

Strategic Planning Board

Updates

Date: Wednesday 19th December 2018
Time: 10.30 am
Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

The information on the following pages was received following publication of the committee agenda.

5. 18/3766N-Dualling of the existing 3.3km stretch of the A500 between Junction 16 & Meremoss Roundabout, A500 Newcastle Road, Barthomley for Mr C Hindle, Cheshire East Council (Pages 3 - 6)

This page is intentionally left blank

APPLICATION NO: 18/3766N

LOCATION: A500, Newcastle Road, Barthomley

Further design comments

- *General*

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 a gradient of 1 in 3, and would be top soiled and grass seeded.

The proposed scheme predominantly follows the same vertical alignment as the existing A500. The proposed scheme begins at its western-most extent, at the Meremoor Moss roundabout, which connects into three carriageways, namely A531 Newcastle Road, A500 Shavington Bypass and A5020 Weston Road. The widening of the roundabout will extend the roundabout approximately 40 m south-east of this existing location.

- *Bridges*

The scheme would involve the demolition of the existing Barthomley Road overbridge and Radway Green Road overbridge and the construction of two new wider bridge structures which would span the dualled A500.

The Barthomley Road Overbridge 'bridge' would be used for access between Crewe and the village of Barthomley. The bridge would have minimum headroom of 5.3 m between the road level and bridge soffit. The total length of the bridge would be 40.76 m with a width of 13.3 m.

The carriageway would be 5.5 m wide, with a 3 m wide footway on either side. The overbridge has been designed to bridleway standard and would therefore have a 1.8 m high vehicle/ equestrian parapet on either side.

Radway Green Road Overbridge would connect Radway Green to Barthomley village. The bridge would have minimum headroom of 5.85 m between the road level and bridge soffit. The total length of the bridge would be 41.30 m with a width of 11.5 m. The carriageway would be 5.5 m wide, with a 2.25 m wide footway on either side. The overbridge has been designed to bridleway standard and would therefore have a 1.8 m high vehicle/ equestrian parapet on either side.

- *Junctions and Roundabouts*

The western end of the scheme would connect into the Meremoor Moss Roundabout. The roundabout would require widening to accommodate the dualled road. The eastern end of the scheme would connect into the M6 J16 roundabout to the east which would not require works as part of the scheme

- *Lighting and Signage*

The approaches to the Meremoor Moss Roundabout and M6 J16 are currently lit. It is proposed to continue to only light the junctions of the Meremoor Moss Roundabout and the approach to the M6 J16 roundabout which would require amendments to the existing lighting design.

The extents of lighting on the two junctions would be kept to a minimum to mitigate any environmental implications. Lighting on the A500 itself would extend for a distance long enough to provide the 5 seconds of driving at the expected traffic speed (approximately 111 m).

The lighting would comprise of 10 m tall metal lighting columns on both sides of the highway at approximately 40 m intervals. The lighting would comply with the requirements of The Design Manual for Roads and Bridges and the Manual of Contract Documents for Highway Works.

- Public Rights of Way

There are seven footpaths on either side of the existing A500 converge at four grade crossing points across the existing road. The proposed scheme would remove these at grade crossings and divert users over the two proposed overbridges.

FP4 and Barthomley FP17 would be diverted across the proposed new Barthomley Road bridge and footpaths Barthomley FP33, Barthomley FP7 and Barthomley FP18 would be diverted across the proposed Radway Green Road overbridge. These diversions would enable users of the PRoWs to cross the dualled A500 safely.

Barthomley FP 25 would be stopped up in its entirety and a new section of carriageway footpath would be provided heading south along the field boundary to then connect into the footway provided on Barthomley Road overbridge. Barthomley FP15 would be realigned along the field boundary of the newly widened A500.

Further consultation responses

Cheshire Wildlife Trust (CWT) have raised concerns regarding the impact of the proposal on water voles as they consider there to be evidence that the evaluation of the water vole population is invalid and consider the applicants claims regarding the retention of habitat connectivity for water voles to also be invalid

They also have concerns with ground nesting birds and consider the submitted surveys have overly ambitious claims on the value of habitat creation and no clear mechanism proposed to manage the mitigation habitats for the periods specified in the Biodiversity Net Gain calculations has been provided.

Appraisal

The applicant has since provided additional supporting information to CWT. Unfortunately the comments of CWT were not available at the time this update report was completed. Therefore the revised comments of the CWT will be provided at the committee meeting.

Further representations

Representations were received from some neighbouring properties, Ward Councillor, Parish Council and The Duchy. These were noted in the committee report but the appraisal section was not included. These are listed below:

- Loss of wildlife and need for replacement tree planting to take place as soon as possible.

The proposal would result in a loss of existing habitat and would therefore affect existing wildlife however the mitigation proposed as part of the scheme seeks to provide new habitats over and above those lost and also seen to provide a financial contribution towards biodiversity projects across the borough

- Loss of agricultural land

This needs to be weighed in the overall planning balance against the benefits of the scheme

- Loss of Green Belt land

This has been assessed in the Green Belt section of the report

- No need for the proposal as traffic not significant. Not clear which committed sites are included in the traffic assessment.

Evidence has been put forward in the supporting and traffic assessments that the proposal would ease existing and future traffic concerns. This has been accepted by the Councils Highways Engineer.

- Appropriate measures should put in place to reduce traffic noise and the impact of noise on future residents and further information regarding noise is required. Conditions also required to protect residents from noise and vibration

A noise assessment has been provided which has been accepted by the Councils Environmental Protection Team. The Noise and Vibration chapter of the Environmental Statement also identifies a range of mitigation measures which will ensure noise and vibration effects during construction are minimised.

- Consider the impact of land intake in existing farm tenants

This is not an issue relevant for planning when determining a planning application.

- Further clarity over closing of existing and creation of new access is required and how traffic management will be secured

The Councils Highways Engineer has requested a construction management plan which would secure/address road closures/creation

- Concern that works may undermine capacity of key junctions

Both Highways England and the Councils Highways Engineer have considered the proposal to be acceptable regarding the impact to existing road junctions and consider the proposal would improve traffic flow

- Plans have changed to the ones shown by the developer at public consultation

The Council has a duty to consider the plans as put forward by the applicant

Recommendation

No change to initial recommendation as set out in the main report.