

**A500 BETWEEN M6 JUNCTION 16 AND THE MEREMOOR MOSS ROUNDABOUT**  
**CHESHIRE EAST HIGHWAYS**

**Cheshire East ref 18/3766N (NulBC ref 348/255)**

The Borough Council has been consulted by Cheshire East Council on an application for planning permission which they have received from Cheshire East Highways for the dualling of an existing 3.3 km stretch of the A500 between junction 16 and the Meremoor Moss Roundabout (at the point where the A500 joins with the A531 and the B5472

**For any comments that the Borough Council may have on these proposals to be taken into account, they have to be received by the City Council by no later than 14<sup>th</sup> September.**

**RECOMMENDATION**

**That Cheshire East Council be informed that the Borough Council supports the planning application on the grounds that it would improve journey times and assist in the economic development of the area**

**Reason for Recommendation**

The proposals are in accordance with the Council's priorities including that of being a "borough of opportunity".

**Key Issues**

The planning application upon which the Borough Council has been consulted by Cheshire East Planning Authority is for an upgrade of the existing stretch of the A500 between the M6 Junction 16 and the Meremoor Moss roundabout. The proposal is to widen the existing road to the south of the existing alignment. The A500 begins at Nantwich as a dual carriageway, then travels eastwards, passing to the south of Crewe, until the junction at the Meremoor Moss Roundabout, from which it currently continues as a single carriageway road until it connects to the M6 at Junction 16. To the east of the M6 the A500 continues as dual carriageway towards Stoke-on-Trent and Newcastle.

A very small part of the application site (approximately 1% of the site area) lies within the boundary of the Borough. The Borough Council at its meeting on 16<sup>th</sup> May 2015 resolved inter alia to delegate to Cheshire East Council the discharge of the Borough Council's planning control functions to determine, insofar as it relates to the land that lies within the Borough, the cross boundary planning application that has now been made.

The application is accompanied by an Environmental Statement, which is viewable on the Cheshire East Website. If you are viewing this report electronically [please click here](#). The most accessible document is the Non-Technical Summary of the Environmental Statement

The Planning Statement submitted with the application says that the section of A500 between the M6 Junction 16 and the Meremoor Moss Roundabout was constructed in the mid-1980s but development 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. It is also indicated that the proposed developments required to deliver "All Change for Crewe" and included in the Cheshire East Local Plan Strategy will generate more traffic, and exacerbated problems on the A500.

Cheshire East's objectives for the proposed scheme are indicated as being as follows

- to support the economic, physical and social regeneration of Crewe and the wider Constellation Partnership area (which includes the North Staffordshire conurbation)
- to improve journey time and reliability
- to improve the reliability of public transport;
- to improve connectivity between important economic centres, Local Enterprise Partnerships, local authority areas, regions and to North Wales

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- to support delivery of key national infrastructure i.e. HS2 and the Crewe Hub station
- to support delivery of key employment and housing allocations
- to boost business integration and productivity; improve the efficiency and reliability of the highway network; reduce the conflict between local and strategic traffic, and provide an improved route for freight and business travel; and
- to facilitate future improvements to M6 Junction 16

The existing road has a speed limit of 60 mph, once the road has been dualled it is envisaged that the speed limit will be 70mph and the geometry of the road has been developed on that basis

In responding to such consultations the Planning Committee, on behalf of the Borough Council, as a whole usually takes a view on whether the proposal which is the subject of the application can be considered to be in the strategic interests of the Borough. Given the significant number of journey to work flows by residents of the Borough in the Crewe direction there can be little doubt that the proposal would assist them in such journeys, if undertaken by car, and would have a wider economic benefit for the area including the Borough. It is less clear how the development will improve the reliability of public transport other than by the easing of congestion along it, but it is recognised that the development does directly address an existing "bottleneck" along the strategic highway network.

In terms of more specific impacts on the Borough the road, and its associated impact upon the character and appearance of the area and residential amenity, already exists. Because of the alignment of the Borough boundary (which will be viewable on a plan to be displayed at the Committee) only one property Domville Farm within the borough could be described as being within the vicinity of the road widening, and this property is some 700 metres from the road, (and considerably closer to the M6)

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