated access to the south.

9.6.3 Radway Green Road is to be improved from a location approximately 55m north of the proposed highway boundary, southwards along the road and structure to a location approximately 120m south of the proposed highway boundary, by raising the road levels and replacing and lengthening the structure. It also includes stopping up of the highway between the existing and proposed highway boundaries, on the east and west sides of Radway Green Road, to the north and the south of the A500.

9.7 Land at Daisy Bank Farm, Smith Lane and Other Alterations (Site Plan No. 6)

9.7.1 Barthomley FP25 to the north of the A500 will be stopped up between its junction with Radway Green Road (Site Plan No. 5) and the A500. The existing at-grade crossing over the A500 will also be stopped up. An alternative route is available via Radway Green Road bridge and footpath Barthomley FP15 to the south of the A500.

9.7.2 Barthomley FP15 will be stopped up from where it meets the western extent of the proposed realigned footpath, south of the A500, eastwards towards the border with Staffordshire County Council. The footpath will be diverted along the south of the widened A500 from the point at which the existing is stopped up, eastwards to a northwards spur that connects to a footpath within the existing highway boundary at M6 Junction 16.

9.8 Footpaths

9.8.1 The changes to the Public Rights of Way ("PRoWs"), in terms of stopping up sections of existing routes and diverting these along new sections of footpath and footways, would reduce the amenity value of the affected PRoWs as the setting would change at the location where the footpath crosses the road. However, these changes have been proposed to maintain the connection of the original routes, and to provide safe diversions and crossings to then re-join the original route; overall the diverted routes along with new footpath provision is considered to be considerably safer than existing situation with minimal disruption to the well-used routes.

10 THE COMPULSORY PURCHASE ORDER

10.1 Introduction

10.1.1 The scheme requires the acquisition of land and the CPO has been made for this purpose. The Council has also entered into negotiations with landowners affected or has offered to do so with a view to agreeing voluntary terms of acquisition but it is necessary to seek authority for compulsory purchase to ensure that all land required for the scheme can be available at the appropriate time to enable the scheme to proceed and which is in the public interest.

10.2 The Order Land

10.2.1 The breakdown of land by existing use and purpose for which it is required for the Scheme is set out below:

Existing Land Use	Hectares	% of existing land to be used
Agricultural Land	12.07 ha permanently required 13.74 ha temporarily required	43% 49%
Non-Agricultural Land (this does not include existing highway land)	0.39 ha permanently required 1.67 ha temporarily required	1% 6%

Table 9 – Breakdown of existing land use

10.2.2 In total, 13.98 ha is permanently required for the carriageway, drainage works and environmental mitigation. No properties would require demolition due to the Scheme.

10.2.3 For ecological mitigation, habitat loss and gain calculations have been undertaken for the Scheme to ensure there is a net gain in habitats, resulting in an ecologically sustainable Scheme. These habitats include replacement habitats for one pond lost to the Scheme, neutral species-rich grassland, and provision of suitable habitat for bats (including hop-overs), water vole, breeding birds and badgers. The habitat losses and gains due to the Scheme are detailed in Table 10.

Habitat Type Lost	Area of Habitat Lost	Habitat Type Created	Area of Habitat Gained	Habitat Net Gain / Losses
Broad-leaved semi-natural woodland (A1.1.1).	1,600 m^2	Woodland	18,600 m^2	
Broad-leaved plantation woodland (A1.1.2)	34,500 m^2	Woodland edge	12,500 m^2	
Mixed Plantation Woodland (A.1.3.2)	11,500 m^2	Linear belts of shrub and trees	5,100 m^2	**-11,400m^2**
TOTAL WOODLAND (ALL TYPES)	**47,600 m^2**	***TOTAL WOODLAND (ALL TYPES)***	***36,200 m^2***	
Semi-improved acid grassland (B1.2)	1100 m^2	Species – rich grassland	8,600 m^2	**+25,000m^2**
		Acid grassland	17,500 m^2	
		TOTAL SPECIES-RICH GRASSLAND	**26,100 m^2**	
Marshy grassland (B5)	5,500 m^2	Marshy grassland (attenuation ponds and wildlife areas)	3,300 m^2	**+6,000m^2**
		Wetland habitat for water vole	8,200 m^2	
		TOTAL	**11,500 m^2**	

Habitat Type Lost	Area of Habitat Lost	Habitat Type Created	Area of Habitat Gained	Habitat Net Gain / Losses
Scattered Trees (including mature trees) (A3.1)	43 trees	Scattered trees; individual trees; and shrubs with intermittent trees.	Total approximately 2,466 trees	**+2,422 trees**
Veteran Tree	1			
Native species-rich hedgerow (J2.1.1)	128 m	Native hedgerows with trees	4,500 m	**+3,679 m**
Native species-rich defunct hedgerow (J2.2.1)	0 m			
Native species-rich hedgerow and trees (J2.3.1)	0 m	Native species hedges	3,958 m	
Species-poor hedgerow (J2.1.2.)	4,000 m			
Species-poor defunct hedgerow (J2.2.2.)	12 m	Translocation of species-rich hedgerow	129 m	
Species-poor hedge and trees (J2.3.2.)	768 m			

Habitat Type Lost	Area of Habitat Lost	Habitat Type Created	Area of Habitat Gained	Habitat Net Gain / Losses
TOTAL HEDGEROW (ALL TYPES)	***4,908 m***	***TOTAL HEDGEROW (ALL TYPES)***	***8,587 m***	
Standing water (G1) (Pond P18 to be lost)	1 pond	N/A	4 ponds	+ 3 ponds

Table 10 – Habitat loss and gains due to Scheme

10.2.4 The loss of wet woodland and marsh habitat (for which the site is proposed for designation) would be mitigated on site as follows:

- Creation of species-rich broad-leaved semi-natural woodland habitat immediately adjacent to the pLWS. Native species of local provenance; and,
- Management of 13,584m^2 of broad-leaved plantation woodland to the western side of the pLWS to remove/reduce the current extent of hybrid poplar and return the entire extent of the pLWS into favourable condition.

10.2.5 These areas will also provide wider benefits in terms of ecology and nature conservation by enhancing ecological connectivity at the landscape scale, establishing resilience in those habitats by improving quality/condition and spatial extent, and establishing a long-term maintenance/management regime.

10.2.6 The proposed extent of environmental mitigation has been agreed with the CEC ecologist and landscape architect. The Scheme has been granted full planning permission and as a result it can be considered that the Scheme provides robust ecological and landscape mitigation.

10.2.7 It is also considered that land required for environmental purposes (namely ecological mitigation and compensation, landscape screening and integration, and noise attenuation) is fully justified.

10.3 Description of Land Required for Title by Plot References

<u>Classified Road, Ancillary Highways and Existing Highway to be Improved</u>

10.3.1 For the following plots, full title to the land is required for the Classified Road, for associated drainage works, for the provision of ancillary highways, and

improvements to existing highways to connect the Classified Road to the existing network:

Site Plan 1: Plots 1/1, 1/2g, 1/2k, 1/2p, 1/2s, 1/2u, 1/2v, 1/3, 1/5, 1/5d, 1/5j, 1/5k and 1/5m.

Site Plan 2: Plots 2/1, 2/1c, 2/1h, 2/1j, 2/1m, 2/1v, 2/1x, 2/1y, 2/1aa, 2/1af, 2/1am, 2/1an, 2/1ao, 2/1ap, 2/2, 2/2a, 2/2b, 2/3e, 2/3f and 2/3j.

Site Plan 3: Plots 3/1, 3/1c, 3/1d, 3/1e, 3/1f, 3/1g, 3/1j, 3/1m, 3/1aa, 3/1ab, 3/1ac, 3/1ad and 3/2.

Site Plan 4: Plots 4/1a, 4/1d, 4/1e, 4/1g, 4/1s, 4/1ac, 4/2, 4/3, 4/3e, 4/3j and 4/3o.

Site Plan 5: Plots 5/1, 5/1g, 5/1k, 5/1l, 5/1n, 5/1o, 5/1t, 5/2, 5/2a, 5/2b, 5/3a, 5/3c, 5/3l, 5/3p, 5/4, 5/5a and 5/5c.

Site Plan 6: Plots 6/1a, 6/2 and 6/3.

Public Rights of Way and their verges

10.3.2 For the following plots, full title is required for the provision of a footpath outside the boundaries of the Classified Road:

Site Plan 1: None.

Site Plan 2: None.

Site Plan 3: Plot 3/1y.

Site Plan 4: Plots 4/1f, 4/1i, 4/1k, 4/1o, 4/1u, 4/3b and 4/3f.

Site Plan 5: Plots 5/1a, 5/3, 5/3d, 5/3k, 5/3t and 5/3x.

Site Plan 6: Plot 6/1.

New Means of Access

10.3.3 For the following plots, full title is required for the provision of accommodation tracks to give third party rights of access outside the boundary of the Classified Road:

Site Plan 1: Plots 1/2c, 1/2e, 1/2i, 1/2j, 1/2l, 1/2r, 1/2t, 1/5b, 1/5f and 1/5g.

Site Plan 2: Plots 2/1f, 2/1q and 2/3a.

Site Plan 3: None.

Site Plan 4: Plot 4/1u.

Site Plan 5: Plots 5/1f, 5/1p and 5/3x.

Site Plan 6: None.

10.3.4 Subject to agreement with the landowner, the Council may seek to negotiate a licence to occupy during construction followed by access rights in place of full title acquisition. However, in the absence of such agreement the Council requires the security of the right to acquire full title.

Site Compounds and temporary access and working space for the main highways works

10.3.5 For the following plots, full title is required to provide for site compounds and/or topsoil storage areas associated with the construction of the Scheme:

Site Plan 1: Plots 1/2, 1/2b, 1/2d, 1/2f, 1/2h, 1/2m, 1/2n, 1/2o, 1/2q, 1/5a, 1/5c, 1/5e, 1/5i, 1/5n and 1/5o.

Site Plan 2: Plots 2/1a, 2/1b, 2/1d, 2/1g, 2/1i, 2/1p, 2/1ab, 2/1ac, 2/1ae and 2/3i.

Site Plan 3: Plots 3/1a, 3/1h, 3/1i, 3/1k, 3/1n, 3/1o, 3/1x and 3/1z.

Site Plan 4: Plots 4/1, 4/1b, 4/1c, 4/1h, 4/1l, 4/1m, 4/1n, 4/1t, 4/1v, 4/1w, 4/1ae, 4/1af, 4/1ag, 4/3a, 4/3c, 4/3d and 4/3g.

Site Plan 5: Plots 5/1b, 5/1c, 5/1d, 5/1e, 5/1h, 5/1i, 5/1j, 5/1m, 5/1r, 5/1s, 5/3b, 5/3e, 5/3g, 5/3j, 5/3o, 5/3q, 5/3r, 5/3s and 5/5.

Site Plan 6: Plots 6/1b, 6/1c and 6/1d.

10.3.6 Subject to agreement with the landowner, the Council may seek to negotiate a temporary licence to occupy during construction in place of full title acquisition. However, in the absence of such agreement the Council requires the security of the right to acquire full title.

Environmental Mitigation

10.3.7 For the following plots, full title is required for the provision of landscape and ecological mitigation against the effect of the Classified Road:

Site Plan 1: Plot 1/5h.

Site Plan 2: Plots 2/1k, 2/1n, 2/1s, 2/1t, 2/1u, 2/1w, 2/1z, 2/1ad, 2/1ah, 2/3, 2/3b, 2/3c and 2/3d.

Site Plan 3: Plots 3/1b and 3/1p.

Site Plan 4: Plot 4/3n.

Site Plan 5: Plots 5/3f, 5/4a and 5/5b.

Site Plan 6: None.

10.4 Description of Land Required for Rights by Plot References

10.4.1 For the following plots, rights are required by the highway authority for the purpose of construction and maintenance of drainage pipes and outfalls and access to an environmental mitigation pond over 0.7122 Ha of land:

Site Plan 1: Plots 1/2c, 1/2j, 1/2l, 1/2n, 1/2q, 1/2r, 1/2t, 1/5b, 1/5e, 1/5f and 1/5i.

Site Plan 2: Plot 2/1f and 2/1ak.

Site Plan 3: None.

Site Plan 4: None.

Site Plan 5: Plots 5/3t, 5/3u and 5/3x.

Site Plan 6: None.

10.4.2 For the following plots, rights are required to enable the Council to enable statutory undertakers to divert, maintain and use underground services over 0.8104 Ha of land.

Site Plan 1: None.

Site Plan 2: None.

Site Plan 3: None.

Site Plan 4: Plots 4/1l and 4/1t.

Site Plan 5: None.

Site Plan 6: None.

11 EFFECTS ON LAND USE AND AGRICULTURE

11.1.1 Agriculture is the dominant existing land use of the land included in the Orders, comprising predominantly arable land, livestock grazing, and grazing for dairy farming.

11.1.2 The Scheme will affect twelve land interests due to permanent and temporary land take. The total land take for the Scheme is 29.41 ha, of which 15.43ha is temporary land take, affecting eight farm interests. This comprises the temporary loss of 1.11 ha of grade 2 land, 12.55 ha of grade 3 land and 1.77 ha of grade 4 land.

11.1.3 The total permanent land take totals 13.98 ha, affecting eight land interests. This comprises the permanent loss of 1.00ha of grade 2 land, 7.21 ha of grade 3 and 5.77 ha of grade 4.

11.1.4 This land is required in order to undertake the dualling of the A500, as well as associated embankments and cuttings, drainage ponds, new access tracks and essential environmental mitigation. Farm units and land holdings will be affected by severance issues, including loss of access to land/fields, severance of fields and severance of land drainage systems. The Orders authorise the provision of new field accesses and accesses to farmsteads. Further accommodation works are proposed to mitigate the effects of severance, in agreement with the landowners as part of their overall entitlement to compensation.

11.1.5 All of the farming interests affected by the Orders would have to adjust their operations as a consequence of the Scheme, but none of those adjustments would be of such a scale as to materially alter the functioning of the holding or its operational sustainability. The majority of the changes relate to issues of revised accesses to land and increased journey times between areas of operational interest and can be addressed through accommodation works or the land compensation code.

11.1.6 The impacts on five of the land interests due to land take have been assessed as insignificant adverse as a result of the area of land take. The impacts on three of the land interests as a result of land take have been assessed as significant adverse.

11.1.7 In the case of the three land interest assessed as having a significant adverse impact, the impact on likely future farm business viability is assessed as insignificant. The farm businesses would be affected by land-take and this may result in a reduction or restructuring of their activities. However, this is assessed as not significantly compromising the likely future viability of the farm businesses and they are likely to be able to continue trading, albeit after some restructuring of their operations.

11.1.8 The loss of agricultural land classified as best and most versatile has been minimised to the extent consistent with the Scheme Objectives and is significantly outweighed by the benefits of the Scheme which is the product of a robust option and route selection process.

12 SPECIAL CATEGORIES OF LAND

12.1.1 The Order Land does not contain land that is special category land within the meaning of the Acquisition of Land Act 1981 (open space, common land, allotments or field gardens), land held inalienably by the National Trust, consecrated ground, land in a general improvement area or land in a housing action area.

13 THE PLANNING POSITION

13.1 Introduction

This chapter sets out the planning policy and other material considerations for the Scheme that were identified during the planning process and refers to the conclusions that the LPA reached in the determination of the application.

13.2 Planning Policy

Principle of the Scheme

13.2.1 At the local level, CEC adopted the Local Plan Strategy 2010-2030 on 27th July 2017. The document sets out the overall vision and planning strategy for development in the borough and contains planning policies to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies 50 strategic sites and three strategic locations that will accommodate most of the new development needed for the borough's growth predictions.

13.2.2 This need for supporting infrastructure is set out in the 'Vision for Cheshire East' in 2030, from the Local Plan:

"Well designed new employment and housing development will have been developed to fully meet identified needs in locations that reduce the need to travel. The infrastructure to support this growth will have been delivered in partnership with other organisations, whilst maximising and enhancing those built and natural features most valued across the borough."

13.2.3 In order to achieve the vision CEC have developed four strategic priorities; Strategic Priority 4 is:

"Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network", which will be delivered by measures including "…Providing additional transport infrastructure to improve connectivity".

13.2.4 In terms of planning policies in the Local Plan, Policy IN 1 (Infrastructure), states that:

"Infrastructure delivery will take place in a phased co-ordinated manner guided by the Infrastructure Delivery Plan".

13.2.5 Policy CO2 (Enabling Business Growth Through Transport Infrastructure) of the Local Plan, specifies that support will be given for schemes identified within the CEC Infrastructure Delivery Plan. The Scheme is included in the current Infrastructure

Delivery Plan (July 2016), and is also identified in the supporting text to Policy CO2, as a major highway scheme that the policy will support.

13.2.6 CEC's Infrastructure Delivery Plan identifies the importance of improvements to the A500. The Scheme is also identified in the emerging Strategic Transport Plan (STP) for the Cheshire and Warrington LEP.

13.2.7 At the national level, Paragraph 8 of the National Planning Policy Framework (NPPF) (2019), describes the roles of the three dimensions of sustainable development: economic, social and environmental. The description of each objective includes:

"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

13.2.8 Within CEC the proposed Scheme will contribute to achieving the economic, social and environmental objectives of the NPPF through the following:

- By improving the efficiency and reliability of the highway network, the Scheme will contribute to CEC's economy by reducing congestion and enhancing connectivity, improving business efficiency and productivity, as well as supporting future growth by assisting the delivery of key employment sites and HS2;
- The Scheme will contribute to achieving social objectives by supporting the delivery of housing allocations, improving journey times and improving the reliability of public transport; and
- The Scheme will support environmental objectives by reducing congestion, minimising amenity impacts through improved landscaping and acoustic fencing and providing a net gain in biodiversity.

Green Belt

13.2.9 The Scheme is within land designated as Green Belt in the Local Plan. The NPPF shows that the Government attaches great importance to Green Belts, with the fundamental aim of preventing urban sprawl by keeping land permanently open. Paragraph 134 of the NPPF, identifies the five purposes of the Green Belt as:

"a) to check the unrestricted sprawl of large built-up areas;
b) to prevent neighbouring towns merging into one another;
c) to assist in safeguarding the countryside from encroachment;
d) to preserve the setting and special character of historic towns; and
e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land."

13.2.10 The Local Plan Green Belt policy reflects national policy, from the NPPF, which also states that 'substantial weight' should be given to any harm caused to the Green Belt and that 'inappropriate' developments should not be approved except in 'very special circumstances'. Further, Paragraph 144 of the NPPF states that 'very special circumstances' will not exist unless the potential harm to the Green Belt

"*by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations*."

13.2.11 Paragraph 146 of the NPPF lists forms of development other than buildings that are:

"not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it".

13.2.12 This includes: "*local transport infrastructure which can demonstrate a requirement for a Green Belt location*".

13.2.13 The proposed scheme would not technically preserve the openness of the Green Belt as it would encroach on space which is currently free from development. It can therefore be considered to constitute inappropriate development in the Green Belt.

13.2.14 The NPPF advises that any other harm additional to that of inappropriateness must also be considered. There would also be some landscape and ecological harm given the loss of existing trees, planting and habitats.

13.2.15 Very Special Circumstances however, exist for the proposed scheme, namely the locational necessity and the economic, social and environmental benefits which clearly outweigh the harm to the Green Belt and the other harm identified.

13.2.16 It is considered that these factors clearly outweigh the harm to the Green Belt and the other harm identified.

Other Planning Considerations

13.2.17 Assessments of the proposed Scheme's effect on the surrounding environment (in terms of landscape, ecology, cultural heritage, air quality, noise and vibration, soils, geology, hydrogeology and materials, drainage, people and communities and traffic) have demonstrated that through careful design, appropriate mitigation and enhancement, the proposed Scheme does not conflict with national and local planning policy.

13.3 The Planning Application Determination

13.3.1 The original application was the subject of a full consultation programme and was reported to the CEC Strategic Planning Board on 19 December 2018 with a recommendation for approval. The committee report stated that the proposal would constitute inappropriate development in the Green Belt, but this would be outweighed by the very special circumstances, consisting of economic benefits, assisting the delivery and unlocking the benefits of HS2, local transport benefits, expansion of the existing road with no other option viable, and social and environmental benefits. The report also noted that:

'The development would also provide benefits of increasing capacity of the existing highway network, economic benefits and enhanced landscaping and ecological impacts thus betterment from the existing situation'.

The report concluded that:
'it is considered that the benefits outweigh the dis-benefits. As such, on balance, it is considered that the development constitutes sustainable development and should therefore be approved'.

13.3.2 The Strategic Planning Board subsequently resolved to approve the scheme subject to referral to the Secretary of State for Communities and Local Government. On 24 January 2019 the Secretary of State confirmed that he had decided not to call in the application, as he was content to allow the application to be determined by the Local Planning Authority. The Council subsequently issued the decision notice and granted planning permission for the scheme on 24th April 2019, subject to 24 Planning Conditions.

13.4 The Planning Application Re-submission

13.4.1 Following the approval of planning permission, a number of amendments to the Approved Scheme were identified along with an additional area required for certain

additional works e.g. a National Grid gas pipeline diversion. Given the scale and extent of these changes, it was agreed with the Local Planning Authority that a new planning application (a resubmission) was required for the revised scheme.

13.4.2 A planning application was subsequently submitted on 28th April 2020 to secure planning permission for these changes and the revised scheme considered at Planning Committee on 26th August 2020 when it was resolved to grant planning permission subject to 24 planning conditions and subject to confirming the final amount of biodiversity off-setting with Ecology officers.

13.5 The Planning Application Implementation

13.5.1 The revised Planning Permission approval, and specifically the planning conditions have been reviewed by the technical specialists involved with the Planning Application and, based on this review, it is considered that the Planning Conditions attached to the permission are reasonable and can be complied with. Overall, there are not known to be any planning impediments that would prevent the Scheme proceeding.

13.6 Planning Summary and Conclusion

13.6.1 The Scheme is identified as a planning and infrastructure policy priority in the CEC local development plan and would assist the delivery on numerous economic and social benefits in this part of Cheshire East. It has limited impact upon its surroundings, partly due to it being an enlargement of an existing piece of infrastructure and because of the detailed and careful design of the Scheme.

13.6.2 Whilst determining the scheme's Planning Application, the LPA considered all the aspects and potential impacts of the scheme. In particular, its Green Belt location and impacts on, residential amenity, landscape and trees, design, ecology, historic environment, air quality, noise and vibration, contaminated land, flood risk, public rights of way, traffic and highways, gas pipelines/explosives, and economic sustainability.

13.6.3 Finally, it is considered that the associated planning conditions can reasonably be complied with and that there are no other planning impediments that could prevent the scheme progressing.

14 SCHEME FUNDING

14.1 Sunk Costs

14.1.1 In line with guidance set out within WebTAG Unit A1.2, only the costs which will be incurred subsequent to the economic appraisal and the decision to go ahead are considered. 'Sunk' costs, which represent expenditure incurred prior to the Scheme appraisal and which cannot be retrieved, should not be included.

At the time of submission of the Outline Business Case in May 2019, £4.50m of project development costs had been incurred by the Council. These costs are considered sunk and have consequently been excluded from both the economic and financial cases.

14.2 Base Costs

14.2.1 The base costs, which do not include optimism bias, risk and inflation are shown in Table 11. They are based on 2018 prices. The base costs are split into the following categories:

- Construction and Preliminaries;
- Statutory Undertakers;
- Land and Property; and
- Jacobs / CEC / Contractor fees

Investment Cost Component	Base Cost Estimate Excluding Inflation, Undiscounted (2018)
Construction and Preliminaries	£38.6m
Statutory Undertakers Diversions	£6.5m
Land Claim	£2.4m
Preparation cost	£2.4m
Supervision cost	£3.7m
Base Cost Sub Total	£57.7m

Table 11 - Base Costs – 2018 Prices Excluding Inflation

The costs, which do include inflation are shown in Table 12. They are also based on the above 2018 prices but with inflation added.

Investment Cost Component	Base Cost Estimate Including Inflation, Undiscounted
Base costs	£57.7m
Inflation	£6.54m
Base Cost Sub Total	£64.3m

Table 12 - Base Costs – Outturn Prices Including Inflation (Excluding sunk costs)

14.3 Maintenance Costs

14.3.1 The Scheme will require maintenance work which will create costs that would not be present if the Scheme was not built.

14.3.2 Maintenance costs for the bypass have been estimated based on the capital cost (e.g. people and machinery) of maintenance. The cost has been estimated using the typical maintenance profiles provided in the QUADRO manual, based on the road's length, flow and carriageway standard.

14.4 Funding Arrangements

Table 13 outlines the intended funding arrangements for the proposed Scheme.

Funding Source	Value £ (Excluding Sunk Costs)	Value £ (Including Sunk Costs)
DfT Grant	£53.3m	£55.1m
Local Contribution	£11.0m	£13.6m
Total scheme costs	**£64.3m**	**£68.7m**

Table 13 - Funding Arrangements

14.5 Funding Approval

On the 5th May 2020, the approved funding arrangements were reported to CEC Cabinet, and approval was sought for the on-going funding of the scheme. Cabinet subsequently approved the recommendations:

- The approved capital allocation for the Scheme is £6.5m, which has been secured from £4.7m local contributions and £1.8m DfT contributions;
- This budget will enable the project to proceed to March 2020 with key aspects of the preconstruction programme to safeguard the programme, progress land procurement and develop works cost certainty. If DfT decide not to include the scheme in the programme at any point during that period, expenditure can be

stopped immediately and the contract with the delivery team through the SCAPE framework can be terminated at any time;

- The revised Outline Business Case submitted to DfT in May 2019 is based on a total scheme cost of £68.7m. The total requested contribution from the DfT is £55.1m and the total local contribution is £13.6m;

- In addition to the approved budget of £6.5m in the main programme, a budget of £62.2m is held in the addendum to the capital programme to cover the total scheme cost.

CEC's Section 151 Officer has confirmed that the Scheme costs represent the best estimates based upon available information and current market conditions and that CEC has the means to accept financial liability of the Scheme going ahead as per the current guidance.

CEC's Section 151 Officer will provide a signed declaration outlining CEC's financial commitment to the Scheme once the tender costs for the Scheme are known. This letter will subsequently be included within the Scheme's Full Business Case.

14.6 Alternative Funding Arrangements

There are no other identified funding strategy options at this stage.

15 RELATED WORKS, ORDERS AND PROCEDURES

15.1 Mitigation Licence

15.1.1 Due to the impacts of the Scheme European Protected Species (EPS) licences will be required for bats. No licence will be required for Great Crested Newts (GCN) or badgers.

15.1.2 An EPS Licence will be required for bats as the Scheme will result in the loss of a small number of low status tree roosts for common bat species. Pre-construction surveys in 2019 identified three such trees which would be lost as a result of the scheme. Further surveys will be undertaken prior to construction on both confirmed trees and trees with moderate and high bat roost potential as bat roosts within trees can be highly transitory in nature and it is extremely difficult to provide conclusive evidence of absence (Collins, 2016).

15.1.3 Details of monitoring for identified roosts adversely affected by the Scheme would be specified in the EPS Licence. Mitigation measures for bats are included within the ES and are sufficient across the Scheme to minimise impacts on bats through provision of hop-overs, creation of new suitable foraging habitat and retaining mature vegetation, and the installation of bat boxes where required.

15.1.4 As a consequence of these adverse effects to bats the Council will be applying to Natural England for EPS Licences in order to interfere with bats under regulation 53(2)(e) of the Conservation of Habitats and Species Regulations 2010 (as amended) ("the Habitats Regulations") and section 16(3)(f) of the Wildlife and Countryside Act 1981 (as amended), in order for the Scheme to be constructed.

15.1.5 The Habitat Regulations fully protect bats and their breeding sites and resting places, making it an offence to deliberately kill, injure or capture (take) them; deliberately disturb, damage or destroy breeding sites or resting places; possess or transport any of these species or any part of them; and to sell (or offer for sale) or exchange any of these species or parts of them.

15.1.6 The proposed extent of the ecological mitigation measures has been agreed with the relevant statutory nature consultees, and full planning permission has been granted. As a consequence it is considered that, for the robust ecological mitigation for bats as outlines above, there is every prospect an EPS Licence would be granted by Natural England.

15.2 Water Discharge Consents

15.2.1 The consent of the Environment Agency under the Water Resources Act 1991 will be required for the discharge of highway drainage into controlled waters. For this the Council will apply and obtain an environmental permit. Consequently, the

Council and its advisers have been in constant consultation with the Environment Agency during the design of the Scheme to date, and the Agency's comments and views have been taken into account in the design process to date.

16 HUMAN RIGHTS ASSESSMENT

16.1.1 The Council has considered the provisions of the Human Rights Act 1998 in deciding whether to make the Orders.

16.1.2 The Council considers that the use of compulsory purchase powers will not constitute an unlawful interference either with property rights protected under Article 1 of the First Protocol of the European Convention on Human Rights, or the respect for private and family life and the home protected under Article 8 of the Convention.

16.1.3 The Orders have been made in accordance with the provisions of national legislation. The opportunity has been given through the development plan process of the Council as LPA (which is also the acquiring authority under the CPO), to make representations on the planning policies which support the development and, through the planning application process, to make representations on the specific development proposals. Those directly affected by the Orders will have the opportunity to make objections and representations in respect of the Orders and to appear at a public inquiry and, if the Orders are confirmed and the Scheme constructed, they will be entitled to compensation as provided for under national law. Compensation is also available under national law in respect the adverse effect on the value of properties arising from the use of the Scheme, once opened to traffic, including the provision of noise insulation to qualifying properties.

16.1.4 Included in the CPO are areas of land required for mitigating the adverse effects of the new highway on its surroundings by ensuring the availability of habitat for water voles and bats disturbed by the new road to maintain their population in a favourable conservation status. The Council requires powers to acquire the land to ensure that the effects of the works on a European protected species are minimised and to ensure that consents required for the Scheme to proceed can be obtained from the relevant national authority under the Conservation of Habitats and Species Regulations 2010/490 and the Wildlife and Countryside Act 1981 (as amended).

16.1.5 Overall, the Council considers that the making of the Orders is a proportionate action when the compelling public benefits of the Scheme and the process whereby the routes were selected and approved are balanced against the Scheme's effects on private interests.

16.1.6 All the land included in the Orders is considered to be necessary for the purposes of the proposed works. The distance limits referred to in section 249 of and schedule 18 of the Highways Act 1980 have not been exceeded.

17 EQUALITIES IMPACT ASSESSMENT

17.1.1 The public sector equality duty under section 149 of the Equality Act 2010 requires the Council to have due regard to: (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; and (ii) the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. 'Protected characteristics' are: gender, race and disability, sexual orientation, age, religion or belief, pregnancy and maternity and gender reassignment.

17.1.2 The Council is committed to improving the quality of life for all and wider participation in the economic, educational, cultural, social and community life in the area.

17.1.3 The proposal of the scheme will open up development opportunities which will make a contribution to the provision of housing in the local area as well as providing employment. The scheme will facilitate the traffic generated by the opening of the HS2 hub which will improve connectivity and employment opportunities in the area.

17.1.4 Equality implications of the proposed scheme were considered, as part of the Distributional Impact Assessment, taking into account the demographic makeup of the regeneration area and the impact on the protected characteristics. It found that there were no adverse impacts to those sharing protected characteristics when compared to the existing situation and the scheme will support housing and growth opportunities as identified in the Local Plan. All road users will benefit from reduced congestion and improved journey times. There are a number of rural footpaths that approach and cross the A500 currently, some of which include at-grade uncontrolled crossings of the A500. These crossings will be closed as part of the dualling scheme and footpaths diverted to two overbridges over the A500 that will include footpaths. In this respect the situation will be improved for elderly users and wheelchair users or prams.

18 PUBLIC INQUIRY

18.1.1 This Statement is not intended to discharge the Council's obligations to serve a Statement of Case under the Compulsory Purchase (Inquiries Procedure) Rules 2007 in the event that a public inquiry is held.

18.1.2 In the event of a public inquiry being held the Council will give evidence in support of the reasons for making the Orders and to further demonstrate that there is a compelling case in the public interest that this Scheme should proceed and that the Orders should be confirmed.

18.1.3 The Council may wish to refer to or put in as evidence at any public inquiry that may be held, the documents listed below.

18.1.4 The documents listed below are also available at the deposit locations listed in Section 18.1.1 of this Statement.

18.1.5 <u>List of Documents</u>

- The Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads Order) 2022

- The Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) (Classified Road) (Side Roads Order) 2022 – Site Plans
- The Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022

- Map referred to in the Cheshire East Borough Council (A500 Dualling – Meremoor Moss Roundabout to M6 Junction 16) Compulsory Purchase Order 2022
- Cheshire East Council Strategic Planning Board Report on 19 December 2018

- Cheshire East Council Strategic Planning Board Report on 26 August 2020.

- Secretary of State Call in Decision 24 January 2019 – Cheshire East Council Planning Application 18/3766N
- Secretary of State Call in Decision 16 October 2020 – Cheshire East Council Planning Application 20/1709N
- A500 Dualling Planning Decision Notice – Cheshire East Council
- The approved planning drawings, Environmental Statement and Planning and Design Access Statement highlighted in Appendix C

12.1.5 The Council reserves the right to add other documents to this list.

19 FURTHER INFORMATION

19.1 Access to Documents

19.1.1 The Order Documents can be inspected at:
Cheshire East Council
Municipal Buildings
Earle Street
Crewe
CW1 2BJ

Or

Alsager Library
Sandbach Road North
Alsager
Stoke-on-Trent
ST7 2QH

Alternatively, the documents can be inspected on the Cheshire East Council website at: http://www.cheshireeast.gov.uk/A500Dualling

19.2 Compensation

19.2.1 Provision is made by statute with regard to compensation for the compulsory purchase of land and depreciation in value of affected properties. More information is given in the series of booklets published by the Department of Communities and Local Government entitled 'Compulsory Purchase and Compensation' listed below:

Booklet No. 1 – Compulsory Purchase Procedure
Booklet No. 2 – Compensation to Business Owners and Occupiers
Booklet No. 3 – Compensation to Agricultural Owners and Occupiers
Booklet No. 4 – Compensation to Residential Owners and Occupiers
Booklet No. 5 – Reducing the Effect of Public Development: Mitigation Works

Copies of these booklets can be downloaded directly from:

https://www.gov.uk/government/collections/compulsory-purchase-system-guidance

Any person who does not have facilities to download these booklets should contact the Council for assistance at Cheshire East Borough Council, Westfields, Middlewich Road, Sandbach CW11 1HZ (Tel: 01270 686353).

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APPENDIX A – GENERAL ARRANGEMENT LAYOUT

APPENDIX B – A500 DUALLING PLANNING APPLICATION REF 20/1709N DOCUMENTATION

Document Reference	Rev	Title	Date Submitted
Cheshire East Council - Environmental Statement			
Volume 1	Rev 1	Non-Technical Summary for Environmental Statement	28 April 2021
A500 Dualling ES April 2020	Rev 0	BRJ10601-OD014	
Volume 2 Addendum	Rev 0	Addendum to Environmental Statement including 31 figures	
Volume 3 – Technical Appendices	n/a	B.1.Environmental Masterplan C. Arboricultural Impact Assessment D. Ecology Survey Reports G. Flood Risk Assessment R1	
Submitted Plans List			
General Arrangement Key Plan	P02	B1832076-JAC-PLA-MULTI-DR-C-0000	28 April 2021
Site Location Plan	P02	A500-RAM-GEN-00-DR-C-00001	
Comparison Layout	P03	A500-RAM-GEN-00-DR-C-00002	
Plan Layout proposed Approved Scheme and Proposed Updated Design	P03	A500-RAM-GEN-00-DR-C-00003	
Key Plan	P03	A500-RAM-GEN-00-DR-C-00100	
Full Scheme Layout 1	P03	A500-RAM-GEN-00-DR-C-00101	
Full Scheme Layout 2	P03	A500-RAM-GEN-00-DR-C-00102	
Full Scheme Layout 3	P03	A500-RAM-GEN-00-DR-C-00103	
Full Scheme Layout 4	P03	A500-RAM-GEN-00-DR-C-00104	
Full Scheme Layout 5	P03	A500-RAM-GEN-00-DR-C-00105	
Full Scheme Layout 6	P03	A500-RAM-GEN-00-DR-C-00106	
Typical Cross Section Location	P02	A500-RAM-GEN-00-DR-C-00150	
Typical Cross Section 1	P02	A500-RAM-GEN-00-DR-C-00151	
Typical Cross Section 2	P02	A500-RAM-GEN-00-DR-C-00152	

Document Reference	Rev	Title	Date Submitted
Typical Cross Section 3	P02	A500-RAM-GEN-00-DR-C-00153	28 April 2021
Englesea Brook Culvert & Underpass 1	P02	A500-RAM-SBR-S1-DR-T-00001	
Englesea Brook Culvert & Underpass 2	P02	A500-RAM-SBR-S1-DR-T-00002	
Barthomley Brook Culvert 1	P01	A500-RAM-SBR-S3-DR-T-00001	
Barthomley Brook Culvert 2	P01	A500-RAM-SBR-S3-DR-T-00002	
Barthomley Road Bridge 1	P02	A500-RAM-SBR-S4-DR-T-00001	
Barthomley Road Bridge 2	P02	A500-RAM-SBR-S4-DR-T-00002	
Bluemire Retaining Wall	P02	A500-RAM-SBR-S5-DR-T-00001	
Radway Green Road Bridge 1	P01	A500-RAM-SBR-S6-DR-T-00001	
Radway Green Road Bridge 2	P01	A500-RAM-SBR-S6-DR-T-00002	
Proposed Road Lighting Full Scheme Layout 1	P02	A500-RAM-HLG-00-DR-C-00101	
Proposed Road Lighting Full Scheme Layout 2	P02	A500-RAM-HLG-00-DR-C-00102	
Proposed Road Lighting Full Scheme Layout 3	P02	A500-RAM-HLG-00-DR-C-00103	
Proposed Road Lighting Full Scheme Layout 4	P02	A500-RAM-HLG-00-DR-C-00104	
Proposed Road Lighting Full Scheme Layout 5	P02	A500-RAM-HLG-00-DR-C-00105	
Proposed Road Lighting Full Scheme Layout 6	P02	A500-RAM-HLG-00-DR-C-00106	
Submitted Plans List			
Resubmission Planning, Design and Access Statement	Rev 0	BRJ10601-OD-15	28 April 2021
Statement of Community Involvement	Rev 0	BRJ10601-OD-16	

APPENDIX C – A500 DUALLING – APPROVED PLANNING APPLICATION 18/3766N DOCUMENTATION

Document Reference	Rev	Title	Date Submitted
Cheshire East Council - Environmental Statement			
Volume 1	Rev 0	Non-Technical Summary for Environmental Statement	24 July 2018
Volume 2	Rev 0	Main Statement Including 81 figures	24 July 2018
Volume 3 – Technical Appendices		Covering Document Appendices: A. Consultation B. Planning Policy Reference Report C. Landscape and Visual Impacts D. Ecology Survey Reports E. Cultural Heritage F. Air Quality G. Noise and Vibration H. Soil, Geology, Hydrogeology and Materials I. Road Drainage and the Water Environment J. Effects on All Travellers K. Traffic Impact Assessment L. Environmental Masterplan	24 July 2018
Cheshire East Council Approved Plan List			
General Arrangement Key Plan	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0000	24 July 2018
General Arrangement Layout Plan - Sheet 1 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0001	24 July 2018
General Arrangement Layout Plan - Sheet 2 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0002	24 July 2018

Document Reference	Rev	Title	Date Submitted
General Arrangement Layout Plan - Sheet 3 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0003	24 July 2018
General Arrangement Layout Plan - Sheet 4 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0004	24 July 2018
General Arrangement Layout Plan - Sheet 5 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0005	24 July 2018
General Arrangement Layout Plan - Sheet 6 of 6	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0006	24 July 2018
Site Location Plan (Red Line Boundary)	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0007	24 July 2018
Plan Layout (Existing vs Proposed)	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0008	24 July 2018
Cross-Section Locations	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0010	24 July 2018
Typical Cross-Sections - Sheet 1 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0011	24 July 2018
Typical Cross-Sections - Sheet 2 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0012	24 July 2018
Typical Cross-Sections - Sheet 3 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0013	24 July 2018
Typical Cross-Sections - Sheet 4 of 4	Rev 0	B1832076-JAC-PLA-MULTI-DR-C-0014	24 July 2018
Barthomley Brook General Arrangement	Rev 0	B1832076-JAC-STR-BB-DR-C-0001	24 July 2018
Barthomley Brook General Arrangement	Rev 0	B1832076-JAC-STR-BR-DR-C-0001	24 July 2018
Englesea Brook & Underpass GA	Rev 0	B1832076-JAC-STR-EB-DR-C-0001	24 July 2018
Radway Green Road Bridge General Arrangement	Rev 0	B1832076-JAC-STR-RG-DR-C-0001	24 July 2018
Bluemire Retaining Wall	Rev 0	B1832076-JAC-STR-RW-DR-C-0001	24 July 2018
Drainage Design Layout Plan - Sheet 1 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-501	24 July 2018

Document Reference	Rev	Title	Date Submitted
Drainage Design Layout Plan - Sheet 2 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-502	24 July 2018
Drainage Design Layout Plan - Sheet 3 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-503	24 July 2018
Drainage Design Layout Plan - Sheet 4 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-504	24 July 2018
Drainage Design Layout Plan - Sheet 5 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-505	24 July 2018
Drainage Design Layout Plan - Sheet 6 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-506	24 July 2018
Drainage Design Layout Plan - Sheet 7 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-507	24 July 2018
Drainage Design Layout Plan - Sheet 8 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-508	24 July 2018
Drainage Design Layout Plan - Sheet 9 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-509	24 July 2018
Drainage Design Layout Plan - Sheet 10 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-510	24 July 2018
Drainage Design Layout Plan - Sheet 11 of 11	Rev 0	B1832076-JAC-HDG-MULTI-DR-D-511	24 July 2018
Environmental Masterplan Sheet 1 of 5	Rev 0	Figure 1.1	24 July 2018
Environmental Masterplan Sheet 2 of 5	Rev 0	Figure 1.2	24 July 2018
Environmental Masterplan Sheet 3 of 5	Rev 0	Figure 1.3	24 July 2018
Environmental Masterplan Sheet 4 of 5	Rev 0	Figure 1.4	24 July 2018
Environmental Masterplan Sheet 5 of 5	Rev 0	Figure 1.5	24 July 2018
Road Lighting Layout Plans - Sheets 1 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1301	24 July 2018
Road Lighting Layout Plans - Sheets 2 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1302	24 July 2018

Document Reference	Rev	Title	Date Submitted
Road Lighting Layout Plans - Sheets 3 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1303	24 July 2018
Road Lighting Layout Plans - Sheets 4 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1304	24 July 2018
Road Lighting Layout Plans - Sheets 5 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1305	24 July 2018
Road Lighting Layout Plans - Sheets 6 of 6	Rev 0	B1832076-JAC-HLG-MULTI-DR-C-1306	24 July 2018
Cheshire East Council Approved Document List			
Planning Application Forms			
Planning Design and Access Statement			

APPENDIX D – CHESHIRE EAST COUNCIL CABINET MEETING MINUTES 9TH MAY 2017

APPENDIX E – CHESHIRE EAST COUNCIL CABINET MEETING MINUTES 12TH JUNE 2018