

Infrastructure Planning**Planning Act 2008****The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009****A556 KNUTSFORD TO BOWDON
IMPROVEMENT SCHEME****The A556 (Knutsford to Bowdon Improvement)
Development Consent Order 201[]**

CONSULTATION REPORT – PART A – MAIN TEXT

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CONTENTS

- 1.0 Executive Summary
- 2.0 Introduction
 - 2.1 General
 - 2.2 Project Roles
 - 2.3 Background to the Scheme
 - 2.4 The Proposed Solution
 - 2.5 A Brief History of the Scheme Development and Consultation
- 3.0 Previous Consultation
 - 3.1 Introduction
 - 3.2 Historic Studies 2002 – 2003
 - 3.3 A556 Route Management Strategy (RMS)
 - 3.4 Public Consultation 2007
 - 3.5 Preferred Route Announcement 2008
 - 3.6 A556 South End Option Consultation 2009
 - 3.7 Changes to Alignment of the Route post 2009
- 4.0 Pre-Application Consultation
 - 4.1 Introduction
 - 4.2 Summary of Legal Requirements and Our Response
 - 4.3 Consultation Under Section 42 of the Planning Act 2008 – Prescribed Consultees, Local Authorities and land Interests
 - 4.4 Consultation Under Section 47 of the Planning Act 2008 – The Local and Wider Community
 - 4.5 Duty to Publicise (Section 48 of the Planning Act 2008)
 - 4.6 Constraints On Our Scheme
 - 4.7 Where We Wanted Feedback
- 5.0 Selection of the Preferred Option
 - 5.1 Introduction
 - 5.2 Final Scheme Description
- 6.0 Key Issues Arising and Actions Taken
 - 6.1 Introduction
 - 6.2 Conflict with Government Policy
 - 6.3 Environmental Impact
 - 6.4 Need for the Scheme
 - 6.5 Adequacy of the Consultation Process

-
- 6.6 M6 Junction 19 Capacity Issues
 - 6.7 M56 Junction 7 Capacity Issues
 - 6.8 M6 Junction 20
 - 6.9 Online Improvement
 - 6.10 Realign as per the 2010 Preferred Route Announcement
 - 6.11 Traffic Impacts Along Country Lanes
 - 6.12 Impact of Increased Traffic on the A50
- 7.0 Section 47 Consultation (Local & Wider Community – Questionnaire Response)
 - 7.1 Introduction
 - 7.2 Who responded to the consultation?
 - 7.3 How effective was our consultation?
 - 7.4 Feedback on Alternative Options
 - 7.5 Detailed Scheme Comments
- 8.0 Section 42 Consultation – Prescribed Consultees and Local Authorities
 - 8.1 Introduction
- 9.0 Non Statutory Consultees (Consultation Outside the Requirements of the Planning Act 2008)
 - 9.1 Introduction
- 10.0 Consultation under Section 42(d) of the Planning Act 2008
 - 10.1 Introduction
 - 10.2 Responses included within Section 47 Analysis
 - 10.3 Compensation
- 11.0 Conclusion
 - 11.1 Introduction
 - 11.2 Follow-up Consultation
 - 11.3 Way Forward

1.0 SUMMARY

- 1.1 This Consultation Report relates to an application made by the Highways Agency (“the Applicant”) to the Planning Inspectorate under Section 37 of the Planning Act 2008 (“the Application”).
- 1.2 The Application is for an order granting development consent (the “DCO”). The draft DCO is referred to as *The A556 (Knutsford to Bowdon Improvement) Development Consent Order 201[]*. The made DCO would grant powers to construct a new section of highway and make improvements to the existing A556 trunk road in Cheshire between M6 Junction 19 near Knutsford, Cheshire and M56 Junction 7 near Bowdon, Greater Manchester, and would include improvements to the M6 Southbound carriageway between M6 Junction 19 and Knutsford Services.
- 1.3 This report comprises one of the Application documents and is included in the Application to comply with the requirements of Sections 37(3)(c) and 37(7) of the Planning Act 2008.
- 1.4 As this report is part of the Application documents, it should be read alongside and is informed by the other Application documents.
- 1.5 This document comprises part of the Consultation Report, which has been split across Application Document References 5.1.1 and 5.1.2. For a detailed contents list of the Consultation Report in its entirety, refer to Application Document 5.1.1.

Consultation Report

A556 Knutsford to Bowdon Improvement

April 2013

Contents

1	Executive Summary	1
1.1	Executive Summary.....	1
2	Introduction	2
2.1	General.....	2
2.2	Project Roles	2
2.3	Background to the Scheme	2
2.4	The Proposed Solution	3
2.5	A Brief History of the Scheme Development and Consultation.....	4
3	Previous Consultation	6
3.1	Introduction.....	6
3.2	Historic Studies 2002 - 2003.....	6
3.3	A556 Route Management Strategy (RMS)	6
3.4	Public Consultation 2007	7
3.5	Preferred Route Announcement 2008	8
3.6	A556 South End Option Consultation 2009	9
3.7	Changes to Alignment of the Route Post 2009.....	9
4	Pre-Application Consultation	10
4.1	Introduction.....	10
4.2	Summary of Legal Requirements and Our Response	10
4.3	Consultation Under Section 42 of the Planning Act 2008 – Prescribed Consultees, Local Authorities and Land Interests.....	12
4.4	Consultation Under Section 47 of the Planning Act 2008 – The Local and Wider Community	13
4.5	Duty to Publicise (Section 48 of the Planning Act 2008).....	15
4.6	Constraints On Our Scheme.....	15
4.7	Where We Wanted feedback.....	15
5	Selection of the Preferred Option	18
5.1	Introduction.....	18
5.2	Final Scheme Description.....	26
6	Key Issues Arising and Actions Taken	27
6.1	Introduction.....	27
6.2	Conflict with Government Policy	27
6.3	Environmental Impact.....	29
6.4	Need for the Scheme.....	30

6.5	Adequacy of the Consultation Process.....	33
6.6	M6 Junction 19 Capacity Issues.....	34
6.7	M56 Junction 7 Capacity Issues	37
6.8	M6 Junction 20	37
6.9	Online Improvement	42
6.10	Realign as per the 2010 Preferred Route Announcement	45
6.11	Traffic Impacts Along Country Lanes.....	46
6.12	Impact of Increased Traffic on the A50.....	51
7	Section 47 Consultation (Local & Wider Community – Questionnaire Response)	52
7.1	Introduction.....	52
7.2	Who responded to the consultation?	52
7.3	How effective was our consultation?	54
7.4	Feedback on Alternative Options.....	56
7.5	Detailed Scheme Comments.....	62
8	Section 42 Consultation - Prescribed Consultees and Local Authorities	77
8.1	Introduction.....	77
9	Non Statutory Consultees (Consultation Outside the Requirements of The Planning Act 2008)	100
9.1	Introduction.....	100
10	Consultation under Section 42(d) of the Planning Act 2008 (Land Interest)	131
10.1	Introduction.....	131
10.2	Responses included within Section 47 Analysis.....	131
10.3	Compensation	131
10.4	Consultation Following Scheme Development	132
11	Conclusion	160
11.1	Introduction.....	160
11.2	Follow-Up Consultation	160
11.3	Way Forward	160

List of Appendices

Glossary of Terms, Acronyms and Abbreviations

Appendix 1 Letter to Planning Inspectorate to advise of forthcoming application

Appendix 2 Email to Cheshire East Council formally issuing draft Statement of Community Consultation for comment

Appendix 2a Draft Statement of Community Consultation sent to Cheshire East Council for comment

Appendix 3 Reply from Cheshire East Council to draft Statement of Community Consultation

Appendix 4 Letter to Planning Inspectorate notifying them of our proposed application

Appendix 5 Proof of publication of Statement of Community Consultation under section 47 of the Planning Act 2008

Appendix 6 Letter to prescribed consultees enclosing notice under section 48 of the Planning Act 2008

Appendix 7 Proof of publication of notice under section 48 of the Planning Act 2008

Appendix 8 Letter to prescribed consultees under section 42 of the Planning Act 2008

Appendix 8a Email to internal Highways Agency prescribed consultees under section 42 of the Planning Act 2008

Appendix 9 List of prescribed consultees under section 42(a) of the Planning Act 2008

Appendix 10 List of Local Authorities under section 42(b) of the Planning Act 2008

Appendix 11 List of land interests consultees under section 42(c) of the Planning Act 2008

Appendix 12 List of non-statutory consultees

Appendix 13 Letter sent to non-statutory consultees

Appendix 14 Statement of Community Consultation

Appendix 15 Exhibition Boards

Appendix 16 Public Consultation Summary document

Appendix 17 Public Consultation Summary document - revised

Appendix 18 Preliminary Environmental Information non-technical summary

Appendix 19 Alternative A50 Junction layout (sketch)

Appendix 20 Correspondence with Natural England

Appendix 21 Rationale for Consultation Strategy

Appendix 22 Letter to section 42(d) of the Planning Act 2008 land interests consultees (category 1 and 2)

Appendix 23 List of section 42(d) of the Planning Act 2008 land interests consultees (category 1 and 2)

Appendix 24 Letter to section 42(d) of the Planning Act 2008 land interests consultees (category 3)

Appendix 25 List of section 42(d) of the Planning Act 2008 land interests consultees (category 3)

Appendix 26 Section 42(d) of the Planning Act 2008 consultation on land requirements – issues log

Appendix 27 Informal pre-application consultation on proposed works to the M6 Motorway Services between Junction 19 and Knutsford Service Station (Southbound)

Appendix 28 List of M6 Junction 19 (Southbound) works consultees

Appendix 29 Letter to consultees, M6 Junction 19 (Southbound) works

Appendix 30 Southbound Merge Consultation Summary Document

Appendix 31 M6 Junction 19 (Southbound) works – issues log

List of Figures

Figure 1 - A556 Consultation 2007 Options A and Option B	8
Figure 2 - A556 preferred route announcement 2008	8
Figure 3 - South End Consultation Options 2009	9
Figure 4 - Relevant Local Authorities	12
Figure 5 - Junction and Overpass Options	17
Figure 6 - Summary of main design changes following consultation	23
Figure 7 - General Arrangement Location Plan	25
Figure 8 - Bucklow Hill junction (left) and Mere junction (right) accidents	32
Figure 9 - A556 Southbound Approach to Junction 19	35
Figure 10 - M6 Junction 19 Merge Improvement	36
Figure 11 - A556 / Junction 20 Location Plan	37
Figure 12 - M6 Junction 20 options	40
Figure 13 - Comparison of RMS Public Consultation and Final RMS routes	42
Figure 14 - 2007 Public Consultation Route Options	43
Figure 15 - 2009 Public Consultation Route Options	43
Figure 16 - Bucklow Hill Junction as per 2007 Consultation Route A	44
Figure 17 - Alignment change following 2010 PRA	45
Figure 18 - Post Consultation Alignment Change Through Millington	46
Figure 19 - Bucklow Manor Steepened / Engineered Slope	46
Figure 20 - Local Road Location Plan	50
Figure 21 - Option preference by Parish	59
Figure 22 - Farm units / properties included within Table 21 (South)	141
Figure 23 - Farm units / properties included within Table 21 (North)	142

List of Graphs

Graph 1 - Local / Non-Local Response	53
Graph 2 - Total Response by Parish	53
Graph 3 - What was the respondent's interest in the scheme?	54
Graph 4 - Where did respondents hear about the consultation?	54
Graph 5 - Did respondents attend an exhibition or view the consultation documents?	55
Graph 6 - Did respondents understand our proposals?	55
Graph 7 - Which junction option did respondents prefer?	56
Graph 8 - Reasons for selecting 'Other'	57
Graph 9 - Local / Non-local Option Preference	58
Graph 10 - Which overpass option did respondents prefer?	60
Graph 11 - Combined junction & overpass option preference	61

List of Tables

Table 1 – A556 Scheme Timeline	5
Table 2 – Summary of Legal Requirements	11
Table 3– Paired Comparison between Options 1B and 3C	19
Table 4– Paired Comparison between Options 1C and 1B	20
Table 5– Paired Comparison between Options 0 and 1B.....	20
Table 6 – Summary of main design changes following consultation	24
Table 7 - A556 & Junction 20 Journey Time Savings.....	38
Table 8 - A556 & Junction 20 Vehicle Use	38
Table 9 - Summary of initial analysis of Junction 20 options	39
Table 10 - Proportion of trips reassigning through Junction 20	41
Table 11 - Comparison of AADT flows on the local road network in the Design Year (2032)...	49
Table 12 - Reasons for junction option preference.....	57
Table 13 - Option preference by Parish.....	60
Table 14 - Reasons for overpass option preference.....	61
Table 15 - De-trunking and Local Road Network Comments	63
Table 16 - Environmental Comments	66
Table 17 – Construction Proposals Comments	71
Table 18 – Other / General Scheme Comments	74
Table 19 - Schedule of Prescribed Consultees and Local Authorities	77
Table 20 - Regard had to response from Prescribed Consultees and Local Authorities	86
Table 21 - Schedule of Non Statutory Consultees.....	100
Table 22 - Regard had to response from Non Statutory Consultees	105
Table 23 – Schedule of all Land Interest Consultees	133
Table 24 - Regard had to Land Interest Consultees.....	143

1 Executive Summary

1.1 Executive Summary

1.1.1 The Highways Agency intends to improve the A556 trunk road between Junction 19 of the M6 motorway, near Knutsford and Junction 7 of the M56 motorway, near Bowdon. This will include:

- Construction of a dual carriageway to bypass the villages of Over Tabley, Mere and Tabley Hill
- Improvement of the layout and capacity of the existing motorway junctions
- Provision of three grade-separated junctions along the line of the improvements
- Improvements to facilities for non-motorised users (NMUs)
- De-trunking the existing A556 Chester Road
- Environmental mitigation.

1.1.2 The scheme is a Nationally Significant Infrastructure Project (NSIP) within the meaning of the Planning Act 2008. Accordingly the Highways Agency is applying for a Development Consent Order to authorise this scheme.

1.1.3 Prior to making an application to the Planning Inspectorate for a Development Consent Order, consultation must be undertaken in accordance with the requirements of the Planning Act 2008 and guidance provided by the Department for Communities and Local Government¹ and the Planning Inspectorate².

1.1.4 This report sets out how the Highways Agency has carried out pre-application consultation on the scheme, how this consultation complies with the requirements under the Planning Act 2008, the relevant responses received and the account which the Highways Agency took of those responses in developing the scheme.

Chapter 2 - Introduction

1.1.5 This Chapter provides an overview of the scheme's development. It describes the existing road, highlights the problems associated with this route and defines the Highways Agency's solution. The Chapter concludes with a brief history of the scheme's development.

Chapter 3 – Previous Consultation

1.1.6 This Chapter examines the history of the scheme in more detail, looking specifically at recent, relevant consultations.

Chapter 4 – Pre-Application Consultation

1.1.7 Discusses in detail both the way we have complied with the various legal and statutory requirements in relation to consultation and our commitment to listening to,

understanding and, where possible, addressing the views and concerns of the local community, residents, interest groups, businesses, road users and Statutory Bodies.

Chapter 5 – Selection of the Preferred Option

1.1.8 This Chapter describes how, following the conclusion of the formal consultation, the Highways Agency took account of the views of stakeholders and the local community in making a decision on which junction option to take forward in its application.

Chapter 6 – Key Issues and Actions Taken

1.1.9 Identifies 11 key issues raised through the consultation process and our response to them. It was considered that responding to these as key issues would assist the reader in understanding the outcome of the consultation and the reasons for the decisions made.

Chapter 7 – Section 47 (Local and Wider Community Questionnaire Response)

1.1.10 Examines in detail the questionnaire responses received from the local and wider community consultees. It identifies the issues raised and discusses our responses to them.

Chapter 8 – Section 42 (Prescribed Consultees and Local Authorities)

1.1.11 This Chapter summarises the consultation with Statutory Consultees and Local Authorities. It identifies which consultees were contacted, when, how and our response to any issues raised by them.

Chapter 9 – Non-Statutory Consultees (Consultation Outside the Requirements of the Planning Act 2008)

1.1.12 A number of bodies were identified where there was no legal obligation under the Planning Act 2008 to consult them but we considered it appropriate to do so. This Chapter summarises who was identified, when, how and our response to any issues raised by them.

Chapter 10 – Consultation under Section 44 of the Planning Act 2008 (Land Interest)

1.1.13 Discusses in detail the representations made by those with an interest in land affected by our proposals. This Chapter focuses on issues which relate to specific land holdings. It does not cover issues relating to compensation.

Chapter 11 – Conclusion

1.1.14 Looks at the next steps in the process.

¹ Planning Act 2008, Guidance on pre-application consultation, Sept 2009

² Advice Note 6: Preparation and submission of application documents, Advice Note 14: Compiling the consultation report & Advice Note 16: The developers pre-application consultation publicity and notification duties

2 Introduction

2.1 General

- 2.1.1 This report represents the latest phase of nearly three decades of consultation, with the local and wider community, businesses and other stakeholders into detailed proposals to improve the A556 between Junction 19 of the M6 near Knutsford and Junction 7 of the M56 near Bowdon.
- 2.1.2 It is submitted by the Highways Agency, an executive Agency of The Department for Transport. The scheme has been developed under The Planning Act 2008³ (PA 2008) which requires us to make an application to the Planning Inspectorate (PI)⁴ for a Development Consent Order (DCO) to build this scheme. The role of the PI is to examine the application and make a recommendation to the Secretary of State for Transport as to whether the DCO should be granted.
- 2.1.3 If the application is successful, the DCO will grant the powers for everything required for the construction of the 4.7 mile (7.5 km) scheme, including aspects such as giving the authority to survey and investigate the land, stopping up of streets (permanent road closures), construction of bridges, temporary use of land and the felling of trees.
- 2.1.4 In addition to this the DCO will allow the Highways Agency to acquire all the land required and carry out associated works necessary to connect the new highway to the existing network.

2.2 Project Roles

Highways Agency

- 2.2.1 The Highways Agency is responsible for the maintenance and improvement of the trunk road and motorway network in England. Our five strategic aims are:
- we provide a service that our customers can trust
 - we set the standards for delivery
 - we deliver sustainable solutions
 - our roads are the safest in the world
 - our network is a dynamic and resilient asset
- 2.2.2 As a major strategic route, the Highways Agency has been responsible for managing the A556 since the inception of the Agency in 1994. The day-to-day management and maintenance of the route is carried out on the Highways Agency's behalf by our Managing Agent Contractor (MAC) Aone+. Prior to 1994 the route was managed by Cheshire County Council on behalf of the Department for Transport. In promoting this

scheme we have consulted closely with Cheshire East Council (CEC)⁵, the Local Authority through which this route runs.

- 2.2.3 As an organisation the Highways Agency is committed to an open and accountable approach to the planning process. Consultation with communities, businesses and stakeholders, both formally and informally, is a vital element in the development of any scheme. Such discussions have played a particularly key role in the development of our proposals for the A556 over the greater part of the last three decades.

Jacobs

- 2.2.4 The Highways Agency has appointed Jacobs as the Designer for the improvements to the A556. The role of the Designer is to prepare the preliminary design. This includes carrying out of the Environmental Impact Assessment, traffic modelling for the scheme and the preparation of the application to the Planning Inspectorate for a DCO.

Costain

- 2.2.5 The Highways Agency has awarded the contract to construct the scheme to Costain Limited (subject to the granting of the DCO). The contract has been awarded under the Highways Agency's Early Contractor Involvement (ECI) initiative which brings the construction contractor into the scheme at an early stage of design development in order to add expertise, value and innovation to on-going design development. Costain is working with their design partner, Capita Symonds, who will complete the detailed design of the scheme.

2.3 Background to the Scheme

Existing road and the local environment

- 2.3.1 The relevant section of the existing A556 is approximately 4 miles (6.5km) long between Junction 19 of the M6 near Knutsford, and Junction 7 of the M56 motorway near Bowdon.
- 2.3.2 The A556 is a major strategic trunk road linking North Cheshire and Southern Greater Manchester with the West Midlands and the South. The existing road is mainly a four-lane single carriageway with short sections of dual two-lane carriageway. Its improvement will bring significant benefits to strategic traffic between the M6, South Manchester and Manchester International Airport. It is key to the economy as a regional, national and international gateway.
- 2.3.3 The relevant part of the existing A556 passes through the communities of Bucklow Hill, Mere and Over Tabley. Apart from these locations, where some housing and businesses are situated on both sides of the road, the route is mainly rural in nature.
- 2.3.4 To the northern end of the A556 are the communities of Altrincham, Bowdon and Hale. Manchester International Airport is situated 7km northeast of the route off junction 5 of

³ Prior to 2008 work on the development of this scheme was promoted under The Highways Act 1980.

⁴ Previously the Infrastructure Planning Commission

⁵ Cheshire East Council is one of two unitary authorities that replaced Cheshire County Council on the 1st April 2009.

the M56. At the southern end of the route, next to the town of Knutsford, is Tatton Park (a National Trust property) which hosts a number of major events each year including the Royal Horticultural Society Flower Show. Another national Trust property, Dunham-Massey is north-west of the proposed scheme.

2.3.5 The A556 has numerous at-grade junctions (i.e. roads cross/intersect at the same level), private accesses and field entrances onto the trunk road. As well as the two motorway junctions, there are two other major junctions that connect local roads to the A556. These are at the Bucklow Hill junction and the Mere junction; both junctions are signal-controlled.

2.3.6 Further details on the existing road and the local environment can be found in the Environmental Statement.

The problem

2.3.7 The A556 is a heavily congested road carrying around 51,500 vehicles on an average day⁶. Approximately 11% are heavy goods vehicles, which is similar to the national average⁷ (10% for rural trunk roads and 12% for motorways). Most of the flow is strategic through-traffic, which is in conflict with local traffic joining or leaving the A556, or crossing it, at any of the minor side roads and private access points.

2.3.8 Sections of the route experience some of the highest levels of delay in the North West with a number of stretches having some of the greatest increases in delay within the region in recent years.⁸ The time taken to travel the length of the road varies considerably meaning that drivers cannot reliably plan their journey time. The A556 is also the main tourist route to a popular National Trust property at Tatton Park. Traffic flows are sometimes significantly higher when national events are held there.

2.3.9 Whilst limited scheme measures such as improvements to Bucklow Hill junction have a small, immediate impact on traffic flows, these are not long term solutions and do little to future proof the current A556 for predicted increases in traffic over the next 30 years. Delays at the Bucklow Hill and Mere junctions are anticipated to increase causing more traffic to divert onto rural roads in the future.

2.3.10 Congestion gives rise to 'rat-running' on the minor side roads, as drivers look for alternative routes. These roads are not suitable for such traffic, which therefore affects quality of life for residents in surrounding rural areas, and reduces amenity and road safety for pedestrians, cyclists and horse riders and other local traffic on the minor side roads.

2.3.11 Additionally, the existing road has a poor accident record. Between January 2007 and December 2011 there were 98 personal injury accidents within the scheme area. Of these 13 were categorised as 'serious' and one was fatal (occurring at a sharp bend on the four-lane single carriageway section north of Bucklow Hill, known as 'Millington Bend'). The main accident hotspots have occurred where there are numerous, at-grade junctions, private residential accesses and where motorists have the ability to turn right across opposing carriageways. Significant problems occur at peak times,

even a slight accident or breakdown causes significant congestion and the lives of the public, police and recovery staff are put at risk.

2.3.12 The existing road passes through the communities of Bucklow Hill, Mere and Over Tabley; this has negative impacts in terms of air quality and noise as well as community severance. There is also conflict between local and long distance traffic, which has safety ramifications.

2.3.13 The current drainage system for the route outfalls into Rostherne Mere, a Site of Special Scientific Interest (SSSI) and a Ramsar site of international importance in terms of its ecology and geological character.

2.3.14 Additionally, the whole length of the existing A556 within the scheme is designated as an Air Quality Management Area (AQMA) meaning that concentrations of pollutants in the air at residential properties or other sensitive properties in this area exceed limit values set by European and UK law. These limit values are set below which there should be no risk to human health, even for the most vulnerable members of the community, such as children, the elderly, of those with respiratory illnesses. The presence of exceedences therefore indicates a risk to the health of residents.

2.3.15 Residents along the existing A556 in Over Tabley, Mere and Bucklow Hill also suffer from high levels of noise and community severance as a result of the high volumes of traffic on the trunk road. The traffic on the road effectively forms a barrier limiting north-south or east-west travel by pedestrians, cyclists and horse-riders thus limiting access to the countryside.

Scheme objectives

2.3.16 Our key objectives in promoting this scheme are to:

- Improve the local environment in Bucklow Hill and Mere
- Improve road safety and journey time reliability
- Reduce conflicts between long distance and local traffic
- Minimise the environmental impacts of the scheme during construction and once it is open to traffic

2.3.17 Overall the scheme will contribute towards the economic growth in the area, whilst also taking traffic away from sensitive environmental areas and improving road safety in line with the Government's vision for transport.

2.4 The Proposed Solution

2.4.1 The main aspects of our solution include:

- The provision of a 4.7 mile (7.5km) dual carriageway road from M6 Junction 19 at Knutsford to M56 Junction 7 at Bowdon, requiring both offline and online construction (online means that any construction will be within the boundaries of the existing highway, offline means that any construction will be outside the boundaries of the existing highway). The road would bypass the villages of Mere and Bucklow Hill, significantly improving the environment through these areas. The higher standard of carriageway will also have associated safety and journey time benefits
- Improving the layout/capacity at existing motorway junctions this includes providing a 'free-flow' link from the A556 to the M56, thus removing the conflict

⁶ 'Mon-Fri Average Daily Traffic from Traffic Flow Data System (TRADS) between A5034 and M56, Sept 2009'

⁷ Data received from Cheshire East Council Feb 2010 & HA's Managing Agent Contractor, Mar 2010

⁸ Vehicle Hour Delay per km, Oct 2009 – Sept 2010 from the North West Regional Network Assessment 2012

between local and strategic traffic at the existing Bowdon junction and modifications to the existing Junction 19 of the M6

- Provision of grade-separated junctions (i.e. roads cross/intersect at different levels) to improve safety and journey time reliability. This will include the creation of three new grade-separated junctions along the line of the improvement including a new ‘south-facing’ junction at Tabley, a new roundabout on the A50 allowing traffic to join the new A556 northbound, and a limited movements junction north of Millington Lane (to allow southbound traffic on the new A556 to leave the road)
- Provision of measures to improve facilities for non-motorised users (NMUs) and make non-vehicular journeys more attractive including a number of new structures including an underpass allowing pedestrians, cyclists and horse-riders to cross the new road at Over Tabley, and bridges at Chapel Lane and Millington Lane
- De-trunking of the existing A556 so that the road becomes rural in nature, consistent with the surrounding networks of local roads. This will include closing direct access with Junction 19 of the M6. The width of the de-trunked section will be reduced from four lanes to two. The proposals to de-trunk the existing A556 will have many benefits for the local community, for example, narrow lane widths will promote driver caution, and discourage high vehicular speeds. After the scheme opens the de-trunked A556 will connect rights of way and side roads and will become a much quieter road, attractive to pedestrians, cyclists and horse riders
- A number of measures to mitigate environmental impacts of the scheme and to improve the local environment. These include earth mounds to reduce noise and visual impacts and the planting of trees and shrubs not only to reduce the visual impact, but also to integrate the scheme into the local landscape. We will also create new habitats, including woodlands, ponds and grassland to replace lost habitat and reduce the effects of severance. Also included within our design are barriers to prevent wildlife straying onto the trunk road and the provision of a safe wildlife crossing including an ecologically innovative green bridge

2.5 A Brief History of the Scheme Development and Consultation

- 2.5.1 Our approach to community engagement is not new to the A556; this current consultation and feedback process is just the latest chapter in a 25 year history. Chapter 3 is vital to understanding how we arrived at the DCO application. It shows how the alignment, design and features of the route have changed over nearly three decades of negotiations, public hearings and advice.
- 2.5.2 The history of the A556 development and consultation is summarised in the following table:

1987	A556 (M56 – M6) Improvement Scheme (A556(M)) A proposal to provide a motorway standard link between M6 Junction 19 and the M56 Junction 7 was added to the Trunk Road Programme.
Oct 1989 – Dec 1989	A556(M) Public Consultation December 1989 Single route consultation (new three lane motorway). Public exhibition held over 3 days; distribution of consultation document to properties on the existing or proposed route.
Dec 1990	Preferred Route Announcement
Aug 1993	Public Inquiry on a proposed A556(M) Motorway In relation to the Line, Side Roads and Compulsory Purchase Orders.
Jun 1996	Publication of Orders for the A556(M) Above Orders, with various amendments were confirmed by the Secretary of State.
Jul 1998	Announcement of a Roads Review – A New Deal for Trunk Roads in England As a result of a change in Government, progress towards the construction of the A556 (M) was halted. Instead the A556 (M) was to be included in a regional study (MIDMAN – West Midlands to North West Conurbation Multi-Modal Study) considering potential improvements to the M6 motorway and other transport issues.
Mar 2002	MIDMAN final report published Recommends improvements to M6 Junction 20 instead of A556 (M), though with significant reservations.
2002 – 2003	A556 Area Study Compares A556 (M) scheme and M6 Junction 20 in more detail. Concludes that to improve Junction 20 would require adjacent widening of M6 Junctions 19-20 and M56 Junctions 6-9.
April 2003	M6 Junction 20 and A556(M) Schemes Rejected Junction 20 rejected by the Government on value for money grounds, A556 (M) rejected on environmental grounds. The Highways Agency tasked to work with local stakeholders to look at smaller scale measures along the A556.
2003 – 2004	Route Management Strategy (RMS) Study Considered measures to improve the A556 along its existing route.
Mar – Jun 2004	A556 RMS Public Consultation Outline of draft strategy to improve A556 along its existing line. Public exhibitions held over 4 days in 2 venues; distribution of consultation leaflet to properties on the existing route.
Feb 2005	RMS Final Report Recommended improving A556 to a dual two-lane carriageway with a bypass around the village of Mere.

Table 1 – A556 Scheme Timeline

2.5.3 The information and comments we have received during this latest consultation process have been carefully collated, analysed and assessed. As this report will show, many of the comments received during this and earlier consultation have been fully considered to see if they improve the overall scheme. A number of significant amendments to our proposals have been adopted and incorporated as a result. These changes are summarised in Chapter 5 of this report.

2005 – 2007	A556 Options Study RMS recommendation accepted. Start of an options study for upgrading A556 to dual carriageway standard. Beginnings of the current A556 scheme.
Mar – Jul 2007	A556 Public Consultation on Route Options Consultation on two options: Option ‘A’ – Based on RMS recommendation with a short bypass of Mere, Option ‘B’ – a longer bypass of Bucklow Hill and Mere. Public exhibition held over 2 days in 1 venue; distribution of consultation questionnaire to properties in close proximity to the scheme.
Dec 2008	Preferred Route Announcement Confirmed Option ‘B’ as the design to be developed. Preferred by 83% of total respondents to the consultation.
Sep - Dec 2009	Supplementary Public Consultation Changes to a proposed M6 widening scheme results in an extra 600m added to the scope of the A556 scheme. Consultation on 3 options: ‘Red’ option – extending the bypass south to M6 Junction 19, ‘Blue’ option – online widening, ‘Brown’ option – do nothing). Distribution of consultation questionnaire to local residents, businesses and key stakeholders.
Mar 2010	Amended Preferred Route Announcement Confirmed ‘Red’ option as the design to be developed. Preferred by 72% of total respondents to the consultation.
Oct 2010	Spending Review Endorsed the progression of the A556 scheme with start of construction by 2015 (subject to statutory processes), confirmed funding of £174 million (the central point within a cost range estimate of £137m - £212m).
2009 – 2011	Informal Consultation Ongoing discussions with the local community, land owners and other stakeholders result in a number of minor modifications to the alignment of the route.
Jun 2011 – Jan 2012	Junction Options Comparative Assessment Meetings with local community groups and councils over concerns with the proposed junction locations. An assessment of alternative junction options was carried out in response to these concerns.
Jan – Apr 2012	2012 Pre-Application Consultation Consultation as part of DCO application focussing on junction strategy (4 options presented), environmental impacts and mitigation, and de-trunking proposals. Public exhibition held in 1 venue over 3 days, distribution of consultation questionnaire to local residents, businesses and stakeholders.
Apr 2012 – Mar 2013	Amendments to Design Changes made following consultation. Preparation of the DCO application.

3 Previous Consultation

3.1 Introduction

- 3.1.1 The congestion, safety and environmental problems along the A556 are of long standing. A number of different solutions have been developed from the 1980s onwards. Table 1 in the previous Chapter illustrated briefly the history of the A556 scheme development. The purpose of this Chapter is to expand on this brief history examining specifically more recent consultations.
- 3.1.2 A proposal to provide a motorway standard link between M6 Junction 19 and M56 Junction 7 was developed in the 1980's and was added to the 'Trunk Road Programme' in 1987. This scheme would have constructed a new three-lane motorway with free flowing connections at either end. This proposal was taken through to public consultation (October – December 1989) and a public inquiry (August 1993). Orders for the scheme (i.e. legal authorisation to go ahead) were made by the Secretary of State in June 1996.

3.2 Historic Studies 2002 - 2003

MIDMAN

- 3.2.1 After a change of government, the scheme was put on hold and was remitted for further consideration within a regional study known as MIDMAN (West Midlands to North West Conurbation Multi-Modal Study). MIDMAN was a strategic multi-modal study of transport issues across the region, which considered both road based and public transport options and combinations of options. It looked at the A556 (M) scheme together with an alternative that involved improving the route through M6 Junction 20. This alternative scheme would have made M6 Junction 20 directly accessible to traffic travelling in all directions.
- 3.2.2 The report on the MIDMAN study was published in March 2002. It recommended improvements to M6 Junction 20 over the A556 (M) scheme. However, the report did recognise the weaknesses of the M6 Junction 20 scheme and that in order to work it would probably require widening of both the M6 and M56. Furthermore, it concluded that 40% of strategic traffic would be unwilling to take the longer route through M6 Junction 20 and would disperse onto the local road network.
- 3.2.3 As a result of the inconclusive outcome of the MIDMAN study, the Highways Agency was asked to carry out a more detailed assessment of the options before a final view could be taken.

A556 Area Study

- 3.2.4 The A556 Area Study compared multiple options for the M6 Junction 20 scheme with the A556 (M) scheme. The A556 (M) scheme by this point had been subject to a value engineering exercise, one of the outcomes of which was a reduction in standard of the A556 (M) to a dual two-lane motorway. This revised standard formed the basis of the assessment in this study.
- 3.2.5 The study used the same traffic model as MIDMAN but refined it to take into account some minor roads that the MIDMAN model had excluded (because the MIDMAN model was a more strategic model that needed to cover a wider geographical area).

The new model thus provided a more realistic reflection of how traffic would respond to infrastructure changes in the local area.

- 3.2.6 The A556 Area Study Technical Report of September 2002 concluded that the A556(M) scheme was preferable over any M6 Junction 20 option because:
- the modelling showed the A556(M) scheme would cater for all M6 to M56 (and vice versa) traffic but the M6 Junction 20 scheme would only attract 35% of this traffic even when restrictions were applied to the existing A556
 - the A556(M) scheme would cost around 15% less than the cheapest M6 Junction 20 option
 - it was preferable in relation to 5 out of 9 environmental objectives. The study highlighted some significant environmental concerns relating to the M6 Junction 20 option which MIDMAN had not considered
 - the M6 Junction 20 scheme required the demolition of five private houses whereas the A556(M) option required no demolition of property
 - the A556(M) scheme had a forecast saving in accident numbers over a 30 year period six times greater than the M6 Junction 20 option
 - the A556(M) scored better on standard measures of 'value for money' (i.e. it had a positive benefit/cost ratio whereas the M6 Junction 20 had a negative ratio)
- 3.2.7 In April 2003 both the A556 (M) and the M6 Junction 20 were rejected by the Secretary of State. M6 Junction 20 was rejected on value for money grounds and the A556 (M) was rejected due to land take being unacceptable. The Highways Agency was tasked to work with local stakeholders to look at smaller scale improvement measures along the A556.

3.3 A556 Route Management Strategy (RMS)

- 3.3.1 To this end the Highways Agency conducted a Route Management Strategy (RMS) on the A556. RMSs were introduced as a way of planning future investment in the maintenance, operation and improvement of a route over a period of 15 years. The RMS considered ways to relieve congestion, improve safety, protect the environment and make better use of the existing road network. It looked at how a route was performing and how it would need to be managed and improved to meet the demands of the future, involving local stakeholders at all possible opportunities.
- 3.3.2 One of the aims of the A556 RMS was that it '*makes the best use of the existing network where possible, with improvements being contiguous with the existing carriageway*'. Therefore, initially the study considered measures to improve the A556 along its existing alignment. This included improving the A556 to a consistent two-lane dual carriageway standard along its existing route. This would not be constructed to motorway standard as it would have neither hard shoulders nor motorway standard central reserves.
- 3.3.3 The remit also had the following equally important sub-objectives:
- Improve journey time reliability

- Better information on delays to travellers
 - Reduce diversion of trunk road traffic onto local roads caused by congestion
 - Improve the environment of the route
 - Increase the use of public transport
 - Identify what traffic uses the A556 to distinguish between local, commuter and long distance traffic
 - To investigate the effects that can reasonably be expected if nothing is done along the route
 - Consider innovative and other measures to make best use of the road
- 3.3.4 The RMS process included a public consultation (22nd March –14th June 2004) at which point the Highways Agency outlined its draft strategy. During this period the public was presented with information relating to the draft RMS through a press release, the Highways Agency’s website, a Public Consultation leaflet and four public exhibitions. Consultees were invited to complete a questionnaire or to send in correspondence to convey their views.
- 3.3.5 Feedback from the consultation identified a major concern regarding the affect of the improvements in the vicinity of Mere, where there would have been a significant impact on property. This led to the development of a partial offline alignment to address this issue, and a comparative assessment of this option with the fully online alignment.
- 3.3.6 In February 2005 the final RMS was published. It compared the fully online and the partial offline designs together with considering short term and medium term measures. Short term proposals (0 - 3 years) included safety improvements on the approach to Bowdon Roundabout, banning of right hand turns at Rostherne Lane and Millington Lane and the production of a management plan for the route. Medium term proposals (4 – 15 years) recommended that the A556 be upgraded to a dual 2-lane carriageway. This would be mainly on the line of the existing route but with a partial offline section in the vicinity of Mere crossroads, bypassing the communities around Mere Hall, with a 50mph speed limit and a continuous central reserve.
- 3.3.7 The benefits of the partial offline option over the online option included:
- The environmental impact overall would be less in relation to noise, air quality, community severance and woodland
 - There would be a lesser impact on Listed Buildings, areas of archaeological interests and Historic Parks and Gardens
 - The costs relating to compensation for the land used and affected by the scheme would be significantly less. The online option involved demolishing/relocating properties, including listed buildings
 - The partial offline option could be constructed in cutting which would lead to lesser negative environmental impacts in terms of noise, air quality and landscape
 - The overall costs would be significantly less
- 3.3.8 Following feedback and having considered all the issues, the Final RMS recommended a scheme combining online sections with a bypass around Mere.

3.4 Public Consultation 2007

- 3.4.1 The Highways Agency was asked by Ministers to develop dual-carriageway options that could be judged as a priority for the region by the newly established Regional Assembly. Between 2005 and 2007 a study was carried out to identify and compare options for the improvement of the existing A556 to a consistent, modern dual-carriageway standard. Two main options were developed, varying principally in how much of the scheme was offline:
- **Option A:** based on the RMS recommendations, this was a largely online solution with a bypass to the west of Mere only. This bypass would tie in to the line of the existing A556 at a point north of Over Tabley
 - **Option B:** similar to Option A but with the offline section extended to bypass Bucklow Hill and Mere, but would still go through Over Tabley
- 3.4.2 Both options included improvements to Junction 7 of the M56 which would allow traffic between the M56 and A556 to flow freely.
- 3.4.3 Option A included a new junction at Rostherne Lane/Millington Lane and required remodelling of the junctions between the A556 and Chapel Lane/Bucklow Hill Lane.
- 3.4.4 Option B included a junction between the offline section of the new A556 and Millington Hall Lane and a southbound-only access to the detrunked Chester Road north of Bucklow Hill.
- 3.4.5 Each option would have had one additional junction chosen from two alternatives:
- either a new grade-separated junction with the A50 (grade-separated means split levels)
 - a new grade-separated junction at Turnpike Wood at the point where the offline improvements tie back to the existing line north of Over Tabley
- 3.4.6 None of the options would have improved the section of the current A556 south of the tie-in point through to the M6. This was because a separate project to widen the M6 motorway, including Junction 19, was expected to fill this gap, with a direct free flow link to/from the M6.
- 3.4.7 These options were presented for public consultation during the period March to July 2007. A total of 9000 leaflets containing information about the proposals and a questionnaire were distributed either as inserts via local community publications, hand delivered to properties in close proximity to the scheme, or made available at local council offices, libraries and businesses adjacent to the route. In addition a public exhibition was held in a hotel in Knutsford (11th – 12th May 2007) to allow the public access to more detailed information and to question the project team on the proposals. Leaflets were also available at the public exhibition.

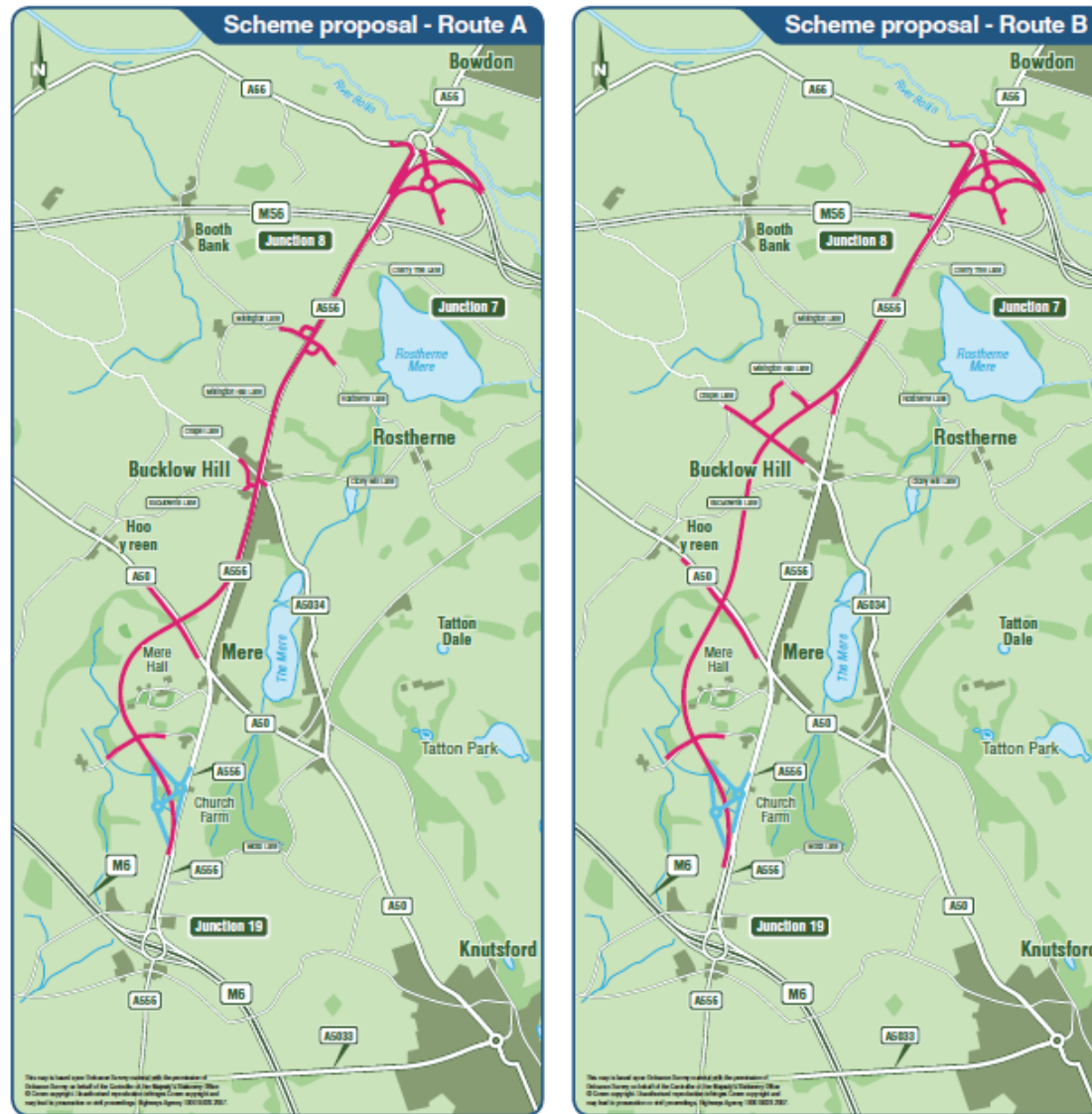


Figure 1 - A556 Consultation 2007 Options A and Option B

3.4.8 The questionnaire asked the following:

- (1) Do you support the principle of re-routing the A556?
- (2) Please give your reasons.
- (3) If yes, would you please indicate your preferred route option?
- (4) Do you have any further comments regarding the concepts for connection the A556 and M6 Junction 19?
- (5) Any further comments?

3.4.9 Post consultation analysis indicated that, of the 396 respondents, 343 replied that they supported the principal of re-routing the A556 with only 37 that replied 'No'. A further 4 did not state a preference and 12 replied 'Other'. This meant 87% of responses agreed to the principle of re-routing and up-grading the A556.

3.4.10 The predominant reasons for supporting this principle were due to concerns over safety and congestion. Specific worries concerning accident hot spots, particularly at the Bucklow Hill junction were also mentioned. Environmental impacts were also mentioned with some people concerned about the effects on the existing road and others about the impact on the countryside.

3.4.11 In relation to route option preference, 4.5% of respondents selected the Option A bypass of Mere only, whilst 82.5% of respondents opted for the longer offline bypass of Mere and Bucklow Hill as proposed by Option B. The remaining 13% either stated no preference or did not provide a response.

3.4.12 In addition to the public consultation the Highways Agency also prepared a report to compare the environmental impacts of Options A and B. Taking the conclusions of this assessment and the results of the public consultation into account, Option B with the A50 junction was announced as the 'Preferred Route' in December 2008.

3.5 Preferred Route Announcement 2008

3.5.1 The Highways Agency issued a preferred route announcement leaflet to communicate this decision. This leaflet only showed a junction with the A50. The junctions shown in the consultation information had been removed.

3.5.2 The leaflet explained this change, 'In response to concerns that were raised by the public during the Public Consultation, minor amendments were made to Option B. These were to relocate the junction with the A50 further north to where the A50 intersects with the bypass'. The leaflet confirmed that further consultation would occur once the route was developed in more detail; this work would include the 'development of junction layouts'.

3.5.3 The announcement of December 2008 assumed the progression of a separate project to improve the M6 Motorway, including improvements at Junction 19. However, changes to the scope and programme of the M6 widening project meant that these improvements would no longer be provided. This change created a gap of around 600 metres between M6 Junction 19 and the end of the A556 scheme that would have been left unimproved.



Figure 2 - A556 preferred route announcement 2008

3.6 A556 South End Option Consultation 2009

3.6.1 The Highways Agency considered how best to deal with this gap and presented three options for consultation during September to December 2009:

- **The Brown Option:** the preferred route as announced, tying-in to the existing A556 north of Over Tableley leaving the last 600m of the A556 unimproved
- **The Blue Option:** extended the improvements from the tie-in point along the existing A556 (i.e. online) through Over Tableley to Junction 19
- **The Red Option:** bypass Over Tableley to the west to tie-in directly to Junction 19

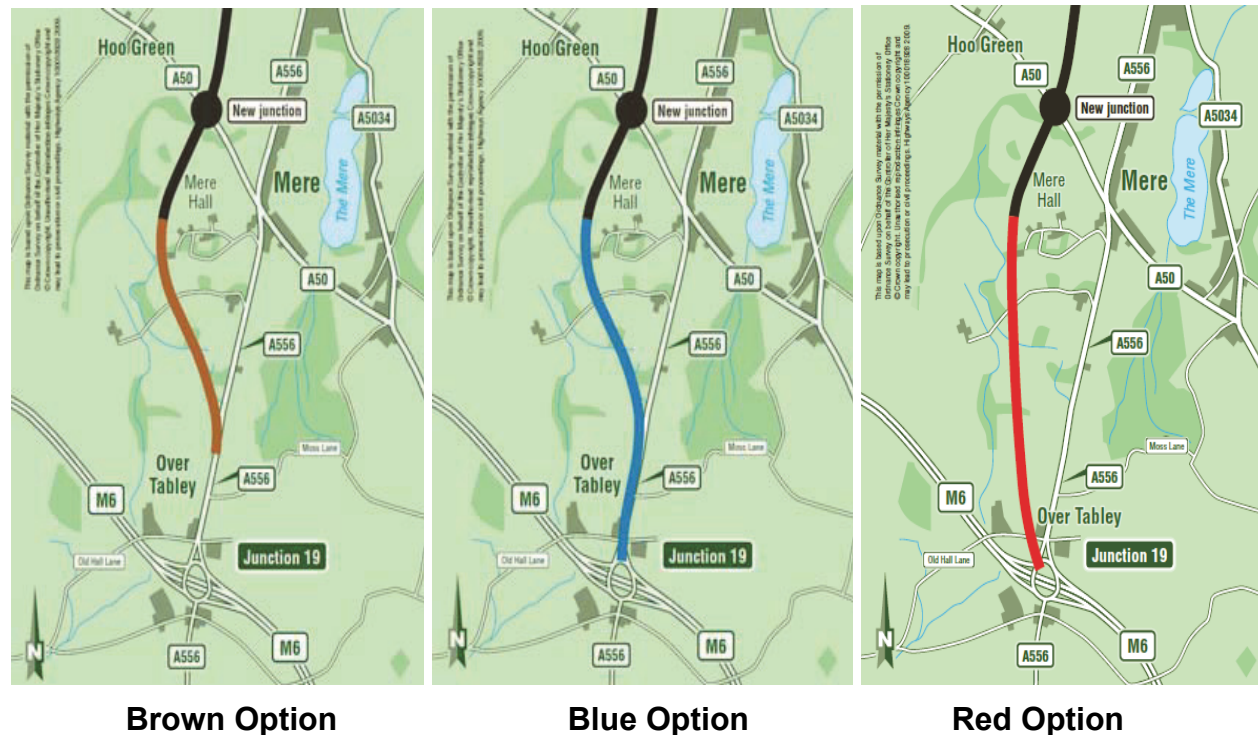


Figure 3 - South End Consultation Options 2009

3.6.2 None of the options proposed any changes to the preferred route north of Mere Hall.

3.6.3 As there had been a previous consultation exercise in 2007 which received good feedback and public support for the preferred route, the Highways Agency decided, based on legal advice, that another exhibition was not required for this, supplementary, consultation. However, plans showing the three options were provided in a consultation leaflet which was distributed to approximately 400 local residents and Stakeholders. In addition, notices were placed in both national and local newspapers advising of the consultation and the Highways Agency met with a number of Stakeholders and landowners.

3.6.4 In addition to public consultation the Highways Agency also carried out a study to compare the options in terms of engineering feasibility, safety, traffic and economic performance and environmental effects.

3.6.5 Key conclusions from the options study and the public consultation:

- The Brown Option would have created an abrupt transition from a high speed road to one of a significantly lower standard through Over Tableley, which would have had safety implications. Further development would be required to address these concerns which would erode the distinction between the Brown and Blue options
- The Blue Option attracted more opposition from the public than the Red Option, mainly due to its effects on some residents and on non-vehicular traffic
- The Red Option was deemed to perform best in terms of safety and traffic. It would introduce some new environmental impacts, but would also eliminate some associated with the Brown and Blue options

3.6.6 The feedback from the consultation showed that the offline Red Option was strongly supported with 72% of respondents ranking it as most preferred. The Brown option was preferred by 9% of respondents and the Blue Option by 7% of respondents. 12% of respondents expressed no preference.

3.6.7 Taking the results from the public consultation and the option study into account, the offline Red Option was announced as the amended preferred route in March 2010.

3.7 Changes to Alignment of the Route Post 2009

3.7.1 Following the Amended Preferred Route announcement, the Highways Agency undertook further design development on the scheme. Environmental studies commenced in winter 2009 and continued throughout 2010 in parallel with the design work, to maximise the influence of environmental considerations on the design.

3.7.2 Changes to the design made since the amended route announcement include some minor modifications to the alignment of the route:

- Modifications between Bucklow Hill Lane and Bentleyhurst Lane to increase the distance between the road and properties around Mere Hall. It was also made to minimise the loss of woodland and maximise the retaining of hedgerows
- The alignment was adjusted to avoid the need to demolish and relocate Over Tableley Parish Hall
- The alignment was adjusted north of Bucklow Hill so that the road would pass west of Rangemore Nursing Home (now known as Bucklow Manor) rather than immediately in front of it. This change was made to minimise impacts on both the nursing home and Rostherne Mere Site of Special Scientific Interest. It would also make the road easier, cheaper and quicker to construct

3.7.3 All these changes were made after careful consideration of the 2009 consultation feedback and after further discussions with certain affected stakeholders.

4 Pre-Application Consultation

4.1 Introduction

4.1.1 The Planning Act 2008 (PA 2008) established the Infrastructure Planning Commission (IPC) as an impartial public body whose role was to consider whether permission should be given for Nationally Significant Infrastructure Projects (NSIPs). As this road connects with or forms part of the motorway and trunk road network it is classified as an NSIP. The Localism Act 2011 then abolished the IPC and transferred its decision making powers to the Secretary of State. PA 2008 also confirmed the Planning Inspectorate (PI) as the government agency responsible for examining planning applications for NSIPs.

4.1.2 As part of the requirements under PA 2008, the PI requires a Consultation Report to accompany an application for a Development Consent Order (DCO), providing details of what has been done to comply with the 'duty to consult' with:

- Section 42 (1) (a) statutory groups including parish councils
- Section 42 (1) (b) local authorities
- Section 42 (1) (d) land owners and those with interest in the land
- Section 47 the local and wider community

4.1.3 Our report also demonstrates how we have sought to comply with other aspects of PA 2008, in particular:

- Section 48 how we publicised the application
- Section 49 how we took account of relevant responses

4.2 Summary of Legal Requirements and Our Response

Legislation / Clause	Legal requirement	Our action, response or comment	When
Reg. 6(1)(b) of the Infrastructure Planning Environmental Impact Assessment (EIA) Regulations 2009	Notify the PI of our intention to provide an Environmental Statement in respect of the development.	Applicant (the Highways Agency) letter to PI to advise of forthcoming application and submission of Environmental Scoping Report. (see Appendix 1)	1 st April 2010
Reg. 8 of the Infrastructure Planning EIA Regs. 2009	Applicant may ask the PI its opinion on the information provided in the Environment Statement	Applicant submitted 'A556 Knutsford to Bowdon Environmental Improvement: Environmental Impact Assessment – Scoping Report' PI website ref: 110809 Original Scoping Report	19 th August 2011
Section 47 (2) of the PA 2008	Duty to consult with local community - Consultation with Authorities in respect of the proposed Statement of Community Consultation (SoCC)	Meeting held with Cheshire East Council (CEC): Draft SoCC formally issued for comment (via email) Deadline for comments after 28 days (response received 4 th October 2011) (see Appendices 2, 2a and 3)	14 th July 2011 6 th September 2011 5 th October 2011
Reg. 10 EIA Regs. 2009	EIA development – SoCC requirements	SoCC makes reference to the completion of an Environmental Impact Assessment and lists the Preliminary Environmental Information (PEI) and a non-technical summary as part of the published consultation material	
Section 46 of the PA 2008	Duty to notify the PI of proposed application	Letter submitted to PI (See Appendix 4)	20 th January 2012

Legislation / Clause	Legal requirement	Our action, response or comment	When
Section 47 (6)(a) of the PA 2008	Publication of the SoCC in a newspaper circulating in the vicinity of the land	SoCC published in the papers listed below: Knutsford Guardian: Sale and Altrincham Messenger (see Appendix 5 , Sections 47, SoCC)	4 th and 11 th January 2012 5 th and 12 th January 2012
Reg11 of the EIA Regs. 2009	Pre-application publicity - duty to send a copy of the section 48 notice to consultation bodies	Applicant letter, enclosing copy of section 48 sent to prescribed consultees see Appendix 6	4 th January 2012
Section 48 of PA 2008,	Publication of the application in the prescribed manner (as specified under Reg.4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regs 2009	Notice published in the papers listed below to comply with requirements laid out in Reg 4(2) of the APFP Regs. The content of the notice included all matters laid out under Reg. 4(3) of the APFP Regs. Knutsford Guardian Sale and Altrincham Messenger Daily Mail London Gazette (see Appendix 7, Section 48, Public Notice)	4 th and 11 th January 2012 5 th and 12 th January 2012 6 th January 2012 6 th January 2012
Section 47(7) of PA 2008	Duty to publicise in accordance with the SoCC	Public consultation events: 3 public events held at Cottons Hotel & Spa, Knutsford over 2 weeks. Publication of leaflet and consultation information on scheme webpage (see 4.4.16 for address) 755 copies of the consultation leaflet distributed to residents by Royal Mail. Consultation information deposited at 6 local community facilities.	28 th January – 9 th February 2012 January 2012 23 rd January – 16 th April
Section 42(a) of PA 2008	Duty to consult with Prescribed Consultees	Letters and consultation information sent to prescribed consultees. (see Appendices 8 and 8a, copy of letter and Appendix 9 list of prescribed consultees)	23 rd January 2012
Section 42(b) of PA 2008	Duty to consult with local authorities as defined under section 43 PA 2008	Letter and consultation information sent to local authorities. (see Appendix 8, copy of letter and Appendix 10, list of local authorities)	23 rd January 2012
Section 42(d) of PA 2008	Duty to consult with land interests as defined under section 44 PA 3008	Letter and consultation sent to land interests consultees. (see Appendix 8, copy of letter and Appendix 11, list of land interest consultees)	23 rd January 2012

Table 2 – Summary of Legal Requirements

4.3 Consultation Under Section 42 of the Planning Act 2008 – Prescribed Consultees, Local Authorities and Land Interests

- 4.3.1 Section 42 of PA 2008 refers to an applicant’s duty to consult on any proposed application made under the Act. This includes:
- **Section 42 (a):** Refers applicants to a detailed list of prescribed consultees found in Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. This list covers a wide range of bodies, including for example the relevant Health Board, fire and rescue authority, police authority (now abolished) and Parish Councils
 - **Section 42 (b):** Relates to Local Authorities and refers applicants to section 43 for further definitions of ‘local authority’. Under section 43, ‘relevant Local Authorities’ are those whose land the proposed application falls within, and all their neighbouring Authorities
 - **Section 42(c):** Refers specifically to applications which fall within Greater London Authority’s area
 - **Section 42 (d):** Relates to landowners, lessees, tenants, occupiers and those with an interest in the land, it refers applicants to section 44 for more detail. Section 44 consultees include those whose land would be subject to compulsory acquisition as part of the DCO, those who may have a relevant claim and those whose land may be affected by the development

Statutory consultees

- 4.3.2 Under section 42 (a) all statutory and technical consultees as specified, were contacted and consulted (see Appendices 8 and 8a – statutory consultee letter and Appendix 9 – list of all statutory consultees). Chapter 8 summarises all the responses we received.
- 4.3.3 In addition to what was required under PA 2008, a number of non-statutory consultees were contacted and consulted (see Appendix 13 – non-statutory letter and Appendix 12 - list). We decided that these bodies were important stakeholders whose views and opinions were also important to include. For example these bodies included The National Trust - given the proximity of their Tatton Park and Dunham Massey Estates and the impact of their events on the local road network. Chapter 9 summarises their responses.

Local Authorities

- 4.3.4 In accordance with section 42 (b) and section 43 we have worked closely with Cheshire East Council (CEC), the only local authority within whose boundary the scheme falls. The following authorities were identified as neighbours to CEC and so were also considered to be ‘relevant’ Local Authorities:

- Salford City Council
- Stockport Metropolitan Borough Council
- Cheshire West and Chester Borough Council
- Shropshire Council
- Warrington Borough Council
- Derbyshire County Council
- Staffordshire County Council
- Peak District National Park Authority

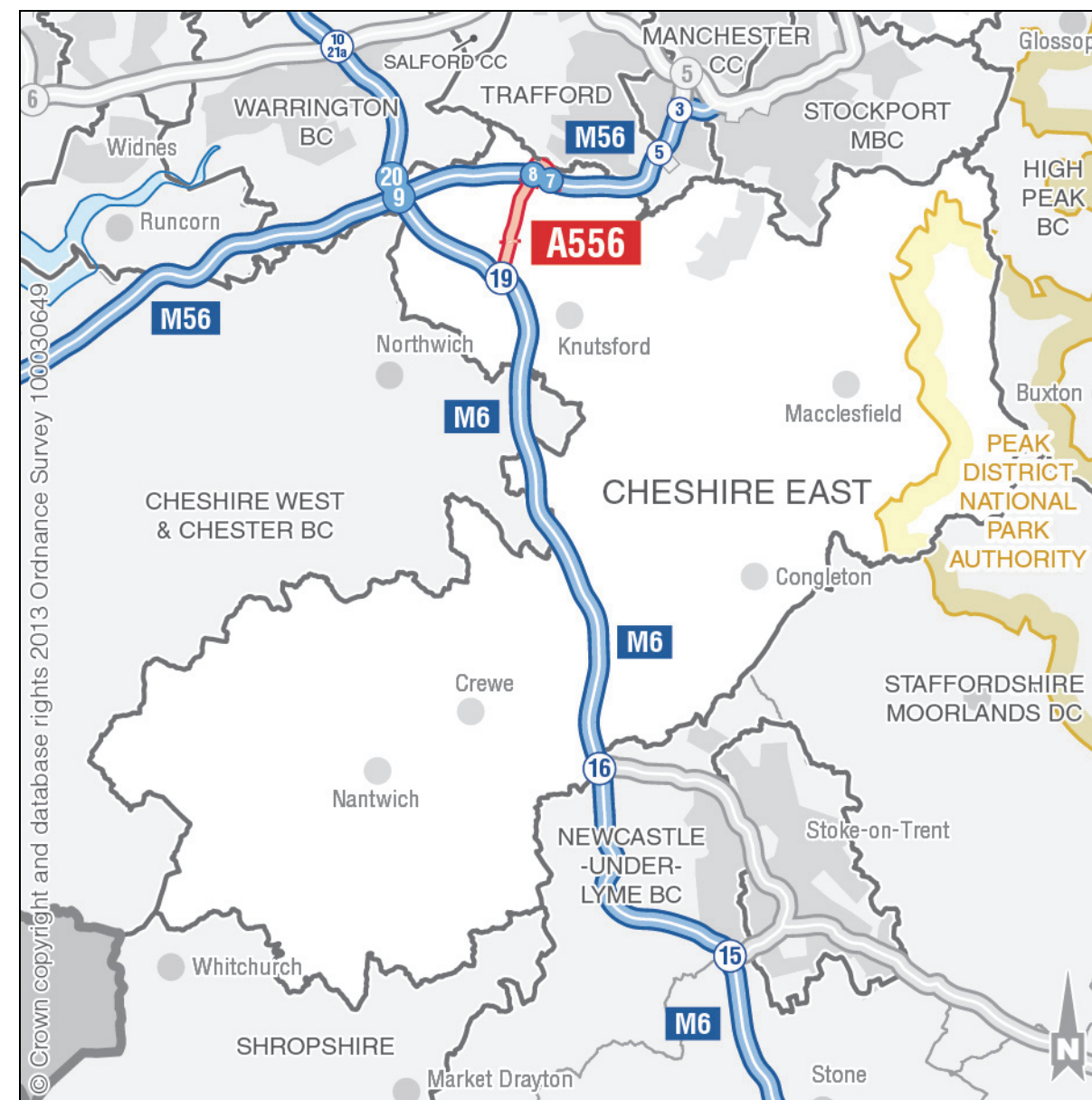


Figure 4 - Relevant Local Authorities

4.3.5 All relevant Local Authorities were contacted (see Appendix 10) and invited to comment on any issues they might have about the impact of this new road on their locality (see Appendix 8 – section 42 prescribed consultees letter). Chapter 8 summarises all the responses received from the Local Authorities.

Land interests

4.3.6 Consultees under section 42 (d) were identified through a combination of searches with the Land Registry, the official land registration service for England and Wales, from information supplied by the owners, occupiers and agents themselves, and from input from the schemes valuer. Those identified related to land for any of the junction options.

4.3.7 Included as consultees were those who were identified as potential claimants under Part One of the Land Compensation Act 1973 and section 10 of the Compulsory Purchase Act 1965. Those identified were based on the Baseline Option design.

4.3.8 All those identified under section 42 (d), were contacted and consulted (see Appendix 8 – statutory consultee letter and Appendix 11 – list of all statutory consultees). Chapter 10 summarises all relevant responses received.

4.3.9 As will be seen in the more detailed analysis of the responses received from these consultees engagement is still on-going with a number of organisations and individuals whose interests are affected by our proposals. For example during December 2012 we have written to land owners and their representatives or site agents asking for their input into the validation of our information about land ownership and occupation. We are and will continue to engage in consultation with these land interests.

4.4 Consultation Under Section 47 of the Planning Act 2008 – The Local and Wider Community

4.4.1 In addition to an applicant's duty to consult with a wide range of statutory consultees, under section 47 we have a duty to consult the local community. Our obligations under this section include:

- Preparation of a statement setting out our proposals to consult with the wider community (known as a 'Statement of Community Consultation') which must be sent for comment, to any Local Authorities through which the scheme passes (in this case, CEC)
- Publication of this statement in at least one local newspaper
- Carry out the consultation in accordance with the proposals set out in the statement
- Preparing the Statement of Community Consultation (section 47 (1-5))

4.4.2 In developing our Statement of Community Consultation (SoCC) we were conscious that many of those living in the areas most affected by this new scheme would have taken part in the earlier consultations of 2007 and 2009. However, since 2009 there have been discussions with local residents, businesses and parish councils resulting in a complete review of the proposed junction strategy and minor design changes to the scheme.

4.4.3 Our philosophy when developing our consultation proposals was to engage residents and stakeholders in a process that would give them every opportunity to understand the scheme, comment on our proposals and discuss their concerns. It was also designed to generate and capture feedback that would help improve the scheme and to identify additional mitigating measures to address the remaining concerns of those most adversely or directly affected.

4.4.4 In preparing our SoCC we followed the requirements and advice laid out in recommended guidelines.⁹

Publicising the Statement of Community Consultation (section 47 (6))

4.4.5 In accordance with section 47, the plans for our consultation were outlined in our SoCC (see Appendix 14). A formal draft of this document was sent to CEC on the 6th September 2011 (see Appendices 2 and 2a – email and draft SoCC) giving them 28 days in which to comment. They responded on the 4th October 2011 (see Appendix 3) in which they made only minor observations on phrases used. The agreed statement was then published in the Knutsford Guardian on the 4th and 11th January 2012 (see Appendix 5 – copy of publication) and the Sale and Altrincham Messenger on the 5th and 12th January 2012 (see Appendix 5 – copy of publication).

Carrying out Consultation in accordance with the Statement of Community Consultation (section 47 (7))

4.4.6 The SoCC sets out our commitment to engagement and more importantly, the need for feedback from the community on our proposals

'Your feedback before we send our application to the IPC is important to us. We held consultations in 2007 and 2009 on the outline route options, and are now building on these events through this current public consultation on more detailed design proposals'.

4.4.7 It gave full details of what we would do and when:

12 week Public Consultation

4.4.8 PA 2008 specifies that we must consult on our proposals for a minimum of 28 days. However, demonstrating our commitment to consultation and frank and honest discussion and in line with the Government code of conduct on consultations¹⁰, we decided that our formal consultation would last three times as long, running for 84 days between 23rd January 2012 and 16th April 2012.

A Consultation exhibition

4.4.9 The location chosen for the exhibition was The Cottons Hotel and Spa, Knutsford, less than a mile away from the current A556. It was held on Saturday 28th January (10am to 5pm), Tuesday 31st January (10am to 9pm) and Thursday 9th February (1pm to 9pm). A briefing for local councillors was also held on Friday 27th January. The exhibitions attracted 552 people, equating to 21 people per hour on average (over a total of 26 hours).

⁹ Advice note fourteen: Compiling the consultation report & Advice note 16: The developers pre-application consultation, publicity and notification duties, issued by the Planning Inspectorate

¹⁰ Government Code of Practice on Consultation, July 2008

- 4.4.10 The exhibition consisted of 16 large, formal display boards that both visually and textually illustrated the whole scheme (see Appendix 15 – copies of all display boards). In summary these boards included information on:
- **Board 1 – Welcome:** Explains the aims and purpose of the consultation
 - **Board 2 – The Project Team and Timeline:** Lists the roles and responsibilities of the key parties involved, including the Highways Agency, Jacobs, Costain and the IPC (PI)¹¹
 - **Board 3 – The Scheme:** Describes the issues surrounding the current road. Explains our proposals, including our key objectives
 - **Boards 4 and 5 – The Baseline Design:** Detailed plan showing the route design (horizontal alignment) and proposed cuttings and embankments (vertical alignment) for the Baseline Design (also known as Option 0) – the design used as the basis for our traffic modelling and Environmental Impact Assessments
 - **Board 6 – Forecast Traffic:** Plans showing forecast average daily traffic flows on the A556 and local roads in 2015 and 2030 (first map showing traffic with no A556 scheme and second showing traffic flows with A556 scheme)
 - **Boards 7 and 8 – Works to the Current A556 and Routes for Non-Motorised Traffic:** Details, based on the Baseline Design, of the proposals to detrunk and narrow the current A556, highlighting accesses to the new A556 from the de-trunked road
 - **Boards 9 and 10 - Measures to Minimise Environmental Impacts:** Headline measures on our proposals to minimise the environmental impact of the scheme, makes reference to the relevant consultation documents – the Preliminary Environmental Information and the Environmental Impact Assessment
 - **Board 11 – Arrangements During construction of the Scheme:** Our outline proposals for the practical arrangements during the construction of the scheme, including working hours, access, compounds, phasing of works and traffic arrangements
 - **Board 12 – What Happens Next?** Explains the PA 2008 planning process after the consultation exercise
 - **Board 13 – Alternative junction design options: Junction Option 0:** Junctions at Tabley and Millington (Baseline Design)
 - **Board 14 – Alternative junction design options: Junction Option 1:** Junctions at Tabley, the A50 and Millington, advantages and disadvantages in comparison with the Baseline Design
 - **Board 15 – Alternative junction design options: Junction Option 2:** Junctions at Tabley and the A50, advantages and disadvantages in comparison with the Baseline Design
 - **Board 16 – Alternative junction design:** Junction Option 3: Junction at the A50, advantages and disadvantages in comparison with the Baseline Design

- 4.4.11 As well as the display boards we had hard copies of the key consultation documents available at all of the sessions, including:
- Preliminary Environmental Information (presents the preliminary results of the Environmental Impact Assessment)
 - A non-technical summary of the Preliminary Environmental Information
 - The Scheme Assessment Report (summarises the engineering design and business case for the scheme)
 - The Junction Options Comparative Assessment Report
 - Copies of leaflets on the Planning Act 2008 process
- 4.4.12 We also provided larger scale copies of plans that were in the technical documents such as the Environmental Constraints Plan, the Environmental Master Plan, the General Arrangement Drawings and the Non-Motorised User drawings.
- 4.4.13 At each of the sessions, staff from the project team, including the designers, construction contractors and environmental specialists were on hand to answer questions and address concerns.
- 4.4.14 Finally, our public consultation summary document (see Appendix 16) which summarised all the information displayed in the exhibition and included the questionnaire was available to all who attended the exhibition. Our staff encouraged people to complete their questionnaires before they left, or invited them to take one home to complete later. A prepaid envelope was supplied.
- Publication of our consultation leaflet on our scheme website**
- 4.4.15 We undertook to publish both the consultation leaflet and the key consultation documents on the scheme webpage. The following documents were published on the website and were available to download free of charge:
- Consultation Leaflet
 - Consultation Summary Document
 - Preliminary Environmental Information
 - Non-technical summary of the Preliminary Environmental Information
 - Scheme Assessment Report
 - Junction Options Comparative Assessment Report
 - Statement of Community Consultation
 - Notice under Section 48 of the Planning Act 2008 to publicise the consultation in the local and national press
- 4.4.16 Since the conclusion of the consultation this page has since been moved to the National Archives website and can be found at, <http://webarchive.nationalarchives.gov.uk/20120406184837/http://www.highways.gov.uk/roads/projects/33802.aspx> . Details of the web address were given in the Statement of Community Consultation and the Consultation Summary documents.
- 4.4.17 During the 12 week consultation period the webpage was viewed over 1,000 times. Of the 598 completed questionnaires, 167 (nearly 30%) were received via the website.

¹¹ Infrastructure Planning Commission and its successor body

Distribution of our consultation leaflet to addresses in the parishes through which the scheme will pass

- 4.4.18 In accordance with our pledge, a total of 755 leaflets were distributed by Royal Mail to addresses in the parishes of Tabley Superior, Mere, Millington, Rostherne and Little Bollington. A further 650 leaflets were distributed by the neighbouring Parish Council of High Legh.

Meetings with local residents, businesses and groups

- 4.4.19 During the 12 week consultation period members of the project team attended in excess of 30 meetings with local residents, businesses and groups to discuss all aspects of the scheme. Over 60% of these meetings were with local residents to discuss their specific concerns, issues and views. In addition, members of the project team attended a number of 'drop-in' surgeries organised in partnership with the local Parish Councils.

Deposit of consultation information at local community facilities

- 4.4.20 All our key consultation documents were deposited at local community facilities at Knutsford Library, Cheshire East Council's Macclesfield Customer Service Centre, Sandbach Library, Trafford Council's 'Welcome Point' and Little Bollington Church of England Primary School. Copies were also available at the Highways Agency office in Manchester. All information was available to be viewed free of charge.
- 4.4.21 In total, 678 responses were received to our consultation request for information and feedback – 598 completed questionnaires, 34 letters and 46 emails. 15 responses received soon after the 16th April 2012 have been considered and included in our analysis. The last response received was the 15th May 2012. We are also continuing to talk to individuals and interested parties.
- 4.4.22 This exercise was more than just giving the wider community the ability to comment on our proposals; it was also an opportunity for the Highways Agency to ensure that as many people as possible fully understood the scheme, its benefits and also its potential impact on the community, both positive and negative. Given 78% of those that responded via the questionnaire, said that they had a good understanding of our proposals for the A556 with just 1% saying that they did not understand them, we can consider this a success.

4.5 Duty to Publicise (Section 48 of the Planning Act 2008)

- 4.5.1 In accordance with section 48 and Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regs. 2009 a notice, which provided information about our application (including a summary of our main proposals and details about when and where documents, plans and maps could be viewed) was published in the following newspapers:
- **Knutsford Guardian:** 4th and 11th January 2012 (see Appendix 7)
 - **Sale and Altrincham Messenger:** 5th and 12th January 2012 (see Appendix 7)
 - **Daily Mail:** 6th January 2012 (see Appendix 7)
 - **London Gazette:** 6th January 2012 (see Appendix 7)

- 4.5.2 We also issued press notices, conducted interviews on local radio stations and sent a tweet to all Highways Agency 'News – North West' followers, all in order to connect with as wide a range of people as possible.

4.6 Constraints On Our Scheme

- 4.6.1 The route of the proposed scheme has been determined following extensive consultation. This route was formally approved by the Secretary of State in December 2008 with a route amendment approved in March 2010. Alternative proposals, including improvements to M6 Junction 20, and other alternative routes have been fully reviewed and excluded on grounds of value for money, cost and network efficiency (see Chapter 6 for more detailed information).

Design standards

- 4.6.2 The Design Manual for Roads and Bridges (DMRB) published by the Department for Transport/Highways Agency sets out the design standards and best practice guidance to achieve operational safety, operational efficiency and environmental protection.
- 4.6.3 For example our junction layouts and overall alignment have been designed to comply with the design standards. However, where it has not been possible to achieve the standards set out by the DMRB, departures from these standards have been subject to a rigorous process of approval by relevant technical specialists.
- 4.6.4 We must also comply with the design standards and codes of practice of other statutory bodies where the work affects their infrastructure such as National Grid.

Landscape and ecology proposals

- 4.6.5 The Highways Agency takes its custodianship of the natural environment seriously and we are committed to minimising the negative consequences of our human desire to travel.
- 4.6.6 We have a responsibility to road users and to those affected by our network to minimise and mitigate the negative impacts of our roads and enhance the quality of the surrounding environment.

4.7 Where We Wanted feedback

- 4.7.1 Our approach to consultation was more than just ensuring compliance with procedures, we also wanted to :
- make sure that the local community, residents, local interest groups, businesses, visitors and road users had the opportunity to fully understand the scheme and comment on our proposals
 - generate feedback that could shape the details of the design proposals looking specifically at:
 - junction layout and strategy
 - works to the de-trunked A556 and side roads
 - environmental mitigation measures
 - arrangements during construction
 - Develop the best possible scheme by working in partnership together

4.7.2 Our commitment to listening to and engaging with the local community, residents, interest groups, businesses and road users was outlined in our Statement of Community Consultation.

4.7.3 This document clearly stated how important receiving feedback on these proposals was to us before we took our application to the PI. We particularly wanted opinion and feedback on the following elements of the proposed design:

Junction layout and strategy

4.7.4 We wanted to involve stakeholders and the local communities in developing the best design for the junctions connecting the new A556 with the detrunked A556, the local road network and to their properties and local facilities.

4.7.5 During 2010 and early 2011 a scheme design had been developed based fundamentally on the alignment in the March 2010 amended preferred route announcement, but with junctions at Tabley and Millington. This is referred to as the 'Baseline Design'.

4.7.6 However, following feedback from meetings with local community groups and parish councils we developed three alternative options:

- **Option 1:** Junctions at Tabley, the A50 and Millington
- **Option 2:** Junction at Tabley and the A50
- **Option 3:** Junction at the A50

4.7.7 These Options (including the Baseline Design) are shown in Figure 5.

Overpass option

4.7.8 As these alternative junction strategy options removed some of the traffic movements that were possible in the Millington area with the Baseline Design, we were also interested in the local community's view on providing an over bridge over the A556 that replaced these removed movements. Again we proposed three alternative options:

- **Option A:** Located at Bucklow Hill
- **Option B:** Location at Chapel Lane
- **Option C:** Located north of Millington. In combination with Junction Option 1 only, overpass Option C would form a junction with the A556 Southbound Off-Slip at Millington

4.7.9 The location of each overpass option plan is shown on the relevant junction option provided in Figure 5 (overleaf)

De-trunking the existing A556

4.7.10 All our proposals to narrow the existing section of the A556 from four lanes to two lanes were made available. This included all our plans to transform the character of the road and discourage its use by through traffic by narrowing the existing four lane road down to two lanes with one lane in each direction. We also plan to remove the surfacing of the disused lanes and replace it with a raised planted mound.

4.7.11 As part of this consultation process we were keen to receive feedback in relation to our proposed works to de-trunk the existing A556 and were interested in any alternative suggestions to our proposals.

Environmental impacts

4.7.12 We have designed the A556 with the objective of minimising, as far as possible, its negative effects on the environment. As part of the process we carried out an Environmental Impact Assessment which assesses the potential effects of the scheme in relation to ten specialist topics covering particular aspects of the environment:

- Air quality
- Noise and vibration
- Cultural heritage
- Landscape
- Ecology and nature conservation
- Road drainage and the water environment
- Materials
- Geology and soils
- People and Communities
- Effects on all travellers

4.7.13 The preliminary results of this assessment were made available as part of this consultation in a document called 'The Preliminary Environmental Information'. A non-technical summary of this information was made available as part of our public consultation (see Appendix 18). This used the baseline design as a single reference scheme from which to assess potential impacts. We wanted the local and wider community to make suggestions of additional potential impacts that needed to be added to our environmental assessments.

Environmental mitigation

4.7.14 The Environmental Impact Assessment considers a number of measures which are designed to reduce any adverse effects and, where possible, to improve the local environment. These are referred to as mitigation measures and include options such as earth mounding, planting of trees and shrubs, drainage ponds and reed beds, the provision of safe wildlife crossings and low noise surfacing.

4.7.15 Detailed plans and drawings, demonstrating how these proposals will be applied, were available for viewing at the public exhibitions and were subject to comment and suggestions from the public. We were happy to address particular concerns and take on board any suggestions on how our proposals could be improved.

Construction and accommodation works

4.7.16 General principles for construction working hours, construction accesses, compounds, phasing of works and traffic management arrangements were made available. This included examples of our plans to monitor and manage dust and noise and our proposals to maintain all public highways in a clean and debris-free state. We were, however, particularly interested in any feedback that would help inform more detailed proposals.

4.7.17 We felt that these main issues would enable people to make an informed judgement on how and when they would be affected by the work and be able to provide informed responses to the consultation process.

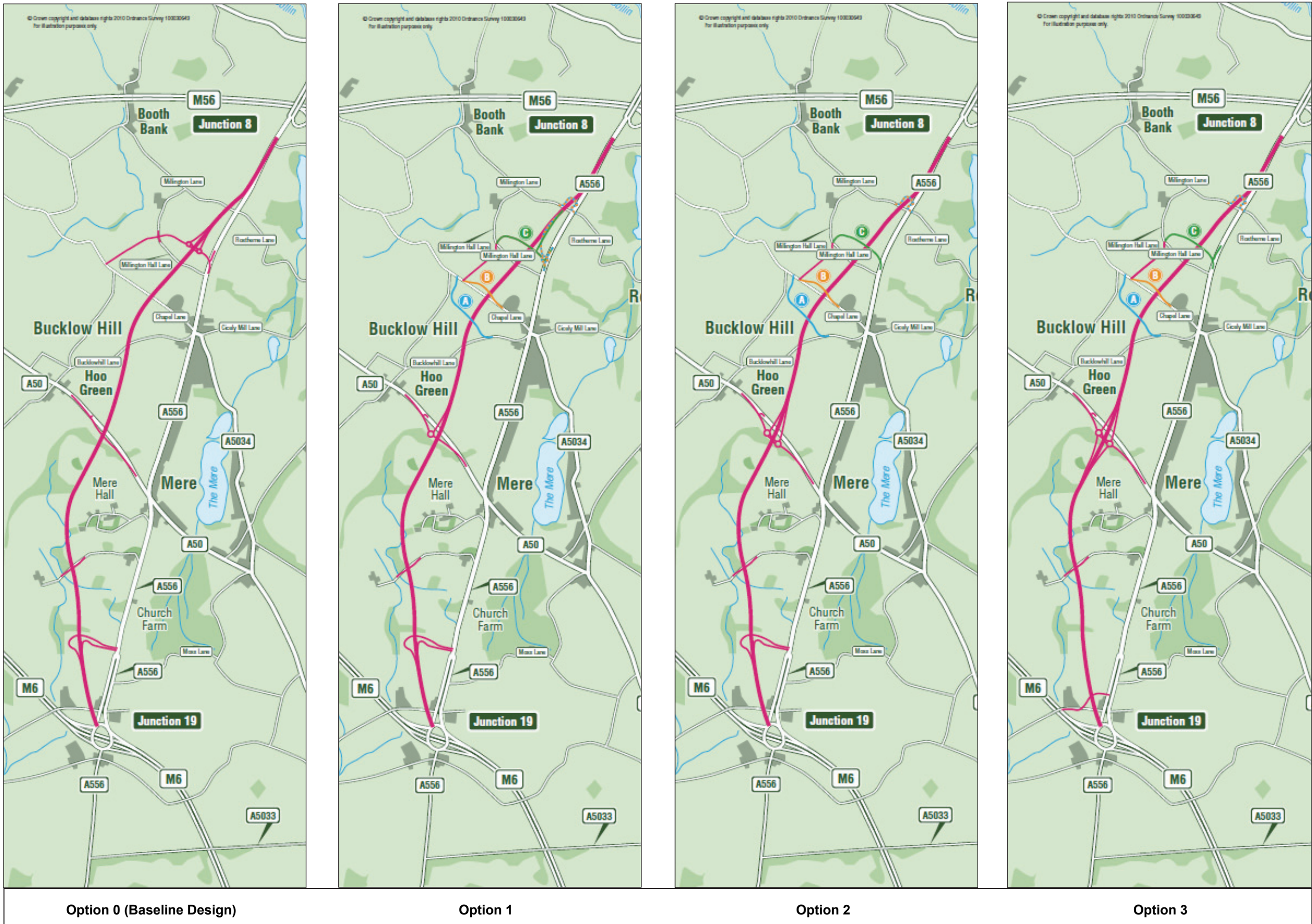


Figure 5 - Junction and Overpass Options

5 Selection of the Preferred Option

5.1 Introduction

5.1.1 The formal statutory consultation ended on the 16th April 2012. As discussed in detail in the previous Chapter, a key element of the consultation process was the involvement of stakeholders and the local community in developing the best design for the junctions connecting the new A556 with the detrunked A556 and the local road network.

5.1.2 In total we received 678 responses comprising 598 completed questionnaires, 34 letters and 46 emails. All this information has been logged and assimilated and reviewed thoroughly. After receiving and analysing all these views, the next stage for the project team was to make a decision on which junction option to take forward as part of the Development Consent Order (DCO) application.

5.1.3 To come to a decision the team developed a process that took a balanced view, focussing on issues raised during the consultation. This process was based on listening to the feedback received. We also sought to balance the feedback with the impact of a given junction solution on the local area, and the technical merits of the various solutions as described in the Junction Options Comparative Assessment Report (JOCAR). We considered the feasibility of new alternatives suggested as part of the consultation. Where changes or new alternatives were proposed the affordability of those suggestions was also taken into account.

5.1.4 The analysis and decision was a 3-Step process, as described below.

Step 1 – Initial analysis

5.1.5 Following initial analysis, which is presented in detail in Chapter 7, it became apparent that there was no strong preference for any one Option. Option 0 had received the highest number of favourable responses, but the intention as explained in the consultation materials was not for the responses to be taken as a vote (as in a simple numerical count of responses) but to consider the relevant weight and impact of the issues on the local community.

5.1.6 When considering the support for a given option it was clear that opinion varied depending on the location where the respondent lived. This can be seen in Figure 21 of Chapter 7 and in Table 13 of Chapter 7, which summarise preferences by Parish, with an indication of the number of responses from those areas. As can be seen, opinion is polarised and there is no agreement between different areas.

5.1.7 It was also clear that there were a number of recurring issues and concerns, expressed as part of the consultation process, and that it would be necessary to balance these factors in reaching a decision about the best option.

Step 2 – Decision matrix

5.1.8 Our next step was to set out all the combinations of options and sub-options in a matrix form, to understand the level of support that they received. This matrix was then reviewed by a team comprising the Highways Agency, the contractor who has been selected to construct the project, and their respective Engineering Consultants.

5.1.9 The team included various specialists, particularly from the Environment Team, but also including specialists in Traffic and Safety. The team's brief was to make a decision based on all the information that was available. They assessed how material each consideration was, in light of our assessments and the responses to the consultation.

5.1.10 A matrix was developed to assist in making the decision regarding junction strategy. The matrix allowed scores to be applied for each option and sub option combination against eleven categories. The first four of these categories related to technical elements covered in the JOCAR:

- Engineering (Traffic, Operation and Safety)
- Engineering (Construction and Maintenance)
- Affordability (of including alternative options)
- Environment

5.1.11 This was expanded with three categories relating to issues identified in the public consultation responses:

- Traffic on A50 (including response to M6 incidents)
- Country lane traffic and rat-running
- Local access and severance

5.1.12 The final four categories related to the preferences expressed by the statutory consultees, who formed the following categories:

- Local Residents
- Non-local respondents
- Statutory bodies – Local Authorities and Parish Councils
- Statutory Bodies - Other

5.1.13 Each factor was scored in relation to each option and sub option, with the results presented in a decision matrix. Initially all factors were weighted equally, but various scenarios were then used to adjust the weighting. In particular the issue of country lane traffic and rat-running was seen to be of importance because of the safety ramifications. Site visits were undertaken to understand the likely impacts of increased traffic on particular links in detail.

5.1.14 This exercise proved inconclusive; with no one option emerging clearly as being preferred. We also recognise that a process of weighting can be considered to be subjective, and we were therefore unwilling to base a final decision on a weighted matrix.

5.1.15 It was, however, clear that there were four combinations of option and sub option which consistently performed well in the comparison undertaken across a large number of weighting scenarios. These four leading options were, therefore, taken forwards to a further refinement of the decision process.

5.1.16 The options taken forward were:

- Option 0
- Option 1B
- Option 1C
- Option 3C

5.1.17 The remaining options were excluded from further consideration as they performed consistently less well during step 2 of the analysis.

Step 3 – Selection of preferred option

5.1.18 The advantages and disadvantages of these four leading options were then compared using a process known as paired comparison¹². This method uses a process of elimination in order to arrive at a balanced view. The process can be considered complete when one of the options has been compared to each of the others, and found to be favourable.¹³

5.1.19 The process used is described in Highways Agency advice note TA30/82 'Choice Between Options for Trunk Road Schemes' at Paragraph 4.5 and elsewhere, with examples in the Appendices. This advice note recognises that decision making is sometimes difficult, with no option having a clear advantage over the others. It suggests the paired comparison method as a way of reaching a conclusion.

5.1.20 Tables 3 to 5 below summarise the comparison; and identify which options are eliminated and which option is carried forward to the next comparison. The comparison commenced with Option 1B and Option 3C being randomly selected for comparison.

	Option 1B	Option 3C
Compare Option 1B with Option 3C	<p>Advantages</p> <ul style="list-style-type: none"> • Compromise option – balances impacts on different communities • Sub-option B most popular side road connection – Option 1B most popular main-option / sub-option combination • Acceptable to Cheshire East Council (CEC) (second option preference) • Supported by High Legh Parish Council • Better Non Motorised User (NMU) links (additional crossing to the north) • Although first preference varied significantly, there was a clear trend that many consultees specified Option 1 as their second preference 	<p>Advantages</p> <ul style="list-style-type: none"> • Less flow on local lanes than with Option 1B • Simple, intuitive layout • Includes Old Hall Lane connection to de-trunked road (this can be added to 1B at an increased cost) • Best for strategic traffic (junction spacing). • Less adverse environmental impacts (noise, Cultural Heritage and Ecology)
	<p>Disadvantages</p> <ul style="list-style-type: none"> • More expensive than Option 3C (if Old Hall Lane Connection added), otherwise similar in cost • Less intuitive layout • Visual impact of Chapel Lane overbridge • More difficult to construct without causing some disruption • Greater flows in the A50, although 1B showed the smallest increase from Option 0 compared to all other alternative options 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Not supported by CEC • Likely to result in objections from Mere. • Less support for this main option and very little for this or main-option / sub-option combination from the public. • Significant impact on A50 both during incidents / events and day to day
<p>Decision and Reason</p> <p>Option 1B preferred</p> <p>There is a lack of public support for Option 3C, with side road Option B being preferred. The impact on the A50 is considered to be too great in Option 3C. A key advantage of Option 3C is the Old Hall Lane connection, but this has been added to Option 1B.</p>		

Table 3– Paired Comparison between Options 1B and 3C

¹² Also known as pairwise comparison

¹³ For example, if an option A is found to be preferable to options B, C and D there is no need to compare options B and C, as option A is preferable to both.

	Option 1C	Option 1B
Compare Option 1C with Option 1B	Advantages <ul style="list-style-type: none"> • More affordable than Option 1B • Less Environmental impact than Option 1B (primarily landscape and ecology) • Acceptable to CEC 	Advantages <ul style="list-style-type: none"> • More acceptable to CEC than Option 1C • Lower impact of traffic on the local lanes • Incorporates sub-option B which was the most popular side road connection • Better NMU links • More direct linkage for vehicular travellers
	Disadvantages <ul style="list-style-type: none"> • Sub-option C least popular side road option • Greater diversions for NMUs • Greater Agricultural severance • Perception that this would lead to more traffic on Peacock lane than with 1B – supported by the traffic modelling 	Disadvantages <ul style="list-style-type: none"> • Less affordable than Option 1C • Significant embankment at Chapel Lane – landscape and visual impact • Greater impact on ecology
Decision and Reason		
<p>Option 1B preferred</p> <p>Sub Option B was clearly the preferred side road option in the public consultation, and sub option C was the least preferred. See Graph 10 of Chapter 7</p>		

Table 4– Paired Comparison between Options 1C and 1B

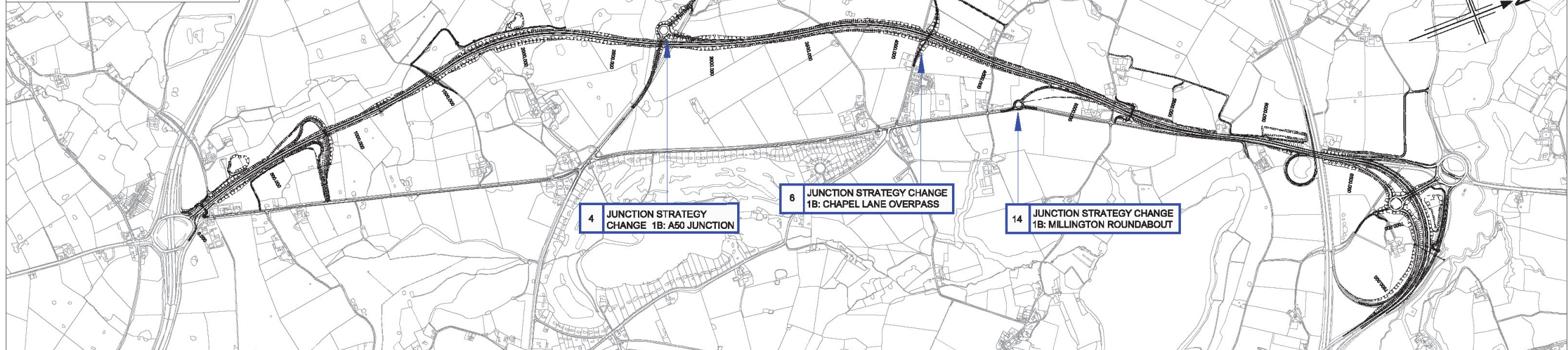
	Option 0	Option 1B
Compare Option 0 with Option 1B	Advantages <ul style="list-style-type: none"> • CEC preferred option • Most affordable option • Least impact on A50 day-to-day and probably during incidents • Most popular option 	Advantages <ul style="list-style-type: none"> • Compromise option – balances impacts on different communities and likely to result in less significant level of objection • Significantly lower flow on local lanes than with Option 0 • Better NMU links (separate structure). • Acceptable to CEC • Sub-option B most popular side road connection – Option 1B most popular main-option / sub-option combination
	Disadvantages <ul style="list-style-type: none"> • Worst junction spacing for strategic traffic • Most significant departures from standards • Although most popular in terms of numbers of questionnaire numbers, the strength of support and reasons for that support did not come through in consultation • Strength of local opposition • Safety implications of traffic flows on Chapel Lane / Peacock Lane 	Disadvantages <ul style="list-style-type: none"> • More expensive than Option 0 • Less intuitive layout • Worse ecological impacts than Option 0 • Visual impact of Chapel Lane overbridge
Decision and Reason		
<p>Option 1B preferred</p> <p>Based on a visit to the site, and level of objection from the local community, the traffic impacts along Chapel Lane/Peacock Lane were considered to be high risk with Option 0. Out of all alternative options, 1B showed the smallest increase in traffic on the A50.</p>		

Table 5– Paired Comparison between Options 0 and 1B

- 5.1.21 Following this three stage selection process it was concluded that Option 1B would form the basis of our application for Development Consent. The team concluded that it provided the best balance of impacts over the area, and in particular had a more distributed, and generally lower, impact on the local road network. As a result the project team judged that Option 1B was also the safest, as it did the best job of separating local and strategic traffic.
- 5.1.22 Following this process we have since made amendments to Option 1B in order to take into account feedback and to address specific issues. The suggestions and the reasons for their inclusion are covered in detail in Chapters 6, 7, 8, 9 and 10. The changes are, however, summarised below in Table 6.

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**OPTION 1B:
CONSULTATION SCHEME DESIGN**



**OPTION 1B:
FINAL SCHEME DESIGN**

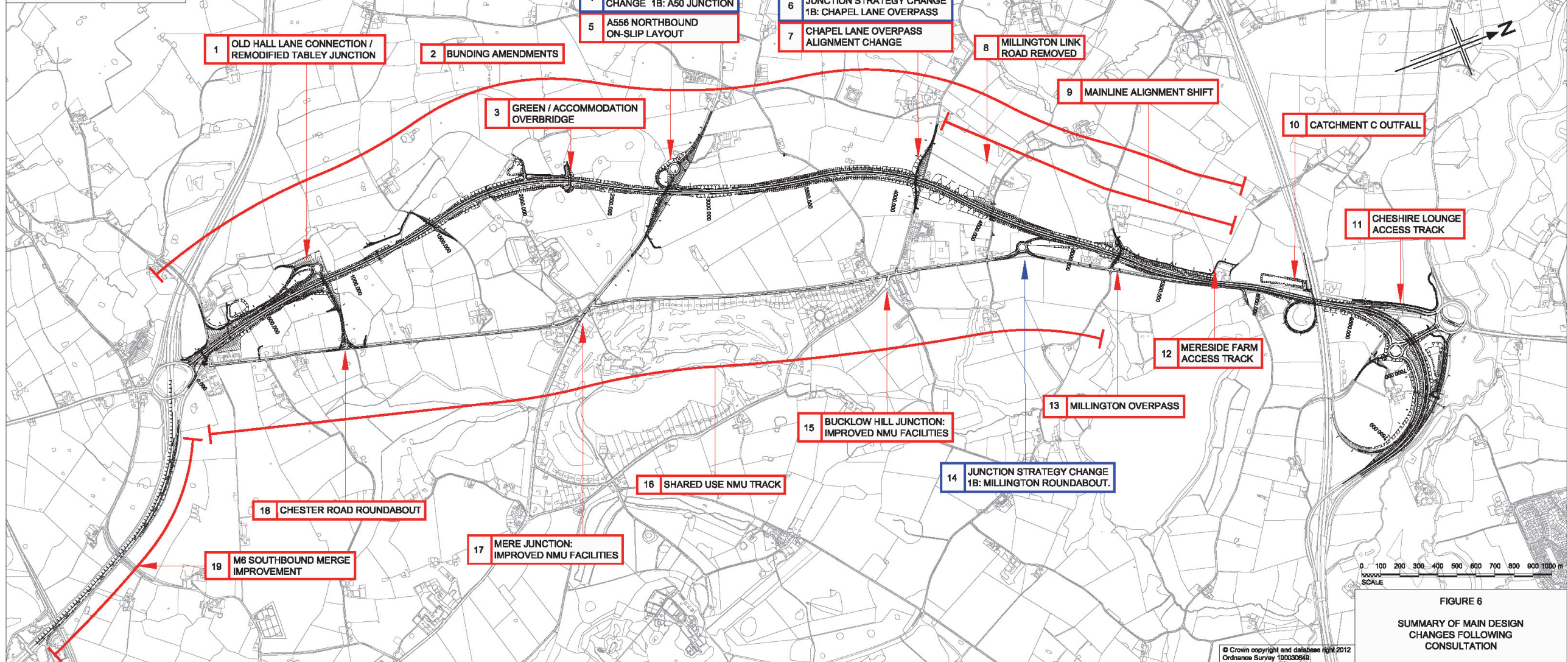


FIGURE 6
SUMMARY OF MAIN DESIGN
CHANGES FOLLOWING
CONSULTATION

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Ref

Description of Change

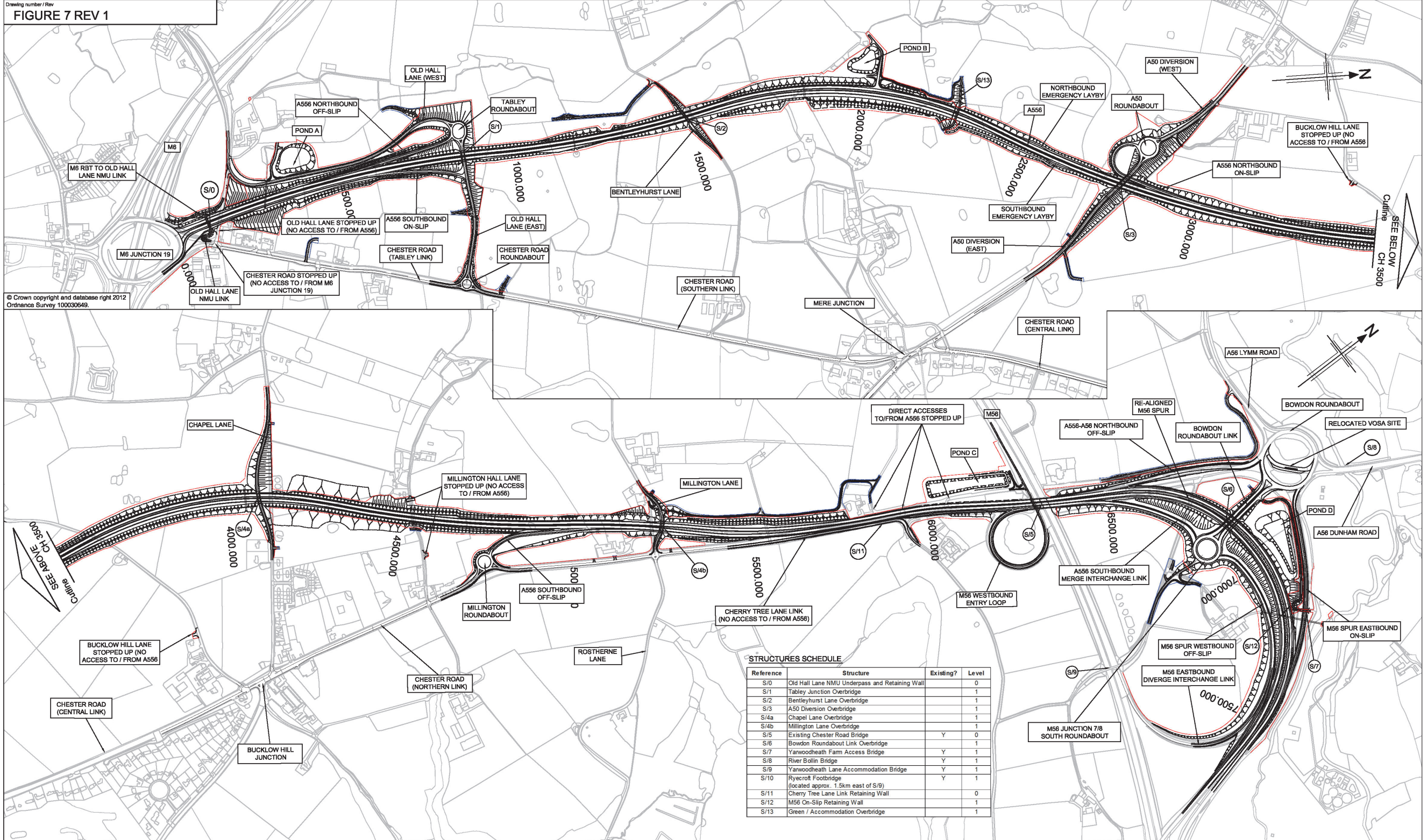
Reason for Change

Most Relevant Consultees

1	Tabley Junction modified to incorporate roundabout and a vehicular connection to Old Hall Lane.	Incorporated to reduce community severance within the community of Tabley, retain access for the Cheshire Show, provide better access to farmland, relieve traffic impacts along Pickmere Lane and encourage higher levels of background traffic along Chester Road (Tabley Link) to discourage misuse.	Section 47 consultees, Cheshire East Council (CEC), Pownall Green Farm (owners), Over Tabley Hall (owners), English Heritage, Tabley Superior Parish Council, Pickmere Parish Council, High Legh Ward Councillor, Cheshire Agricultural Society.
2	Bund heights raised at various locations along the line of the proposed route. Low gradient back slopes provided at some locations.	Incorporated to reduce noise and visual impact of the scheme and allow graded back slopes to be returned to agricultural use.	Section 47 consultees, various landowners and Millington Parish Council.
3	Combined Green / Accommodation Overbridge	Incorporated for ecological benefits, as well as to provide agricultural access.	Knowlespit/Bentleyhurst Farm (occupiers)
4	A50 Diversion amended to include Roundabout and A556 Northbound On-Slip.	Incorporated as part of the preferred Junction Strategy	See Chapter 5, 'Selection of the Preferred Option'.
5	Layout of A556 Northbound On-Slip amended to pass under A50 Diversion Overbridge.	Incorporated to reduce land required from Hulme Barns Farm and reduce conflict between major streams of traffic at the roundabout (particularly during incidents on the M6 and during large Tatton Park events)	Section 47 consultees, High Legh Parish Council and Hulme Barns Farm (owner/occupier).
6	Vehicular overpass provided along Chapel Lane.	Incorporated as part of Preferred Junction Strategy 1B	See Chapter 5, 'Selection of the Preferred Option'.
7	Chapel Lane Overpass realigned to pass offline to the south.	Incorporated to reduce visual impact for properties within The Crescent, Chapel Lane and avoid ponds to the north of Chapel Lane.	Millington residents (35 letters signed requests for a southern alignment were received from residents of Millington, mostly from The Crescent).
8	Millington / Chapel Lane Link Road removed	Removed in response to a high number of requests from the local community.	Section 47 consultees, Millington Parish Council, High Legh Parish Council
9	Mainline horizontal alignment moved up to 35m closer to the existing A556 through the Millington area. Vertical alignment lowered up to 2.7m and bund heights increased.	Incorporated to reduce the environmental impact for properties to the west and in close proximity to the proposed scheme.	Millington Parish Council
10	Outfall from Catchment C removed and combined with Catchment D with single outfall.	Incorporated to reduce the risk of flooding at an existing watercourse located at Coe Lane.	Section 47 consultees, Millington Parish Council
11	Cheshire Lounge access track realigned adjacent to A556 northbound Off-Slip and existing A56 Lymm Road.	Incorporated to reduce visual impact on Dunham Massey, reduce direct impact on agricultural farmland and provide better Non-Motorised User (NMU) connectivity with Bowdon Roundabout.	National Trust (Dunham Massey), Spode Green Farm (owner and occupier).
12	Access track amended to run adjacent to the A556 and form a junction with Millington Overpass.	Amended to remove conflict with an existing livestock track on an adjacent farm.	New Hall Farm (owners and occupiers), New Hall Cottages (occupier), Mereside Farm (occupier)
13	Millington Non-Motorised User (NMU) Overpass (as per Option 1B presented at consultation) upgraded to accommodate vehicles.	This was to provide access for farms to the west of the route, reduce community severance in Millington / Rostherne and provide adequate access for emergency services.	New Hall Farm (owner and occupier), New Hall Cottage (occupier), Mereside Farm (occupier)
14	Millington Junction amended to include southbound off-slip and roundabout only.	Incorporated as part of preferred junction strategy 1B. Layout of off-slip and roundabout amended slightly following shift of mainline (see section 6.10 of the Key Issue Chapter).	See Chapter 5, 'Selection of the Preferred Option'.
15	Signalised pedestrian and cycle crossing provided to the north of Bucklow Hill Junction.	Incorporated to retain continuous link along Cheshire Cycleway, without the requirement for cyclists to dismount.	Section 47 consultees, CEC, Cyclist Touring Club, Sustrans. Cheshire Local Access Forum
16	Shared use NMU track segregated from vehicular traffic provided adjacent to de-trunked A556.	Incorporated to improve/encourage NMU journeys along the de-trunked road and provide adequate access to maintain existing services.	Section 47 consultees, Cheshire Local Access Forum, Cycle Wilmslow, Friends of the Earth, Ramblers Association, Sustrans.
17	Signalised pedestrian and cycle crossing provided at Mere Junction.	Incorporated to improve connectivity for cyclists between Chester Road (Southern Link) and Chester Road (Central Link).	Section 47 consultees, CEC, Cheshire Local Access Forum, Sustrans
18	Tabley Junction / de-trunked A556 connection amended from ghost island to roundabout.	Incorporated to reduce risk of high vehicular speeds along the de-trunked Chester Road and improve capacity of junction during incidents / events.	Mere Parish Council, Tabley Superior Parish Council, CEC, Tatton Park, High Legh Ward Councillor, Sustrans.
19	Scope of proposed scheme extended to include improvements to the M6 southbound merge.	Incorporated to improve capacity at the M6 southbound merge.	Section 47 consultees, A556 Lobby Group, CBO Transport

Table 6 – Summary of main design changes following consultation

FIGURE 7 REV 1



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STRUCTURES SCHEDULE

Reference	Structure	Existing?	Level
S/0	Old Hall Lane NMU Underpass and Retaining Wall		0
S/1	Tabley Junction Overbridge		1
S/2	Bentleyhurst Lane Overbridge		1
S/3	A50 Diversion Overbridge		1
S/4a	Chapel Lane Overbridge		1
S/4b	Millington Lane Overbridge		1
S/5	Existing Chester Road Bridge	Y	0
S/6	Bowdon Roundabout Link Overbridge		1
S/7	Yarwoodheath Farm Access Bridge	Y	1
S/8	River Bollin Bridge	Y	1
S/9	Yarwoodheath Lane Accommodation Bridge	Y	1
S/10	Ryecroft Footbridge (located approx. 1.5km east of S/9)	Y	1
S/11	Cherry Tree Lane Link Retaining Wall		0
S/12	M56 On-Slip Retaining Wall		1
S/13	Green / Accommodation Overbridge		1

NOTES:

- All dimensions in metres unless stated otherwise.
- For link design parameters see drawing P/B1076602/B/100/002.
- For longitudinal sections see drawings P/B1076602/B/100/014 - 030.
- For layout plans see drawings P/B1076602/B/100/002 - 013.
- All structure positions are indicative.
- For details of de-trunking works on existing A556 see 110 series drawings.

SCALE 1 : 10,000

0 100 200 300 400 500 600 700 800 900 1000 m

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
1	FEB 13	For final issue of Consultation Report	JR	PS	TB	GW
0	JAN 13	Drawn	JR	PS	TB	GW

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

KEY

- Highway boundary.
- Accommodation works boundary.

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Client
HIGHWAYS AGENCY

Project
A556 KNUTSFORD TO BOWDON IMPROVEMENT

Drawing title
GENERAL ARRANGEMENT LOCATION PLAN

Drawing status
PRELIMINARY

Scale
1:10,000 @ A3 DO NOT SCALE

Jacobs No.
B1076602

Client no.

Drawing number
FIGURE 7

Rev
1

5.2 Final Scheme Description

- 5.2.1 The following description of the route runs from south to north from M6 Junction 19 to M56 Junction 7.
- 5.2.2 The scheme requires 4.7 miles (7.5km) of new (offline) or improved (online) road. Most of the scheme will be built to the standard of an all-purpose dual carriageway trunk road, with a short section (approximately 1200m long) at the north end to which motorway regulations would apply. For the whole length of the scheme, there will be 2 lanes of traffic in each direction, separated by a central reservation with a concrete safety barrier. Lanes will be 3.65m wide; on the dual carriageway sections, there will be 1m wide hard-strips on the near-side and off-side of each carriageway. On the short motorway section, the near-side hard-strip will be widened to form a full 3.3m-width hard shoulder. Nearside verges throughout will be a minimum of 2.5m wide, grassed and with no footways.
- 5.2.3 At the southern end, the new A556 will tie-in to the existing M6 Junction 19 roundabout. The existing Junction 19 will be modified by closing the access to and from Chester Road (the 'existing' A556) and creating a new tie-in between the offline section of the new A556 and the junction.
- 5.2.4 From M6 Junction 19, the new A556 will head northwards on a large radius right hand bend. The route crosses over a new non-motorised user underpass allowing pedestrians, cyclists and horse-riders to cross the line of the new road at Old Hall Lane in Over Tabley.
- 5.2.5 Continuing north, the road then passes under a new 'south-facing' junction, located to the north-west of Over Tabley. This limited-movements grade-separated junction will include a slip road and overbridge allowing northbound traffic on the new A556 to exit towards the detrunked Chester Road. A second slip road will allow traffic from the de-trunked Chester Road to join the new A556 southbound only. Both slip roads will be linked to a new roundabout located approximately 700m north of the existing M6 Junction 19. Old Hall Lane will be diverted northwards and will be linked to the new Tabley Junction via a roundabout.
- 5.2.6 North of the new Tabley junction the road will curve to the left before passing under a new overbridge at Bentleyhurst Lane.
- 5.2.7 Continuing north, a new roundabout west of the new A556 will give access to a single slip road, allowing traffic to join the new A556 northbound. No traffic will be able to exit from the new A556 at the A50 in either direction and there will be no access to the new A556 southbound. The A50 will be carried over the new road on an overbridge.
- 5.2.8 After this, the route crosses Bucklow Hill Lane which will be closed where it meets the new road, forming a pair of cul-de-sacs. Just west of Bucklow Hill a new bridge will carry Chapel Lane over the new road. This will enable connections within the local road network including the de-trunked Chester Road; it will be on a line just south of its present route.
- 5.2.9 The road then passes through a limited-movements at-grade junction at Millington located to the north of Millington Hall Lane. A single slip road would allow southbound traffic to leave the new A556 to join the de-trunked Chester Road via a new roundabout. No traffic would be able to join the new A556 in either direction and there will be no exit from the new A556 for northbound traffic. Millington Hall Lane will be closed on either side of the new road.
- 5.2.10 A new bridge will carry Millington Lane over the new road which will provide a link with Rostherne Lane, Cherry Lane and the de-trunked Chester Road. The bridge provides a link for vehicles and non-motorised users.
- 5.2.11 The road will then tieback in to the existing A556 alignment south of Mereside Farm. It will continue northwards, following the alignment of the existing A556 for approximately 600m, utilising the Chester Road Bridge over the M56.
- 5.2.12 Junction 7 of the M56 will be substantially remodelled. The main line of the new A556 will curve to the north-east to form a free-flow link between the A556 and the M56 for traffic to and from the east, the existing roundabout and a new roundabout located to the south-east would lie either side of this free-flow link, linked by an overbridge. Slip roads will link the roundabouts to the A556 and the M56 spur. Two of the four slip roads will be built within the existing highways infrastructure, while the other two slip roads will be entirely new. The junctions of the A56 Lymm Road and the A56 Dunham Road with the existing Bowdon Roundabout will be unchanged.

6 Key Issues Arising and Actions Taken

6.1 Introduction

- 6.1.1 This Chapter sets out the key issues identified throughout the consultation and the Highways Agency's response to them. The key issues are those which occurred most frequently across all streams of consultation and/or those issues which were considered to have sufficient weight.
- 6.1.2 Representatives from the Highways Agency, Jacobs and Costain held a workshop to decide which issues should be included within this Chapter. Using professional judgement, an initial schedule of frequently raised issues was developed into the 11 key issues described within this Chapter. Some common issues (e.g. requests for an alternative alignment along Chapel Lane) were excluded from this Chapter as they were not deemed to be material in achieving a successful scheme outcome. These types of issues have been responded to in the more specific responses provided in subsequent Chapters.
- 6.1.3 Key issues have been ordered with wider reaching issues of policy and principle presented first, and more detailed issues related to the specific solution presented last. This is no indication of relative importance or frequency of each key issue.

6.2 Conflict with Government Policy

Issue

- 6.2.1 Across the different streams of consultation, a number of responses were received which questioned the scheme's compliance with various aspects of Government policy. In particular, consultation feedback raised concerns that the scheme is in direct conflict with the following published guidance, policy or legislation:

The National Planning Policy Framework (NPPF, March 2012):

- 6.2.2 The NPPF, introduced in March 2012, sets out the Government's planning policy for England and how it should be applied. It combines all previous Planning Policy Statements (PPS's) and Planning Policy Guidance Notes (PPG's) into a single document, with the aim to help local people and councils produce their own local and neighbourhood plans.
- 6.2.3 Concern was raised that the proposed scheme does not adhere to guidelines laid out in this framework, with particular reference to the following:
- Scheme does not adhere to the 'Core Planning Principles' of the NPPF
 - Scheme does not meet sustainable transport objectives of the NPPF

Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (Department for Transport (DfT) White Paper, January 2011):

- 6.2.4 In 2011, the Government released this White Paper as part of their overall strategy to tackle carbon emissions from transport. The DfT White Paper focuses on short term improvements to reduce emissions at the local level, with a focus on more sustainable transport choices for local journeys of up to 5 miles.

- 6.2.5 Consultation feedback has raised the issue that the proposed scheme does not embody the objectives of the DfT White Paper. In particular, it was argued that the scheme has not considered a 'package of interventions' to promote sustainable transport choices.

Climate Change Act (2008):

- 6.2.6 This is a long term legally binding framework that commits the Government to reduce carbon emissions by 80% (compared to 1990 levels) by the year 2050. A number of consultees raised the issue that, due to the increase in traffic brought about by the proposed road, the scheme is in conflict with this government commitment.

The Government's Five Objectives for Transport:

- 6.2.7 Concern has been raised that the proposed scheme is in conflict with some or all of the Government's five objectives for transport, as outlined in the DfT White Paper 'A New Deal for Transport: Better for Everyone', 1997, and listed below:
- **Environmental Impact:** Involves reducing the direct and indirect impacts of transport facilities on the environment of both users and non-users
 - **Safety:** Concerned with reducing loss of life, injuries and damage to property resulting from transport incidents and crime
 - **Economy:** Concerned with improving the economic efficiency of transport
 - **Accessibility:** Concerned with the ability by which people can reach different location and facilities by different modes
 - **Integration:** Aims to ensure that all decisions are taken in the context of the Government's integrated transport policy

Response / action taken

- 6.2.8 There are several documents that provide interrelated planning context for the scheme and can not be read in isolation. Other documents that need to be read in conjunction with the NPPF include Investment in Highways Transport Schemes (October 2010), National Infrastructure Plans and the Department for Transport 'Business Plan 2012 - 2015 (May 2012).
- 6.2.9 In relation to the A556 Scheme in particular, the documents covered above demonstrate that the Scheme has undergone a rigorous assessment process within the current parliament. The Scheme has emerged from this process with a priority status following an assessment of various criteria including value for money. The Scheme therefore meet Government policy aims. The "Investment in Highways Transport Schemes" document and subsequent National Infrastructure Plans identify the A556 Scheme as one of the road schemes prioritised and confirmed for future investment.
- 6.2.10 A full planning statement which includes reference to the NPPF is within the Planning Statement for the proposed A556 Scheme which is published as part of the application for the development Consent Order (DCO).

The National Planning Policy Framework

- 6.2.11 The National Planning Policy Framework (NPPF) sets out the Department for Communities and Local Government's planning policies for England and how these are expected to be applied. The 'Introduction' to the NPPF confirms its particular relevance to local development matters, explaining in paragraph 1 that 'it provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.'
- 6.2.12 Paragraph 3 of the NPPF goes on to confirm that 'This Framework does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and are a material consideration in decisions on planning applications'.
- 6.2.13 In the light of Paragraph 3 of the NPPF, the Planning Statement has focussed on the strong pre-existing and historical national, regional and local planning policy context relevant to the Scheme instead.

DfT White Paper

- 6.2.14 One of the scheme's objectives is to split local traffic from strategic long distance traffic. The de-trunked section of the A556 provides the opportunity to provide for better facilities for local journeys. The provision of Non-Motorised Users (NMUs) facilities along the detrunked route corridor provides the opportunity for more sustained local journeys in line with the DfT White Paper. Local vehicular journeys will benefit by not having to mix with strategic long distance traffic.

Climate Change Act

- 6.2.15 We remain committed to delivering the legally binding economy-wide carbon reductions required by the Climate Change Act 2008. The Government's plans are set out in full in the Carbon Plan, published in December 2011. We monitor carefully emissions from each sector, and assess the likely carbon impacts of all our significant policies and projects. Individual policies and projects are sometimes projected to result in increased carbon emissions, but this is in no way incompatible with the Act. The Carbon Plan makes it clear that different sectors will decarbonise at different rates. This does not cause any problems provided that the economy as a whole remains on track to meet the legally binding economy-wide carbon budgets

5 Objectives for Transport

- 6.2.16 Objectives for the proposed scheme have been developed with reference to the Government's Five Objectives for Transport. As a whole we believe that these detailed objectives have been addressed in the scheme and are not in conflict with the objectives as set out in the White Paper.
- 6.2.17 The following are the detailed objectives developed for the proposed scheme:

Environment

- To minimise the impact of the trunk road network on both the natural and built environment
- To seek to improve air quality through operation, maintenance and improvement of the route, by reducing vehicle emissions
- To encourage traffic to use more appropriate routes
- To ensure that effective measures are in place to protect watercourses from pollutant spillage on the highway
- To build on the existing bio-diversity action plan and landscape management for the soft estate along the entire route and ensure that it is implemented.
- To minimise the impact of highway improvements on locally designated areas of Special Interest e.g. Rostherne Mere
- To identify locations where noise levels are high and to mitigate where appropriate

Safety

- To improve safety for all road users and contribute to the Government's current safety strategy.
- To improve safety for residents along the A556
- To seek to limit the number of direct accesses and to develop a strategy for the remaining right turning issues.
- To improve the safe operation of the Bucklow Hill and Mere junctions and Bowdon Roundabout.
- To encourage road users to travel at an appropriate speed
- To achieve a consistent high standard of signing along the route
- To seek to improve safety for vulnerable users, particularly cyclists, pedestrians and equestrians

Economy

- To take action to reduce congestion and increase the reliability of journey times
- To give priority to the maintenance of trunk roads and bridges with the broad objective of minimising whole life costs.
- To minimise traffic disruption due to roadworks and incidents
- To reduce disruption and delays to road users thereby improving journey time reliability
- To plan all works to achieve optimum whole life costs with minimal disruption to users

Accessibility

- To implement traffic management, network control and other measures aimed at making best use of the existing infrastructure and facilitating integration with other transport modes, and to improve facilities for non-motorised users
- To reduce severance by providing more appropriate facilities for crossing, and travelling along the route for non-motorised users e.g. pedestrians, cyclists and equestrians

Integration

- To work with others to ensure passengers and freight operators can switch efficiently and smoothly between different modes of transport, and to broaden the choices available.
- To improve user information
- To increase knowledge of user patterns and needs
- To make better use of the route by working in partnership with road users, transport providers and operators, local authorities and those affected by the network
- To contribute to Regional and Local Transport and Development Plans

6.3 Environmental Impact

Issue

- 6.3.1 The environmental impact of the scheme was raised as a concern across various streams of consultation. There were a number of requests for us to minimise any impacts as far as possible, as well as those who felt, even with mitigation, the environmental impacts would be unacceptable. Particular reference was made to:
- the impact on the natural environment, including woodland and ecology
 - the impact on Green Belt / agricultural land
 - the visual impact of the scheme
 - the impact on landscape / natural beauty
 - the noise and air quality impacts of the scheme
- 6.3.2 Many also felt that, rather than solving existing environmental issues, the proposed scheme would simply displace impacts to other communities west of the existing route. Particular reference was made to the noise, air quality and visual impacts of the new road.
- A556 (M) comparison**
- 6.3.3 A number of consultees made comparison with a previous scheme which proposed a motorway standard link road between the M6 and M56 in the form of the A556 (M). It was the opinion of some that the current scheme is similar to the A556 (M) and should therefore be rejected on environmental grounds, as was the case for the A556 (M) scheme.

Response / action taken

- 6.3.4 The objectives of the scheme are stated in paragraph 2.3.16 of this report. Two of the four objectives are explicitly environmental, as follows:
- Improve the local environment in Bucklow Hill and Mere
 - Minimise the environmental impacts of the scheme during construction and once it is open to traffic
- 6.3.5 A detailed Environmental Impact Assessment (EIA) has been carried out for the scheme, which has led to the publication of the Environmental Statement (ES) as part of the application for a Development Consent Order (DCO). The ES provides very

detailed environmental information both about existing environmental conditions and about the environmental effects of the scheme. It is important to note that the environmental professionals who carried out the EIA and wrote the ES did not aim to either support or oppose the scheme; rather, they objectively assessed the environmental impacts of the scheme, providing environmental information for use by relevant consultees, and to aid the Planning Inspectorate (PI) in developing a well-informed recommendation to the Secretary of State (SoS) on whether to authorise the scheme.

- 6.3.6 The EIA has been a lengthy process. Its early stages ran in parallel with the route selection studies, and influenced the choice of a preferred route, and its subsequent amendment. EIA work continued throughout the development of the preliminary design, and has had a significant influence on a number of key design decisions, leading to reduced environmental impacts.
- 6.3.7 In consequence, a large number of potential environmental impacts have either been eliminated or substantially reduced through changes in the design of the scheme. The remaining environmental impacts are described in the ES. Some of these effects are beneficial, while others are adverse. Where there are adverse effects, mitigation measures are proposed and are described in the ES. A summary of the measures proposed are described below.

Natural environment

- 6.3.8 It is not possible to build a new road through countryside without adverse effects on the natural environment. There will be losses of habitat and severance. There will also be effects on a number of protected or sensitive species, in particular great crested newts (GCN), bats and badgers. Assessments have been made of the impact on named, designated or other sites. There are 12 habitat types distributed throughout the study area and 10 species or species groups.
- 6.3.9 Substantial mitigation has been provided through changes to the scheme alignment to reduce impact. Extensive planting and creation of replacement habitat is proposed, generally comprising substantially more habitat than is lost. We also propose the provision of three different types of safe crossing points for wildlife, including a green bridge built for ecological reasons, the Highways Agency's first of this type of structure. As the mitigation works mature the significance of impact will become less, and by the 'future' year used in EIA, which is 15 years after opening, no individual impact is assessed as having significance beyond the local landscape.

Green Belt / agricultural land

- 6.3.10 It is expected that all agricultural land between the new road and the old will continue in agricultural use, and will therefore continue to fulfil its Green Belt functions. The ES does recognise adverse impacts on some farms, varying from case to case. Where possible these have been reduced by design changes since the public consultation. We do not believe that any farm will cease to be economically viable. A detailed Agricultural Land Classification (ALC) survey has shown that there will be some loss of land in ALC grades 3a to 1 (classified as 'best and most versatile land') but this has been minimised wherever possible.

Visual impact

- 6.3.11 There will be changes in the quality of views from 67 residential viewpoints. 52 of these are individual residential properties, and the remainder are groups of residential

properties. A total of 149 properties were represented in the assessment. In addition, 9 viewpoints at businesses and 11 viewpoints on public rights of way were assessed. The assessment considers effects during construction, on opening, and 15 years after opening on all these receptors. The conclusion is that in the long term, when the mitigation works have had 15 years to mature, a total of 82 receptors would have adverse effects, compared to 65 with beneficial effects, the remainder being neutral. Of the adverse effects, five would be classified as 'large', 19 as 'moderate', and 58 as 'slight'. Of the beneficial effects, five would be classified as 'slight' and 60 as 'moderate'. While the overall numbers of adverse effects are larger than the beneficial ones, the much greater proportion of 'moderate' beneficial effects balances the overall impact. Generally visual impact has been mitigated by a combination of placing the road in cuttings and constructing bunds to screen the carriageway.

Landscape / natural beauty

6.3.12 The landscape assessment considers impacts on nine distinct characteristics of the landscape as a whole; it also divides the study area into eight local landscape areas (LCA) or townscape character areas (TCA) and assesses the impact on each individually. Many, though not all, of these receptors would experience adverse impacts during construction and to a lesser extent on opening; but as the mitigation works mature, the impacts would reduce, and in some cases are reversed. After 15 years, there would be no adverse impacts of greater than 'slight' significance. Four of the nine landscape characteristics would experience such slight adverse effects, while two (hydrology and land cover) would have 'slight beneficial' effects (the latter because the amount of tree and shrub planting on the scheme significantly exceeds the amount of woodland lost). The Arley LCA, which includes the offline section of the scheme (i.e. the part of the scheme constructed outside the footprint of the existing road), would experience a 'slight' adverse effect; but the Tatton LCA and the Mere and Bucklow Hill TCA would experience 'slight' and 'moderate' beneficial effects respectively, more than offsetting the adverse effect.

Noise and Air Quality

6.3.13 In respect of noise, reductions are expected for large numbers of properties, mainly along the existing A556 and A5034. Increases in noise are expected for a smaller number of properties in the countryside west of the existing A556. Overall, the beneficial effects greatly outweigh the adverse effects. We would note that no properties are expected to experience an increase in noise which requires action (i.e. installation of double glazing) under the Noise and Insulation Regulations.

6.3.14 Air quality effects have been subject to detailed modelling covering not just the local area but also a wider surrounding region. A total of 18 properties are removed from exceedence of air quality objectives (meaning that concentrations of pollutants would no longer be at levels that are potentially damaging to health). The great majority of these are along the line of the existing A556, mainly in the Over Tabley area or north of Bucklow Hill junction, with a small group around Mere crossroads. There are no significant air quality effects in the countryside along the line of the new A556.

6.3.15 However, there are adverse effects, with a small group of new exceedences created to the south of the M6; one along the new A556, on the online section of the route (i.e. the part of the scheme constructed within the footprint of the existing A556); and a larger number in built-up areas of the southern Manchester suburbs, mainly along the line of the M56 and M60. This is explained in detail in the ES Chapter on air quality.

A556 (M) comparison

6.3.16 Looked at on a plan and presented as a simple line, the former A556 (M) scheme does look superficially similar to the current A556 Improvement scheme. However, this appearance is deceptive and a consideration of the detail quickly shows that the A556 (M) scheme would have had substantially greater environmental impact than the current scheme.

- The A556 (M) was designed to full motorway standard, meaning that it would have had three lanes of traffic in each direction and a full hard shoulder. Orders were made on that basis. This was later reduced to a two lane motorway plus hard shoulder as part of the A556 Area Study. This is compared to two lanes of traffic each way with no hard shoulder on the current scheme. As such, its footprint would have been substantially wider, substantially increasing its impacts on a wide range of receptors, including ecological habitats and protected species
- This wider footprint would have been compounded by the split carriageway sections at both north and south ends, further widening the overall impact of the scheme
- The A556 (M) scheme would have required demolition of one residential property and three farm buildings, whereas no buildings of any kind would be demolished for the current scheme. The residential property to be lost was a Grade II Listed Building
- The A556 (M) scheme was entirely offline, and the loss and severance of agricultural land along the whole scheme, but particularly in Millington, would have been much greater. The scheme would have affected 21 farms, as compared to 14 on the current scheme
- There would be substantially greater severance of public footpaths, with some stopped-up and others diverted
- The drainage design incorporated a new outfall from the motorway into Serpentine Water, which feeds Tabley Mere Site of Special Scientific Interest (SSSI)

Summary

6.3.17 We recognise that the scheme in its current form – much modified from early versions of the design – does have both beneficial and adverse environmental effects, but we consider that the adverse environmental effects are within acceptable limits and are outweighed by the overall benefits of the scheme.

6.4 Need for the Scheme

Issue

6.4.1 A number of responses questioned the need for the proposed scheme in relation to traffic, the environment, safety and/or cost. These have been summarised below:

- **Traffic:** Reliability of traffic flows has been questioned, with comments stating that congestion on the A556 has reduced since minor improvements were made to Bucklow Hill junction in 2007. It has also been stated that, although the existing A556 is not ideal, it does generally provide its strategic function

- **Safety:** The issue has been raised that accident statistics provided are insufficient to show that the proposed scheme is required on safety grounds. It was suggested that more modest measures such as a G-turn junction¹⁴ would be just as effective in improving safety
- **Environment:** It was suggested that there is no environmental case to justify construction of the proposed scheme, and that the number of people that currently suffer poor environmental conditions along the existing A556 is low compared to similar roads elsewhere in the country
- **Cost:** A number of consultees believed that the benefits of the scheme do not outweigh the cost, with some of the opinion that the scheme is a waste of money

Response / action taken

6.4.2 The need for a scheme to improve the link between M6 Junction 19 and M56 Junction 7/8 has been evident for many years. However, we have not simply relied on historical studies to confirm the requirement for the current scheme, but instead draw upon recent traffic and environmental surveys, together with updated accident data, all of which confirm there are significant issues that require addressing along the line of the existing A556. A summary of these issues is provided below, with more information provided (where relevant) within the Environmental Statement (ES).

Traffic

- 6.4.3 The traffic forecasts have been developed according to Department for Transport (DfT) guidelines and the models have been put through an extensive review process by both the Highways Agency specialists and independent peer reviewers.
- 6.4.4 The current A556 route is subject to heavy congestion during peak hours, which in turn has a knock on effect on the local economy (long commutes, unreliable trips), the local environment (emissions from queuing traffic, rat running along local routes to avoid delays) and road safety (adjacent residential areas, poor pedestrian provision).
- 6.4.5 Overall the scheme will contribute towards the economic growth in the area, while also taking traffic away from sensitive environmental areas and improving road safety in line with the Government's vision for transport. Stop-gap measures on the current A556 route will not address these objectives in the long term.
- 6.4.6 While small scale measures such as improvements to Bucklow Hill junction have a limited immediate impact on traffic flows, these are not long term solutions and do little to future proof the current A556 for predicted increases in traffic over the next 30 years. Delays at the Bucklow Hill and Mere junctions are predicted to increase causing more traffic to route onto local lanes in the future if the scheme does not go ahead.
- 6.4.7 The scheme will take traffic away from these locations and consequently reduce congestion along the current A556 route. There will be fewer delays along the scheme itself, contributing to more reliable journey times and shorter commutes. With fewer delays, traffic will spend less time in queues around sensitive residential areas

and thus contribute to an improved environment. Furthermore, there are fewer opportunities for vehicles to rat-run along local rural routes as the scheme does not directly connect to them. There will be fewer interactions with pedestrians along the new route, which coupled with a reduction in queues will improve road safety.

Safety

- 6.4.8 The existing road is of a type that the Highways Agency would not consider implementing as a new-build, and there are very few, arguably no, similar roads in service on the Strategic Road Network. The use of unsegregated 4-lane single carriageways (i.e. with no central reservation) as part of the trunk road network, together with provision of at-grade junctions (i.e. roads cross/intersect at the same level) would not be considered acceptable for new roads, particularly in conjunction with the restrictions on certain turns which are enforced. There are also a very high number of direct accesses to the road, including a substantial number of private driveways, which is considered unacceptable for the volume and type of traffic using the trunk road. The level of conflict between strategic traffic, local traffic, and access to property is high, and facilities for Non-Motorised Users (NMUs) are poor or non-existent.
- 6.4.9 Accident data for the A556 has recently been updated to cover the period between January 2007 and December 2011, the most recent date for which validated statistics are available. The study area consists of the length of the A556 between M6 Junction 19 and M56 Junction 7/8, including relevant parts of its junctions with the M6, A50, A5034 and M56.
- 6.4.10 Within this period, accident data shows there were a total of 98 personal injury accidents (PIAs) on the A556. Of these, 13 were categorised as 'serious' and one was fatal (occurring at a sharp bend on the 4-lane single carriageway section north of Bucklow Hill).
- 6.4.11 From analysis of this data, it can be seen that the main accident hotspots are located at and on the immediate approaches to Mere and Bucklow Hill Junctions, as well as at the numerous private accesses on to the existing road. There is also a poor accident record on the A556 southbound approach to M6 Junction 19, where poor junction visibility currently exists, as well as the northbound approach to Bowdon Roundabout. Without the scheme in place, it is highly likely that this accident record will worsen as traffic volumes on the A556 increase. The clustering of accidents around both Mere and Bucklow Hill junctions is clearly illustrated in Figure 8 below.

¹⁴ G-turn junction: A form of junction designed to reduce conflict for right turning traffic. G-turns include a diverging lane that loops around, allowing right turning traffic to wait off the major road, and to make the crossing movement at right angles.

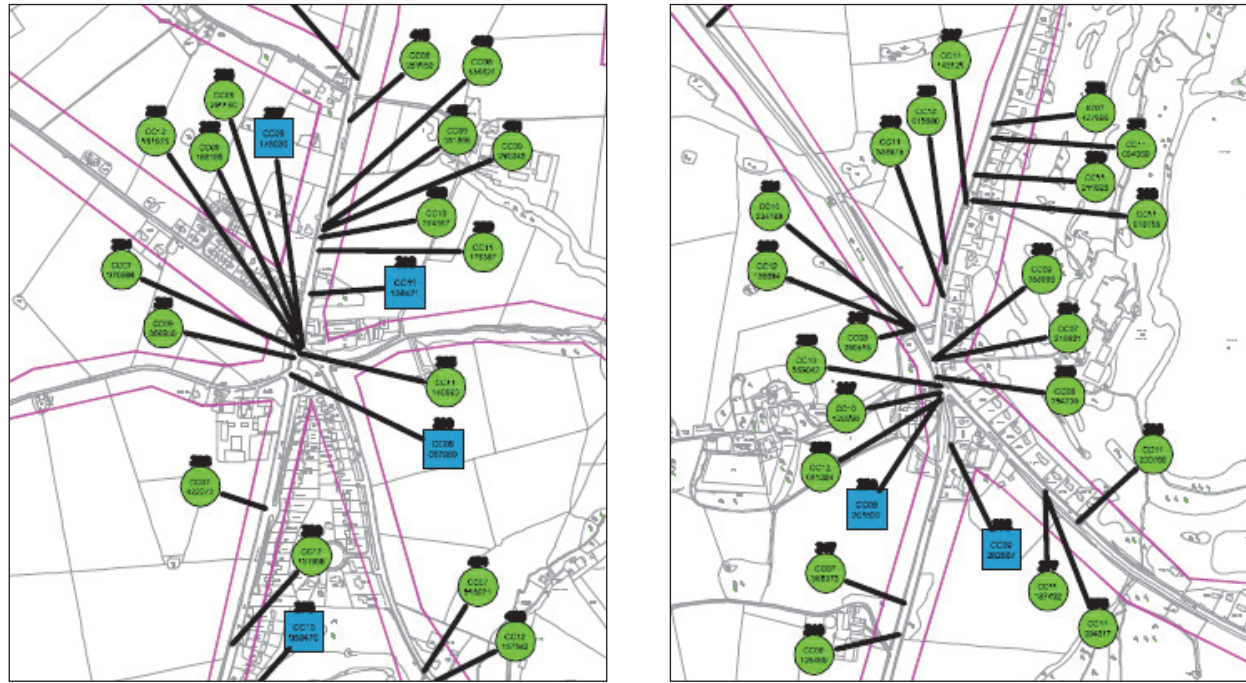


Figure 6 - Bucklow Hill junction (left) and Mere junction (right) accidents

Note: The Colours in the above figures indicate the severity of each accident, where green = 'slight' and blue = 'serious'. The data within each indicator, which we acknowledge is illegible, is specific to each accident, and is not relevant to this report. They are included to illustrate the 'clustering' of accidents at the junctions only.

- 6.4.12 The proposed scheme, which would bypass both Mere and Bucklow Hill junctions, is anticipated to significantly improve on this poor accident record. All new junctions along the proposed A556 will be grade-separated (i.e. roads cross/intersect at different levels) and a continuous central reserve will be provided. This minimises the conflict between different traffic movements, particularly between local and long distance traffic, and significantly reduces the risk of collision.
- 6.4.13 As well as removing the majority of traffic from the existing road, the scheme would also improve the layout at existing junctions. In particular, right turn filter lanes are proposed at Mere Junction, providing a refuge for vehicles wishing to turn right from the A50 onto the de-trunked Chester Road northbound, Chester Road southbound or into Mere Golf Resort and Spa. Poor facilities for these turning movements are a significant contributor to a number of accidents at the existing junction.
- 6.4.14 The scheme would also improve the situation at the tie-ins to the existing motorway junctions. On the southbound approach to M6 Junction 19, provision of a widened verge will significantly improve visibility, allowing road users greater time to react to any upcoming hazards. To the north, provision of the M56 Spur free flow link will eliminate the need for motorway traffic to route via the existing Bowdon Roundabout, reducing conflict at the circulatory carriageway.

- 6.4.15 Smaller scale measures such as G-turns¹⁵ would not adequately address either safety or capacity issues along the existing road. Right turn conflicts from the southbound carriageway would remain, as well as the risk of rear shunt collisions due to the retention of traffic signals. Small scale works also fail to address the issue of conflict between strategic/long distance traffic, local traffic, and the needs of those whose properties are accessed directly from the A556.
- 6.4.16 A previous scheme was proposed to provide a G-turn layout at Bucklow Hill junction as a short term solution. However, this was ultimately rejected in favour of the improvement works carried out in 2007. This included provision of intelligent signal control, additional right turn facilities and safer crossings for pedestrians. Despite these works, review of the accident data still shows significant issues at the junction that require addressing.

Environment

- 6.4.17 The whole length of the existing A556 within the scheme area is designated as an Air Quality Management Area (AQMA), meaning that concentrations of pollutants in the air at residential properties or other sensitive properties in this area exceed limit values set by European and UK law. These limit values are set at levels below which there should be no risk to human health, even for the most vulnerable members of the community, such as children, the elderly, or those with respiratory illnesses. The presence of exceedences therefore indicates a risk to the health of residents, and therefore shows a clear need to reduce air pollution in the area along the existing A556. Almost the sole source of this pollution is road traffic, so the only effective means of reducing pollution is to substantially reduce the traffic passing close to the affected residential properties.
- 6.4.18 Residents along the existing A556 in Over Tabley, Mere and Bucklow Hill also suffer from high levels of noise and community severance as a result of the high volumes of traffic using the trunk road, while the traffic on the road effectively forms a barrier limiting north-south or east-west travel by pedestrians, cyclists and horse-riders, limiting access to the countryside.
- 6.4.19 Currently, the A556 drains in a relatively uncontrolled way to a variety of local watercourses. These include the SSSI at Rostherne Mere. The proposed A556 will use a modern drainage system, with flows from the carriageway passing through balancing ponds and oil interceptors. This means that any pollutants which wash from vehicles, or accumulate on the carriageway, are removed (by the oil interceptor) or treated (by trapped drainage features and the balancing ponds), reducing the impact on local watercourses. The balancing ponds also fulfil an important function in 'holding back' water in storm events, releasing it to watercourses in a controlled way, and reducing the probability of flooding.

Cost and value for money

- 6.4.20 The economic performance of a project can be measured by an indicator known as the Benefit Cost Ratio (BCR). This is a ratio of the benefits of a scheme (e.g. journey

¹⁵ The proposed G-Turn at Bucklow hill was proposed as a reversed D-shaped loop on land opposite the Swan Hotel. It would have been used by northbound traffic to access Mereside Road, restricting right turns from the A556. Southbound drivers would have accessed Bucklow Hill Lane or Chapel Lane from a right turn filter Lane on Chester Road.

time saving, accident benefits, vehicle operating cost savings, carbon savings), expressed in monetary terms, compared to the costs of a scheme (e.g. operating costs, construction costs), also expressed in monetary terms (i.e. Benefits/Costs = BCR).

- 6.4.21 We have carried out a detailed economic appraisal for the A556 Improvement Scheme. This shows that the proposed scheme would generate a BCR of 3.5¹⁶, meaning that for every £1 spent on the scheme, £3.50 would be generated for the economy over the 60 year assessment period (including monetised benefits of accident and journey time savings etc.). The DfT categorises this as 'high' value for money¹⁷ as, despite initial expenditure to construct the scheme, the wider economic returns will be far greater.

6.5 Adequacy of the Consultation Process

Issue

- 6.5.1 We received a number of comments on the adequacy of the consultation process and communication methods. Specific comments relating to this issue are summarised below:
- **Issues with the Consultation Summary Document:** Two issues were raised regarding the accuracy or completeness of information published within the Consultation Summary Document. The first was a diagram that showed proposed embankments, cuttings and bunding in incorrect locations. The second was that a simplified graphic, showing the proposed route and surrounding area, omitted a number of properties adjacent to the new road within the Millington area. Respondents were concerned that the ability of the public to make informed comments on both a preferred junction option and the scheme as a whole was compromised.
 - **Communication:** A number of people believed we had failed to carry out adequate communication with local residents and land owners in the lead up to the Pre-Application Consultation. Residents from High Legh Parish also responded that they were excluded from previous consultations, and therefore have not been given the opportunity to influence the line of the preferred route.
 - **Geographical bias:** A common theme in the response from some Parishes is that the Highways Agency have shown bias towards the opinions of a different Parish, or communicated more proactively with residents of a particular area, in relation to key design decisions and the consultation process.
 - **Consultation on options:** In response to feedback from the local area, we prepared a number of alternative junction options to be presented at the Pre-Application Consultation. However, concern was raised that as the consultation presented alternative junction options and not a single scheme, comments on the detail of the proposals were not possible. It has been suggested that another round of consultation would be required once a preferred junction option has been selected.

Response / action taken

Incorrect/missing information in the Consultation Summary Document

- 6.5.2 Regarding the issue of incorrect cuttings, embankments and bunding, the graphic in question - which was in the Public Consultation Summary Document – was republished in a replacement document on the scheme webpage (see Appendix 17 – revised Public Consultation Summary Document). In addition, we sent a copy of the amended plan, together with a covering letter acknowledging the mistake, to all the statutory stakeholders who had originally been sent the Summary Document in January 2012, and contacted local stakeholders who had originally been sent the Public Consultation Leaflet in January (which confirmed how the Summary Document could be accessed). This correction was issued on the 29th February 2012, when over 6 weeks (i.e. over half) of the consultation period remained. In our letter, we confirmed that anybody who had already responded but wished to change their response could do so.
- 6.5.3 Regarding the issue of missing properties, the letter referred to above also addressed this issue, explaining that all maps in the Summary Document are illustrative and so cannot include all the possible geographical information. Whilst larger clusters of properties were shown, there was no intention to illustrate every property which would not be possible on this scale of plan. The Summary Document directed people to more detailed plans (e.g. on pages 9 and 10 where the plans that were to be corrected were found). These included the Preliminary Environmental Information (PEI), where there were Chapters that list potential impacts on properties in Millington and in other areas. Examples were in the Chapters on air quality and noise, where properties in Millington and other areas were named, listed and assessed individually in the report. Properties were also identified and labelled on many of the plans that accompanied the PEI.
- 6.5.4 We do not consider that these issues had any material impact on the ability of interested parties to understand or comment on the proposals. We would note that nobody took the opportunity to amend their response after the issues were highlighted to them.
- #### Lack of communication
- 6.5.5 We were not able to communicate about the scheme during a period of restrictions on external communications. This lasted initially from late March 2010 (just after the amended preferred route announcement (PRA)) until late October 2010 (the Comprehensive Spending Review announcement), owing to pre-election purdah and the Government's review of all transport programmes prior to the October 2012 Spending Review announcement. During this time we were awaiting the outcome of the new Government's spending review, and therefore could not communicate externally about a project for which approval / funding had not been given.
- 6.5.6 The announcement confirming that the A556 was a funded project in the new Government's programme was followed by a further period without external communications about the delivery of the A556 scheme, which lasted until mid-April 2011. The Highways Agency spent the period from October 2010 - April 2011 establishing how the 14 projects approved by the Government in October 2010 could be delivered on site by 2015 whilst staying within the strict budgetary constraints approved for each financial year until 2015. This work was completed by mid-April 2011. This was when the Highways Agency was able to confirm the delivery timescale for their programme of major schemes, including the A556 scheme, and therefore give

¹⁶ BCR value obtained from Economic Assessment Report (Jacobs, February 2012)

¹⁷ Value for Money Assessments (Department for Transport, May 2011)

the public information about how they were going to progress each scheme and what opportunities would be open for them to comment on the proposals.

- 6.5.7 Immediately after the delivery timetable was announced, we began engaging with local authorities and environmental groups about the A556 scheme. On the 13th June 2011, we made our initial presentation to Parish Council members representing the Parishes in which the scheme will be constructed, which was then followed by a number of other meetings with various Parish Councils and local community groups, including High Legh Parish Council, during Summer / Autumn 2011 in the run up to formal consultation (starting January 2012).
- 6.5.8 Regarding the previous formal consultations of spring 2007 and autumn 2009, which were carried out under pre Planning Act 2008 (PA 2008) consultation processes, these included properties in High Legh. In 2007, properties in this community were leafleted. For the consultation in 2009, which focused on changes to the route south of Mere Hall only (i.e. south of High Legh), the Agency wrote to High Legh Parish Council and received a response from them.

Geographical bias

- 6.5.9 The Highways Agency's junction strategy, selected post-consultation, resulted from the consideration of responses from all stakeholders, including the residents in the different Parish Councils the route passes through and is adjacent to. The Highways Agency sent Public Consultation Leaflets to each address in each of the five Parishes the route passes through, as well as giving hundreds more to High Legh Parish Council for them to distribute with their newsletter. The Highways Agency also wrote to each of the Parish Councils the route passes through, plus High Legh, prior to the start of consultation to ask them if they would like us to attend a surgery in their Parish (an offer which was widely accepted). The aim of these drop-in surgeries was to ensure that we understood the particular issues within each community, and had a particular opportunity to listen to them. The same opportunity was afforded to each area.
- 6.5.10 In addition we met with groups of residents on request; this included a group of residents in Millington in advance of consultation and Mere Residents Association during consultation. The junction strategy selected post-consultation reflects input from stakeholders living and working at all points along the route. For example, the removal of the Chapel Lane link road and the adoption of Option 1 (rather than Option 0's Millington Junction) reflects the concerns raised by the residents of Millington about the impact of these design elements on their community. Similarly, the introduction of the Old Hall Lane diversion reflects concerns raised from the residents of Tabley.
- 6.5.11 When selecting a preferred junction strategy, the decision was made impartially, and was considered to represent the best overall solution for the local area. Details of our junction strategy selection process can be found in Chapter 5.

Consultation on Options

- 6.5.12 We consulted on junction strategy options during our 2012 consultation, as our two previous consultations in 2007 and 2009 did not explicitly seek feedback on this aspect of the design, but focused on route options. As such, we thought it important to ask for our stakeholders' feedback explicitly on this aspect of the design, including the feedback from the local communities who would be particularly impacted by the choice we made. The options put forward at the Pre-Application Consultation were based in

part on suggestions that were made either at the 2009 consultation, or in subsequent feedback / communication / liaison.

- 6.5.13 An additional round of consultation of the proposed scheme design was not considered necessary. We included Option 1B within our formal public consultation under the PA 2008, and the changes made to this option post-consultation reflected feedback received. These changes, and the reasons for adopting them, are documented in this Consultation Report. This report is the document where we are required, legally, to document the account taken of any relevant consultation responses and explain post-consultation changes. The pre-examination and examination stages of the PA 2008 process also provide further opportunity for interested parties to submit representations on any matter relating to the proposed scheme submitted in the Development Consent Order (DCO).

6.6 M6 Junction 19 Capacity Issues

Issue

- 6.6.1 Concern over existing capacity issues at M6 Junction 19 were raised on a number of occasions. It was the opinion of some consultees that the scheme will not meet its objectives to improve journey times and reliability, and that congestion/delay at this existing junction will only be exacerbated by the increase in traffic using the proposed road.

Response / action taken

- 6.6.2 It is acknowledged that the existing M6 Junction 19 currently suffers from delays during peak hours of the day. Provision of the A556 improvement scheme would also attract additional traffic through the junction, likely worsening these issues further.
- 6.6.3 Although we are aware of these issues, improvements to the M6 Junction 19 have historically been outside the scope of the A556 scheme. Original plans proposed to tie-in to the existing Chester Road 600m north of the junction while, as part of an adjacent scheme to widen the M6 motorway between Junction 11 and Junction 19, a proposal was developed to provide a direct connection between the M6 and the new A556. However, in 2009, this adjacent scheme was cancelled as it was determined that a smaller scale improvement focused on the junction alone, likely within a Managed Motorways¹⁸ (MM) context, was a preferred solution. As such the scope of the A556 was extended to provide an improved tie-in with the existing Junction 19.
- 6.6.4 Our traffic, economic and environmental assessments still show significant benefits through provision of the A556 as a stand alone scheme. Although delays joining/leaving the M6 may be worsened to an extent, there would still be overall journey time savings between the M6 and M56 due to the increased capacity along the length of the new road. This takes into account the current capacity of M6 Junction 19, and does not consider the proposed improvements described in the following paragraphs.

¹⁸ Managed Motorways make use of technology, including variable speed limits and use of the hard shoulder, to increase the capacity of existing Motorways, particularly during periods of congestion.

6.6.5 As part of the development of the scheme, we have completed work (which started pre-consultation) on a more detailed traffic model using a software program that more accurately reflects traffic interaction and potential delay at junctions. This concluded that, with the proposed scheme in place, there would be considerable delay for A556 southbound traffic approaching the M6 Junction 19, as well as for traffic merging on to the M6 heading southbound. However, all other elements of the junction would continue to operate within capacity.

6.6.6 Based on the results of this traffic assessment, and in the absence of a confirmed scheme to improve Junction 19, we looked at what could be done to improve the capacity for both the southbound approach to Junction 19 and at the existing merge with the M6. A number of options were considered, and we have now decided on a final design solution. This has been added to our scheme proposals, and consists of the following:

- **A556 southbound approach to Junction 19 (Figure 9):** The proposed southbound auxiliary lane merge at Tabley Junction has been extended to provide three lanes on approach to Junction 19. This additional lane will feed directly into the proposed segregated left turn lane, improving capacity for A556 southbound to M6 southbound movements.
- **M6 southbound merge (Figure 10):** The existing junction is to be modified to provide an additional lane between Junction 19 and Knutsford Services. This will increase capacity by affording merging vehicles additional time to join the main carriageway. These works will use the existing hard shoulder, meaning no additional land will be required.

6.6.7 The junction improvements described above are considered to address capacity issues at Junction 19 in the short to medium term. A longer term solution, potentially as part of a MM scheme, is under preliminary consideration as part of the Highways Agency's forward programme.

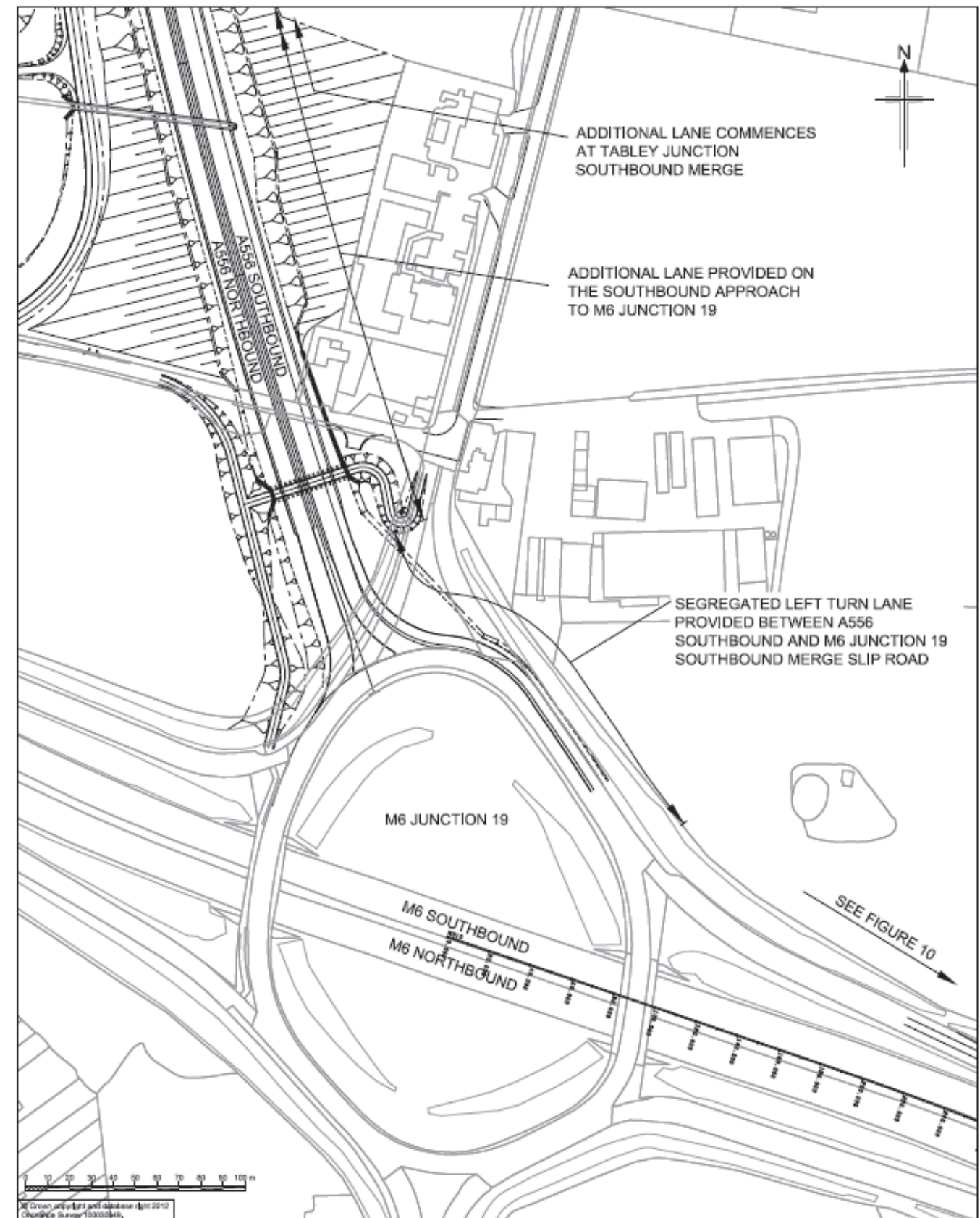
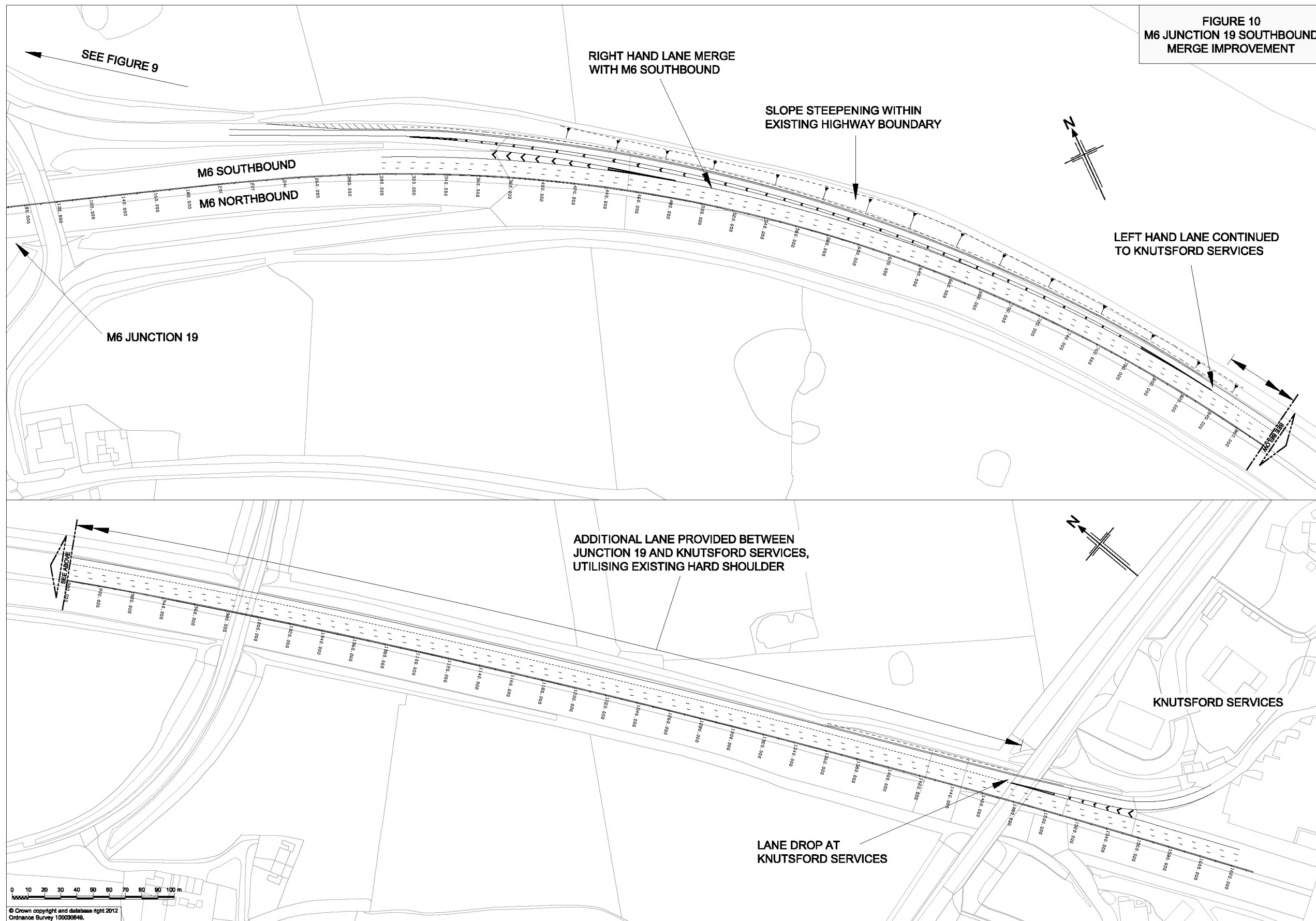


Figure 7 - A556 Southbound Approach to Junction 19

FIGURE 10
M6 JUNCTION 19 SOUTHBOUND
MERGE IMPROVEMENT



6.7 M56 Junction 7 Capacity Issues

Issue

- 6.7.1 Similar to the issue raised at M6 Junction 19, there was concern raised that the scheme would do nothing to address existing capacity issues at the M56 Junction 7 eastbound merge towards Manchester. Some respondents believed that improved journey times along the A556 will be negated by increased delay when joining the motorway.

Response / action taken

- 6.7.2 Scheme benefits are derived by examining the entire modelled network around the A556, which incorporates these junctions. Furthermore, the journey time analysis of the scheme includes these junctions. This demonstrates that there are journey time benefits with the scheme in place, compared to when it is not in place.
- 6.7.3 Similar to the M6 Junction 19, improvements to the M56 and/or its junction with the A556 is outside the scope of the proposed scheme. It is important to note that funding for road schemes is limited and, as such, concurrent improvements to large proportions of the network are not often possible. The A556 scheme is therefore part of the continual and incremental process of improving the strategic road network.
- 6.7.4 Although outside the scope of the A556, the Highways Agency is considering improvements to the M56 eastbound merge as part of a programme of 'pinch point' schemes. These schemes involve small scale works to provide localised improvements to junction capacity and short stretches of carriageway within the existing highway boundary. If funding is approved, it is anticipated that improvements to the M56 eastbound merge would be implemented in parallel with construction of the A556 scheme. A longer term solution, likely in the form of a Managed Motorways (MM) scheme, will also be considered as part of our forward programme for Major Projects.

6.8 M6 Junction 20

Issue

- 6.8.1 One of the most common issues raised throughout the consultation was support for an alternative scheme to improve the junction between the M6 Junction 20 and M56 Junction 9, located approximately 4.5 miles to the west of the existing A556 (See Figure 11). Currently, this junction (termed 'Junction 20' hereafter) does not cater for movement between the M6 to the south and the M56 to the east, and vice versa. A significant proportion of respondents felt that junction improvement works to allow for this movement would keep M6/M56 traffic on the motorway, avoiding the A556 and thus eliminating the need for the current scheme.
- 6.8.2 Preference for this alternative scheme has been based largely on environmental grounds, with reduced land take from Green Belt, noise and visual impact mentioned most often. There is also strong opinion that 'keeping motorway traffic on the motorway' is a more logical approach than construction of a new dual carriageway, with associated safety and operational benefits due to the higher standard of road.
- 6.8.3 Previous studies from the late 1990s and early 2000s rejected provision of a Junction 20 scheme primarily on the grounds that, due to a significant increase in journey length over and above the A556 route, it did not represent good value for money. A number of responses have been received which question the validity of these studies, and request a more up to date assessment to be carried out.

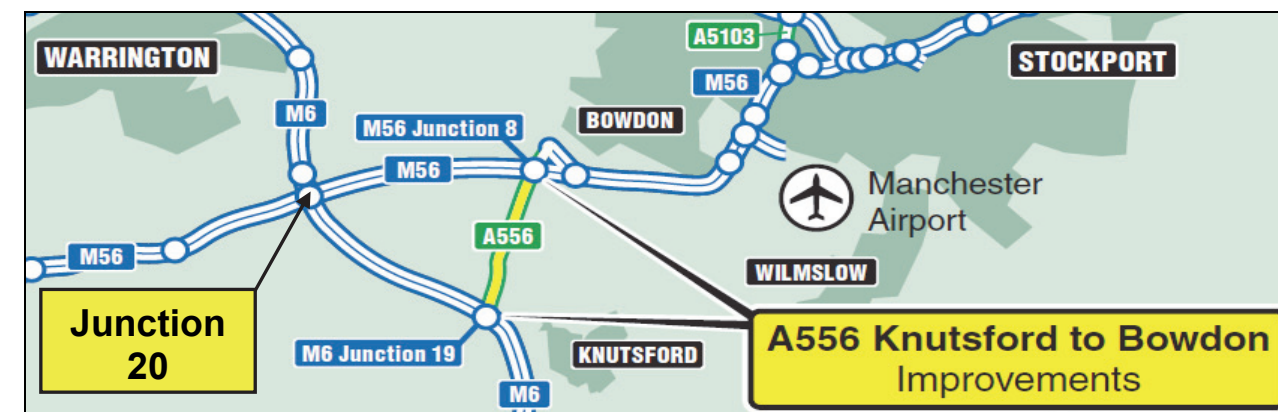


Figure 8 - A556 / Junction 20 Location Plan

- 6.8.4 In opposition to the proposed A556 scheme, some local residents and other interested parties have formed 'The A556 Lobby Group' (termed the 'Lobby Group' hereafter). The Lobby Group employed the consultancy firm CBO Transport who conducted a review of current proposals and a feasibility assessment of alternative schemes on their behalf. Within CBO Transport's formal response (covered in Chapter 9 of this report), a proposal to provide a 'simple' northbound to eastbound connection at Junction 20 has been submitted. This proposal, together with speed restrictions on the existing A556, has been backed by the Lobby Group who have termed it 'The People's Solution'.

Response / action taken

- 6.8.5 Provision of a scheme to improve Junction 20 is not considered to be a viable alternative to improving the A556. Re-routing traffic via Junction 20 would increase the journey length between Manchester and Birmingham by some 5 miles, resulting in only 19% (max.) of traffic opting to take this longer route (see Table 8). Traffic modelling confirms that this remains the case even when restrictions are applied to the existing A556.
- 6.8.6 This has been validated by historical studies carried out in the late 1990s and early 2000s, as well as updated traffic models run by the Highways Agency in response to this consultation. Irrespective of the works cost, a scheme that increases journey length, and would not be used by a significant proportion of strategic traffic, does not represent good value for money.
- 6.8.7 There has also been strong public opposition to a Junction 20 scheme, in particular from the Parish of High Legh (see Chapter 8, Table 20, reference 12). This is based largely on the perceived knock-on effect a Junction 20 scheme would have on the local road network, with strategic traffic rat-running through local roads in an attempt to find quicker alternative routes. This was identified as an issue by historic studies, and is again shown to occur by the 2012 Junction 20 traffic appraisal.
- ### Historical studies
- 6.8.8 As mentioned, a number of studies have been carried out to assess the feasibility of a Junction 20 scheme. These concluded that the scheme did not offer value for money, and would likely require widening of the M6 and M56 for it to operate acceptably. However it is accepted that these findings, which are contained in the MIDMAN Final Report and A556 Area Study (more details provided in and section 3.2), are now nearly 10 years old. We have therefore sought to validate, or otherwise, these studies by carrying out a more up to date traffic appraisal.

2012 Junction 20 Improvement Traffic Appraisal

6.8.9 Responses to consultation questioned the validity of the A556 Area Study, as well as the need to widen the existing motorways with provision of a Junction 20 scheme. We have therefore carried out a preliminary updated traffic appraisal examining the feasibility of a Junction 20 scheme, with several alternative scenarios considered, as below:

- **Scenario 1:** Junction 20 Improvements only
- **Scenario 2:** Junction 20 Improvements + Motorway Improvements
- **Scenario 3:** Junction 20 Improvements + Motorway Improvements + A556 Restrictions
- **Scenario 4:** Junction 20 Improvement + A556 Restrictions (similar to “The People’s Solution” proposal)

6.8.10 In the traffic appraisal we have assumed that motorway improvements would be in the form of Managed Motorways (MM) hard shoulder running schemes, in both directions between M6 Junction 19-20 and M56 Junction 7/8-9. The input for the A556 Restrictions uses a lower classification of route, with lower traffic capacity, lower average speed (between 30mph and 60mph dependant on location) and a smaller number of lanes (i.e. single carriageway with 1 lane in each direction).

6.8.11 Table 7 shows a comparison of the approximate 2030 journey time savings (from the Do-Minimum Scenario¹⁹) for both the proposed A556 scheme and each M6 Junction 20 scenario. The route modelled is from the M6 Junction 18 to M56 Junction 6. Yellow cells indicate an increase in journey times, whilst green cells indicate that the route provides journey time savings.

Time Period ²⁰	Direction	Do Minimum: A556 Route	Do-Something ²¹ : A556 Scheme	Scenario 1: Motorway Route	Scenario 2: Motorway Route	Scenario 3: Motorway Route	Scenario 4: Motorway Route
AM Peak	Northbound	30:02	-5:05	-2:20	-2:52	-2:18	-1:42
	Southbound	24:25	-2:14	2:47	2:05	0:56	3:08
Inter Peak	Northbound	22:59	-3:29	1:25	1:27	1:07	1:09
	Southbound	21:57	-2:46	2:49	2:25	2:01	4:10
PM Peak	Northbound	26:40	-2:52	1:07	0:25	0:19	1:06
	Southbound	26:46	-2:58	0:59	0:40	0:13	0:49

Table 7 - A556 & Junction 20 Journey Time Savings

Note: Route modelled is between M6 Junction 18 and M56 Junction 6

¹⁹ Do-Minimum Scenario: This is a hypothetical scenario used for traffic modelling that assumes the A556 scheme is not built.

²⁰ AM Peak = Journey times in the peak hour within the time period 07:00-10:00. InterPeak = Journey times for the average hour within the time period 10:00-16:00. PM Peak = Journey times in the peak hour within the time period 16:00-19:00.

²¹ Do-Something Scenario: This is a hypothetical scenario used for traffic modelling that assumes the A556 scheme is built.

6.8.12 The table shows that the A556 scheme delivers journey time savings during all periods when compared to the Do-Minimum Scenario. In comparison, an M6 Junction 20 scheme would only deliver this in the AM peak, and only for northbound traffic. Even this time saving is considerably less than the benefit delivered by the A556 scheme for the same period.

6.8.13 Table 8 gives estimated 2-way AADT²² Design Year (2030) flows on the A556 south of the M56 Junction 8, and on the proposed M6 Junction 20 – M56 free flow links. Forecast flows are presented for the Do-minimum, the A556 improvement scheme and the four Junction 20 scenarios.

Link Name	Do Minimum	A556 Scheme	Junction 20: Scenario 1	Junction 20: Scenario 2	Junction 20: Scenario 3	Junction 20: Scenario 4
M6 Junction 20 - M56 Free Flow Links	N/A	N/A	1,000	1,200	10,200	7,700
A556 - South of J8	52,800	80,800	53,100	52,700	22,800	23,800

Table 8 - A556 & Junction 20 Vehicle Use

6.8.14 The table shows that the proposed A556 scheme would be used by up to 80,800 vehicles daily. In comparison, a Junction 20 scheme would be used by only 10,200 vehicles as a best case.

6.8.15 Generally, the journey time benefits of a scheme are derived by multiplying the number of vehicles that experience a benefit by the journey time saving. Together, tables 7 and 8 show that not only does the A556 scheme show significantly higher journey time savings, but these savings would be experienced by approximately 8 times (Scenario 3) or 10 times (Scenario 4) as many vehicles.

6.8.16 A detailed economic assessment was not considered necessary as it is clear from this analysis that the benefits of a Junction 20 scheme are not comparable to those for the A556 scheme. This is sufficient to conclude that there is no economic or operational case for constructing improvements to Junction 20, irrespective of the cost of the scheme, and even if restrictions were applied to the A556. This is more comprehensively explained in the ‘Benefit Cost Ratio sensitivity test’ section of this response.

6.8.17 A Junction 20 scheme coupled with restrictions on the A556 would also have an adverse effect on local traffic volumes. It can be seen that in Scenario 3 (best case); an estimated 22,800 vehicles remain on the A556, with 10,200 vehicles using Junction 20. Comparing this to the 52,800 vehicles that would use the A556 in the Do-minimum scenario suggests that up to 19,800 vehicles would seek alternative routes.

6.8.18 A select link analysis shows that flows on local roads such as Rostherne Lane and Moss Lane would significantly increase as vehicles ‘rat run’ to find quicker routes. Although the link analysis is limited to the immediate local area, there is also a net decrease in flows on the motorway to the south of M6 Junction 19. This suggests that vehicles will leave the strategic network at M6 J18 and divert through local areas such

²² AADT = Average Annual Daily Traffic

as Holmes Chapel, Knutsford and Mobberley. This network impact was also identified as part of the wider traffic appraisal carried out for the A556 Area Study in 2002.

6.8.19 Provision of a Junction 20 scheme would also fail to address existing safety and environmental concerns along the existing A556. Although flows on the existing A556 would decrease by up to 57% (scenario 3), high levels of congestion would remain through the villages of Mere and Bucklow Hill due to the reduced standard of carriageway. Although an improvement on the existing situation, the associated impacts on safety, noise and air quality would still be considerable.

‘The Peoples Solution’

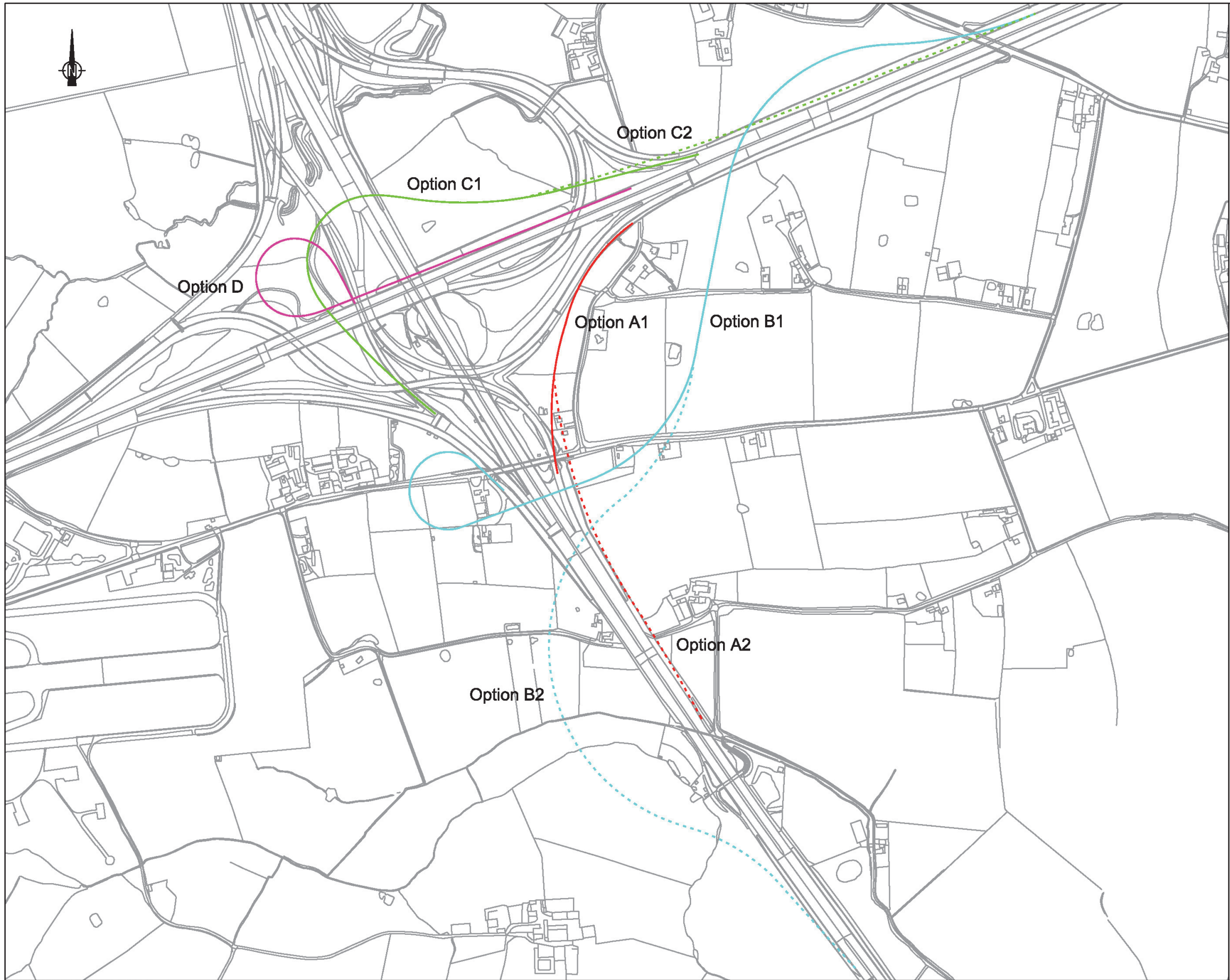
6.8.20 Further design and costing analysis has been conducted as a result of concerns raised by the Lobby Group and other interested parties. They consider that existing studies were invalid due to the inclusion of motorway widening on the approaches to Junction 20. They felt this was unnecessary and if removed would significantly reduce the environmental impact and cost of the Junction 20 Option.

6.8.21 As a result, a preliminary cost and engineering assessment has been carried out. This was not only on the options presented by the Lobby Group, but on a range of options, to provide an ‘all movement’ junction at the M6 Junction 20. The proposed scheme would create two new links, as shown in Figure 12. The first would permit westbound traffic on the M56 to join the southbound carriageway of the M6 (Options A1 and A2) and the second would allow northbound traffic from the M6 to join the M56 travelling east (Options B1, B2, C1, C2 & D). Option A1 and C1 are representative of ‘The Peoples Solution’, with all other options put forward following an options workshop involving the Highways Agency, the Contractor and their Designer.

6.8.22 Each of the seven options identified were reviewed in terms of compliance with design standards, buildability, impact on local buildings and the travelling public, and likely cost. Each of the options considered, and the findings of the assessment are shown in Table 9 below and Figure 12 overleaf.

Factor	Option A1	Option A2	Option B1	Option B2	Option C1	Option C2	Option D
Merging Capacity	Insufficient merge lengths	Ok	Ok	Ok	Insufficient merge length	Ok	Ok
Demolition of Properties	No Required	Some	Excessive	Some	No Required	No Required	No Required
Buildability	Ok	Ok	Large Span bridges over M6 & slips difficult to construct	Large Span bridges over M6 & slips difficult to construct	Complex due to the need to widen the span of an existing structures or the creation of a new underpass	Complex due to the need to widen the span of an existing structures or the creation of a new underpass	Ok, some widening of existing structures
Excessive Cost	Not considered to be excessive	Not considered to be excessive	Yes, due to length of link and structures	Yes, due to length of link and structures	Considered to be high risk & cost Requirement to construct a new bridge beneath a running motorway	Considered to be high risk & cost Requirement to construct a new bridge beneath a running motorway	Not considered to be excessive
Traffic Management issues	Relatively low impact to travelling public	Relatively low impact to travelling public	Some issues, structures over M6 and M56	Some issues, structures over M6 and M56	Complex due to managing live motorway traffic and construction of under bridge	Complex due to managing live motorway traffic and construction of under bridge	Some issues, widening structures over M6 and link roads.
Summary	Discounted	Taken forward for further assessment work	Discounted	Discounted	Discounted	Taken forward for further assessment work	Taken forward for further assessment work

Table 9 - Summary of initial analysis of Junction 20 options



NOTES:-
 Options designed:-
 A1 & A2 - M56 Westbound to M6 Southbound
 C1, C2 & D - M6 Northbound to M56 Eastbound
 Further Options for Consideration displayed:-
 B1 & B2 - M6 North Bound to M56 East Bound

Figure 12
M6 Junction
20 Options

of traffic transferring from the A556 to the M6/M56 if the J20 improvement scheme is implemented in isolation (Scenario 1).

6.8.23 The review concluded that three options were suitable to be taken forward for further review, comprising one west to south link and two north to east links. Although the exact options proposed by the Group were not taken forward, two of the options taken forward were developments on the Lobby Groups original designs, with changes made so that they could be built.

6.8.24 Further design was carried out on these three links to produce layout sketches and allow preliminary cost estimates to be prepared. These showed that Option A2+D had a range estimate of between £33m and £50m, and that Option A2+C2 could be built for between £63m and £94m. These estimates were built up using the same parameters as the A556 Knutsford to Bowden Improvement, and assumed an opening year of 2016, similar to the A556 proposal.

6.8.25 These time frames were considered in the estimate to allow a direct comparison to be made. However, any improvement to Junction 20 would be a new project. It would need to complete the full development cycle and restart the planning processes. A completion date of 2020 would therefore be more realistic, meaning that substantial inflation would also occur. The estimates for the scheme would increase by circa £6.5m for the option A2+D and circa £12.2m for the option A2+C2. These figures are calculated based on a mid-range scheme cost.

6.8.26 The work completed on the options at Junction 20 was to a feasibility level and further design would be required to ensure that proposals could be delivered. The Lobby Group's proposals have been reviewed and costed, with a potentially lower cost option identified at Junction 20. Despite this, the determining factor is that all Junction 20 options are not economically viable, as a result of its low, or negative, Benefit Cost Ratio. This is principally due to increased journey times and distances when compared to the Do-Minimum Scenario, as explained below.

6.8.27 A summary of the initial analysis of Junction 20 options is presented in Table 9, with an indicative layout of each of these options in Figure 12.

Benefit Cost Ratio sensitivity test

6.8.28 A scheme's performance is measured by an indicator known as the Benefit Cost Ratio (BCR). This is a ratio of the benefits of a scheme (e.g. journey time savings, accident benefits, vehicle operating cost savings, carbon savings), expressed in monetary terms, compared to the costs of a scheme (e.g. maintenance costs, construction costs), also expressed in monetary terms (i.e. Benefits/Costs = BCR).

6.8.29 The primary benefit of a major road scheme is usually the monetary value associated with journey time savings. On the A556 scheme, this was calculated to be in the region of £270m (over the 60 year appraisal period). The main cost is usually in delivering the scheme through design and construction, which for the A556 was calculated at £87.7m (discounted to 2002 and in 2002 prices). From these two indicators only it can be seen that the BCR for the A556 is robustly positive (i.e. $270 / 87.7 \approx 3^{23}$, meaning the benefits are 3 times the costs).

6.8.30 The economic benefits of a Junction 20 scheme will be dependent upon the number of vehicles that transfer from the A556 to the M6/M56 route. If no vehicles transfer then there will be no economic benefits due to the scheme. Table 10 shows the proportion

		AM Peak		Inter Peak		PM Peak	
		A556	M56	A556	M56	A556	M56
South to East	M6	0%	19.6%	0%	0%	0%	0%
	A556	0%	2.8%	0%	0%	0%	0%
		A556	M6	A556	M6	A556	M6
East to South	M56	0%	0%	0%	0%	0%	0%
	A556	0%	0%	0%	0%	0%	0%

Table 10 - Proportion of trips reassigning through Junction 20

- 6.8.31 A Junction 20 scheme would have no impact on traffic in either the inter peak or PM peak periods. Whilst there would be some reassignment in the AM peak the proportion of trips is still relatively low at less than 20% of trips currently using the A556. Whilst the traffic model forecasts that no traffic will reassign in the inter peak, and PM peak, in practice some traffic will reassign as a result of traffic signing – primarily those unfamiliar with the route. The volume of traffic reassigning is likely to be minimal however.
- 6.8.32 Traffic that uses the J20 scheme in the AM peak is forecast to have a reduced journey time of over 2 minutes – see Table 7. They will also have increased vehicle operating costs due to an additional journey distance of approximately 5 miles.
- 6.8.33 An assessment of the changes in costs due to journey time savings and vehicle operating cost increases has been carried out. The value of benefits over a 60 year appraisal period has been calculated at £2.0m (discounted to 2002 and in 2002 prices). The scheme costs are estimated to be £21m (discounted to 2002 and in 2002 prices). This gives a BCR of 0.095 – a BCR of less than 1 indicates that the scheme is not economically justified. In this case for every pound spent only 10 pence in benefits are produced.
- 6.8.34 Adding additional motorway improvements – Scenario 2 – results in a small increase in the traffic transferring from the A556 – approximately an extra 200 per day. This will not have a significant impact on the scheme benefits – but will significantly increase the scheme costs. Scenario 2 will therefore have a lower BCR than Scenario 1.
- 6.8.35 The proportion of traffic that transfers to the motorway is increased when restrictions are introduced onto the A556 – Scenarios 3 and 4. The additional traffic transferring to the motorway will however have greater journey times and travel distances than is currently the case – as shown in Table 7. As a result this will produce significant cost increases compared to the existing situation (Do-Minimum).
- 6.8.36 A sensitivity test for Scenario 4 has been carried out and this shows that there is a significant increase in journey time and vehicle operating costs due to the scheme – £36m. It is clear that introducing restrictions on to the A556 will result in a scheme that has a negative economic impact and is not economically justified.

²³ Actual BCR = 3.5 when considering others benefits such as accident savings etc.

Public opposition

6.8.37 As well as the strong economic case against a Junction 20 scheme, there has also historically been strong opposition from the public. In 2002, following the recommendation of the MIDMAN, a campaign was launched against proposals to make Junction 20 accessible in all directions. This stance was also reiterated in response to the recent consultation, with one local Parish providing detailed justifications for why a Junction 20 scheme should not be provided.

Response summary

6.8.38 In summary, the above gives clear justification that there is no business case for a scheme to improve Junction 20. This was the conclusion of the A556 Area Study, and has been validated by our recent traffic appraisal. As a result there is no justification for commencing environmental or other studies into this solution.

6.9 Online Improvement

Issue

6.9.1 There were a number of calls to revisit provision of an online improvement scheme that follows the alignment of the existing A556. It was believed this would significantly reduce the environmental impact while also providing a more cost effective solution.

6.9.2 A Route Management Strategy (RMS) study conducted in 2005 concluded that a partial offline scheme presented both environmental and cost benefits over a fully online solution. However, some consultees felt that this alone is not sufficiently robust to justify rejection of the online improvement scheme. It was therefore requested that the Highways Agency delay progression of the current scheme to investigate fully the impacts of an online solution.

6.9.3 Although there was a strong desire to see a fully online solution, some consultees agreed that this would not be feasible for the entire length of the existing road. This led to appeals for a 'more online' solution, with provision of a short bypass around Mere. This is similar to the recommendation made by the RMS study in 2005, and formed one of two options presented at the 2007 public consultation.

Response / action taken

6.9.4 There is compelling justification against provision of both a fully and partial (as recommended in the 2005 RMS) online solution. This draws upon previous feasibility studies, response from public consultation as well as an independent engineering assessment of the issues.

6.9.5 The original remit of the scheme was to consider an online solution. However, as the engineering and environmental assessments have progressed in more detail, it has become clear that an online solution is not viable.

Route Management Strategy

6.9.6 Following rejection of the A556 (M) and M6 Junction 20 schemes by the Secretary of State (SoS) in 2003, a RMS study was commissioned for the A556 scheme. The remit of this study was to work with stakeholders to consider measures to improve the safety, reliability and environment along the existing A556 corridor.

6.9.7 A draft strategy was developed which considered short, medium and long term improvement works to the existing A556 (further details provided in section 3.3). This draft strategy was presented at a 12 week public consultation in 2004.

6.9.8 Feedback from the consultation identified a major concern regarding the effect of improvements to the road in the vicinity of Mere Junction. In the long term, this necessitated provision of a fully grade-separated junction approximately 400m south of its current location, requiring diversion of both the eastern and western links of the A50 (see Figure 13 – green route).

6.9.9 To address this issue, an alternative option was developed which included a short bypass around Mere. A preliminary cost and environmental assessment was carried out to compare this with the proposal presented at consultation (i.e. online through Mere). This concluded that the overall environmental impact and cost of the scheme would be less than the provision of the partial offline alignment. This was therefore recommended as the route to be taken forward as the Final Route Management Strategy (see Figure 13 – red route).

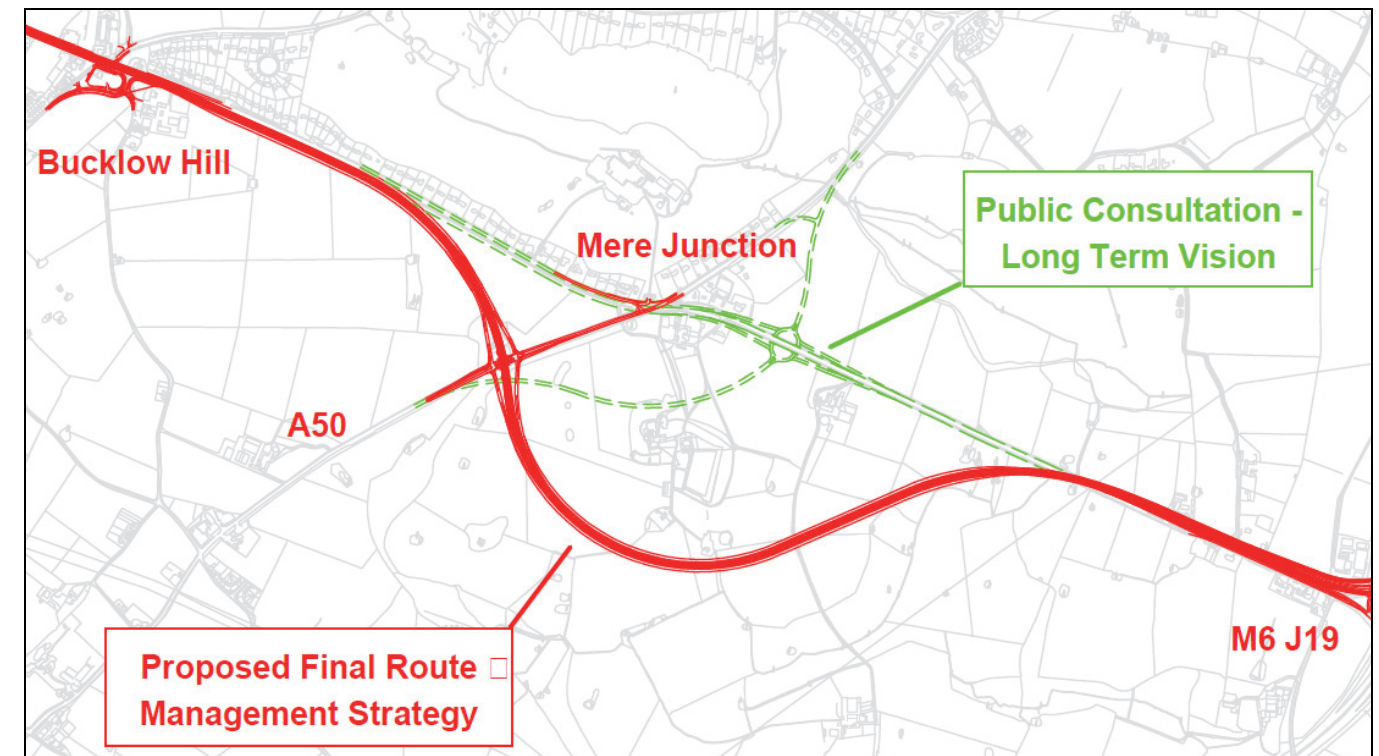


Figure 9 - Comparison of RMS Public Consultation and Final RMS routes

2007 Public Consultation

6.9.10 Recommendations made in the Final Route Management Strategy were preliminary, based largely on concept and absent of more detailed engineering assessments. Capita Symonds was therefore commissioned by the Highways Agency to validate the feasibility of this route, considering potential alternative options to ensure a scheme existed that was sufficiently robust in terms of modern economic and environmental standards.

6.9.11 An initial eight options were developed in a preliminary study carried out by Capita Symonds. These were reduced to two (termed Option A and Option B) in order to perform a more robust environmental and economic assessment. Option A was based on the Final RMS recommendation and Option B was the preferred route from the initial study carried out by Capita Symonds. These two options are shown in Figure 14 overleaf.

- 6.9.12 Environmental and Economic Assessments were carried out on each option. Environmentally, both options were considered to have similar impacts, with Option B having greater benefits for air quality, noise and physical fitness. Option B also showed improved journey times over Option A, and performed marginally better in the economic assessment.
- 6.9.13 In April and May 2007, route Options A and B were presented at public consultation. Results of the consultation yielded overwhelming support for the principle of re-routing and upgrading the A556 (87%). 83% of responses stated a preference for Option B making it a clear favourite. The supporters of this option were fairly well distributed geographically, with large clusters to the North, South and East of the proposed route. People to the west were much more likely to support Option A or neither route. This is likely due to their increased proximity to the proposed road, with reasons against stated primarily as environmental.

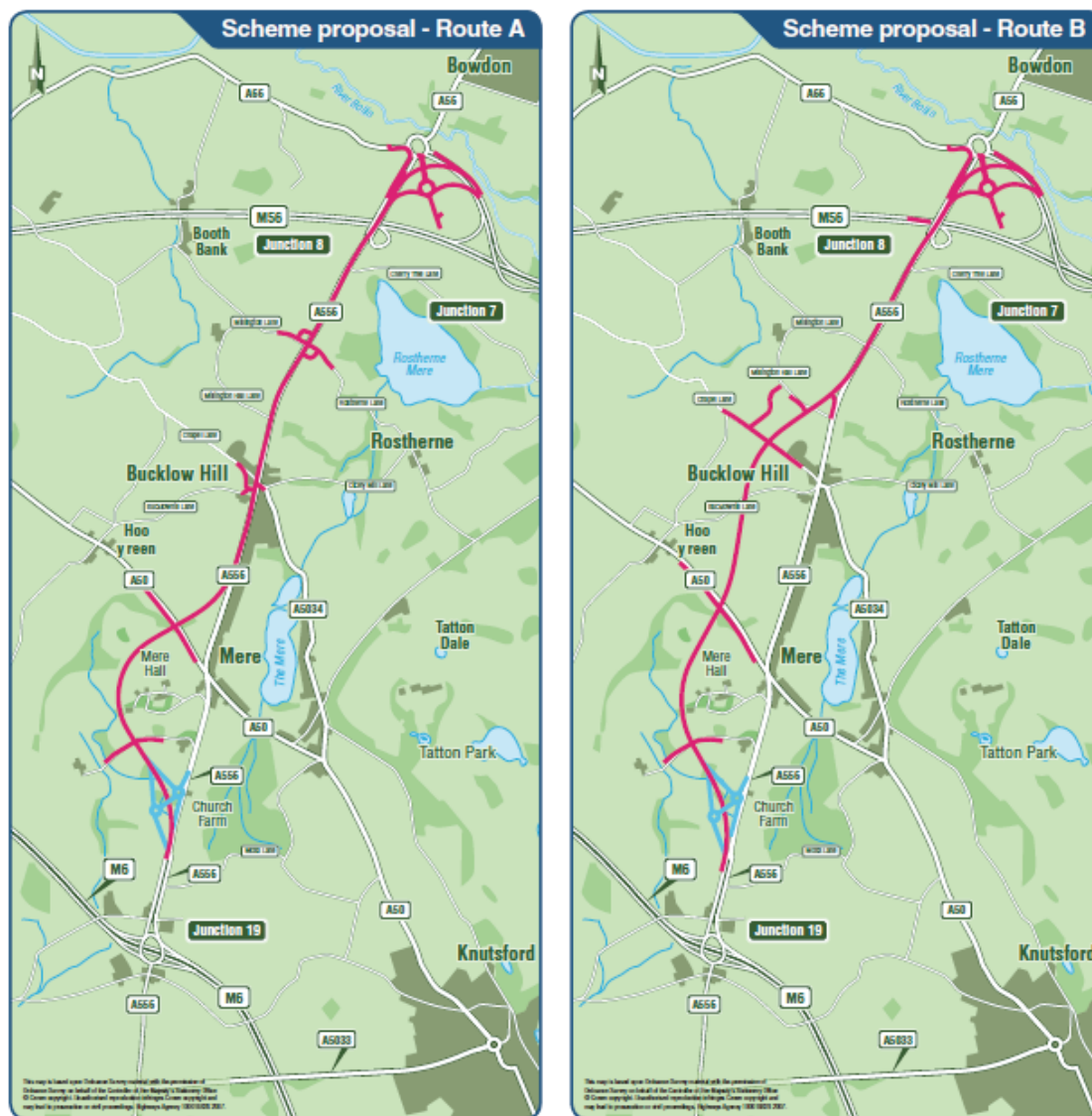


Figure 10 - 2007 Public Consultation Route Options

- 6.9.14 Reasons given for choosing route B were predominantly due to the reduction in traffic through Bucklow Hill Junction, and the associated benefits this would have on congestion and accident rates. It was also seen as relieving more properties from the

danger and pollution caused by heavy traffic, in particular from Large Goods Vehicles (LGVs).

- 6.9.15 Based on the comparative assessment carried out by Capita Symonds, and the response to public consultation, Option B was progressed as the preferred route and was recommended to the SoS for inclusion in the Programme of Major Schemes. The SoS agreed with the recommendation and the preferred route was formally announced in December 2008.

2009 Public Consultation

- 6.9.16 The design of the scheme presented at the March 2007 Public Consultation, and forming the basis of the preferred route, did not include improvement to a 600m section of the A556 on the approach to M6 Junction 19. This section of the route was to be improved as part of a future M6 widening scheme. However, due to changes in the scope of the M6 scheme which excluded the previously proposed free-flow link with the A556, the A556 project was amended to include this section. The HA therefore commissioned Jacobs to undertake a comparative assessment of alternative options for the southern end of the scheme.
- 6.9.17 Three options for this 600m section were developed and assessed. These included the 'Brown Option' (no improvement to existing single carriageway), 'Blue Option' (online upgrade to dual carriageway) and 'Red Option' (offline dual carriageway). These options (shown in Figure 15 below) were presented at a public consultation which commenced in September 2009.



Figure 11 - 2009 Public Consultation Route Options

- 6.9.18 Results of the public consultation showed strong support for the Red Option, which was ranked as most preferred by 72% of respondents. The Brown and Blue Options were preferred by approximately 9% and 7% respectively. 12% gave no preference.
- 6.9.19 Based on the comparative assessment, and the results of the Supplementary Consultation, the Red Option was chosen as an amendment to the preferred route announced in December 2008. This was accepted by the SoS and an amended preferred route announcement (PRA) was made in March 2010.

Engineering / safety assessment

- 6.9.20 The above focuses primarily on environmental impacts, as well as showing strong public support to increase the extent of offline works. However, to fully understand the implications of improving the A556 along its existing line, it is necessary to look at the standard of the resulting route against current engineering standards, with particular reference to how this would affect the scheme objectives to improve safety and journey time reliability.
- 6.9.21 The existing road has a poor accident record, with accident hotspots located at the numerous at-grade junctions (i.e. roads cross/intersect at the same level) and direct accesses from farms and residential properties along its length. To address these issues, the new alignment will not include any at-grade access to the new A556, with full grade-separation provided at junctions as a minimum. The only direct accesses will be for maintenance. This complies with minimum requirements for a high standard all-purpose road (denoted Category 7A in accordance with the Design Manual for Roads and Bridges (DMRB)).
- 6.9.22 If these design principles are applied to an online scheme a number of significant issues become apparent. The first is the impact of full grade-separation on the villages of Mere and Bucklow Hill. It is likely that grade-separation at Mere would be similar to that described in the draft RMS (see green route in Figure 13), which results in significant environmental impacts for residents in the vicinity of the junction. Impacts at Bucklow Hill are likely to be even more severe as, unlike at Mere, there is insufficient space to relocate and upgrade the junction without demolition of a number of properties.
- 6.9.23 An alternative would be to lower the standard of proposed road to Category 6 in accordance with the DMRB. This standard of road would allow provision of at-grade left in/ left out junctions at side roads. Previous online options through Bucklow Hill assumed this standard of junction would be provided, as shown in Figure 16.

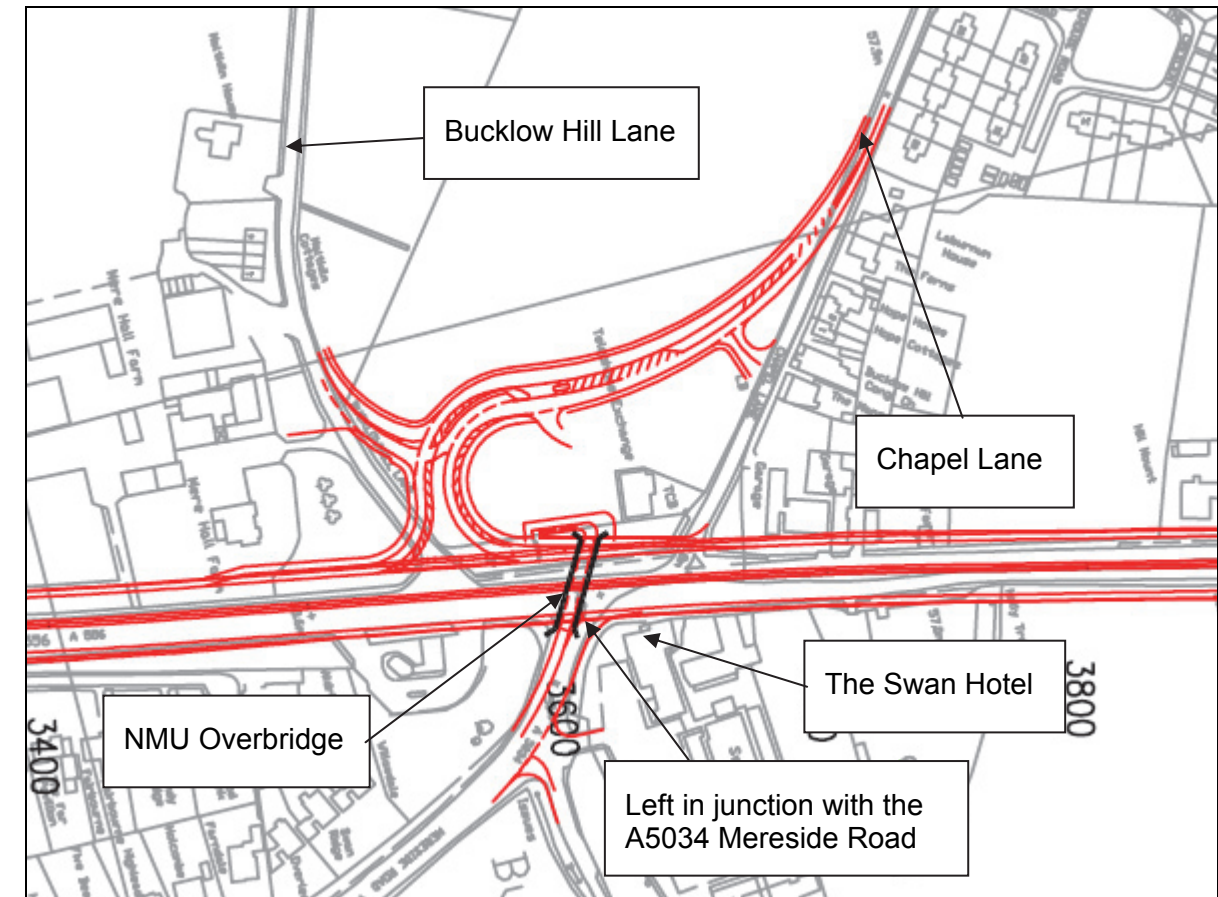


Figure 12 - Bucklow Hill Junction as per 2007 Consultation Route A

- 6.9.24 The arrangement shows a left in / left out junction with Chapel Lane, as well as a left in only junction with the A5034 Mereside Road. A Non-Motorised User (NMU) overbridge was also proposed. No vehicular connection between the east and west could be provided without increasing the number of properties to be demolished.
- 6.9.25 Irrespective of the environmental impact associated with this junction (which would be significant), this standard of road is considered insufficient for the volume of traffic that is forecast along the A556. The DMRB characterises this type of junction (typically associated with compact grade-separation) as 'suitable for use where mainline flows are between approximately 12,500 AADT²⁴ and 30,000 AADT'. From review of the latest traffic model, flows upwards of 65,000 AADT are expected on the A556 through this section, significantly above the recommended values laid out in the DMRB.
- 6.9.26 The left in junction with the A5034 Mereside Road would also be significantly below the required standards for this type of road. Due to layout constraints imposed by The Swan Hotel, it would not be possible to provide a diverge auxiliary lane without demolition of the building. Vehicles wishing to turn left would therefore have to slow down in the running lane of the carriageway, significantly increasing the risk of rear shunt type collisions.
- 6.9.27 Provision of a category 6 all-purpose road would still require all minor side roads and private accesses to be stopped up, causing issues with community severance as well

²⁴ AADT = Average Annual Daily Traffic

as significant problems in accessing properties. Any further reduction in standard (i.e. retention of direct access) is considered unacceptable if the objective of improving safety along the route is to be achieved.

6.9.28 An online scheme would also require a significantly lower standard of road alignment than that proposed. The existing vertical alignment, which would need to be retained for the majority of the route, broadly complies with a design speed of 85kph (50mph) in accordance with DMRB. The current 50mph speed limit would therefore be retained, adversely affecting the capacity and associated journey time benefits of the improvement scheme. These restrictions on the vertical alignment also mean that it would be very difficult to screen the carriageway from adjacent properties by use of cuttings and bunding, which are a feature of the proposed design.

6.9.29 Furthermore, the existing A556 is also extremely straight horizontally. This presents additional safety issues when considering provision of an online alignment through Mere Junction. Considering the layout shown in Figure 13, the straight alignment would allow for high vehicular speeds on the southbound approach to the junction. Drivers would then suddenly be presented with a tight chicane type bend with substandard visibility. This sudden drop in standard would also occur in conjunction with the immediate approach to the new grade-separated junction, increasing the risk of conflict (due to sudden braking, erratic weaving, loss of control etc)

6.9.30 In comparison, the proposed scheme generally complies with a design speed of 120kph (approx. 75 mph). This facilitates high through capacity, as well as avoiding any sudden drop in the standard of alignment.

Response summary

6.9.31 In summary, the above gives clear justification against provision of an online improvement scheme. At each stage of the design development, our engineering and environmental assessments resulted in a preference for a more offline route. This also gained overwhelming public support in the two previous consultations of 2007 and 2009.

6.10 Realign as per the 2010 Preferred Route Announcement

Issue

6.10.1 Following the supplementary consultation of 2009, an amended preferred route announcement (PRA) was made in March 2010. This proposed an offline alignment from M6 Junction 19, rejoining the existing road and continuing online to the east of Bucklow Manor (previously Rangemore Nursing Home). Following this announcement, further design development resulted in an additional change to the alignment to pass to the west of the nursing home. This increased the length of offline construction, with the alignment now rejoining the existing road approximately 720m north of the location proposed in the 2010 PRA, see Figure 17.

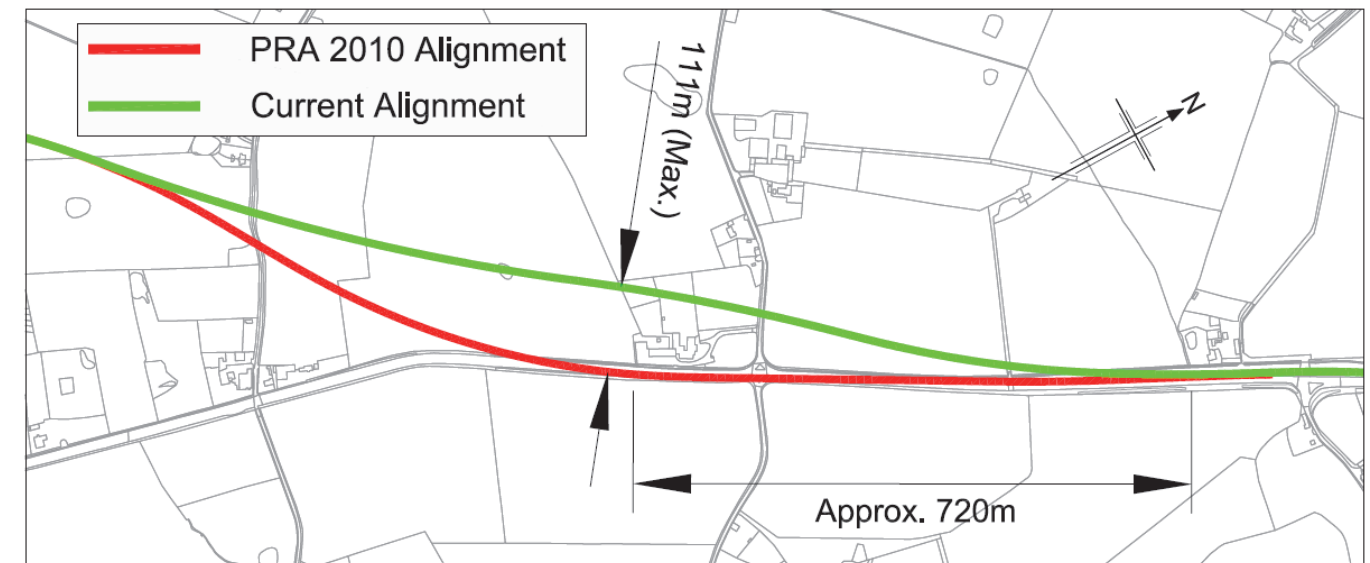


Figure 13 - Alignment change following 2010 PRA

6.10.2 A common request that came out of the consultation was to revert back to the alignment announced in 2010 (often referred to as the '2009 alignment' in responses, as this was when it was first presented to the public). Reasons cited were primarily based on the reduced environmental impact on Green Belt, as well as to mitigate the noise and visual impacts on properties in the Millington area.

6.10.3 If we were unable to revert back to the 2010 PRA, respondents suggested that we amend the design, locating the mainline further to the east in the Millington area. This is to reduce the environmental impact on properties immediately adjacent to the proposed road. Requests to increase the cutting depth and the bund height in this location were also received, both through response to the questionnaire and drop-in exhibitions with local Parishes.

6.10.4 It was also suggested that we should consult further with Natural England on this issue, with a view to obtaining their approval to revert to the alignment announced in 2010.

Response / action taken

6.10.5 The alignment was changed to eliminate the need to permanently acquire land which forms part of Rostherne Mere Site of Special Scientific Interest (SSSI), as described by the Highways Agency in the DMRB Stage 3 Scheme Assessment Report. As the site is of international importance, and is designated under section 28 of the Wildlife and Countryside Act 1981, we believe that an alignment which uses land currently forming part of the Rostherne Mere SSSI is unacceptable.

6.10.6 As requested, we undertook further consultation on this issue with Natural England, who are responsible for the designation and protection of SSSI's. They confirmed that, while they would normally prefer the route announced during 2010 because it has less impact on Best and Most Versatile Land, in this instance they prefer the latest alignment because of its lessened impact on Rostherne Mere SSSI.

6.10.7 There were further reasons for the amendment to the route alignment, as follows:

- **Bucklow Manor access:** Discussions with the owners of Bucklow Manor (then Rangemore Nursing Home), revealed a strong desire to shift the alignment to the west of the property. This would enable access to Chester Road to be retained, avoiding a significant diversion that would otherwise be required. This was

considered particularly important in relation to access for emergency services. The road would also be located further from the property, reducing the associated noise and visual impacts. This stance has been confirmed by the new owners of Bucklow Manor during the recent consultation

- **Cherry Tree Lane Link:** The alignment shift allowed the introduction of Cherry Tree Lane Link. This provides a local connection for both vehicular travellers and Non-Motorised Users (NMUs) between Cherry Tree Lane and Rostherne Lane. Provision of this link would not be possible with the 2010 alignment, as a result of unacceptable land take from the SSSI
- **Drainage runoff:** Provision of an offline alignment to the west of the nursing home eliminates the need to drain part of the new road into the small streams feeding Rostherne Mere. This removes a potential source of pollution from an internationally important ecological site
- **Length of cutting:** The alignment change allowed the road to be in cutting for a greater proportion of its length, thus reducing the associated noise and visual impacts of the scheme
- **Buildability:** The alignment shift will reduce disruption during construction by minimising the amount of online works required. This improves the potential to build the new road whilst maintaining adequate traffic flow on the existing A556

Alignment amendments through Millington

- 6.10.8 In response to requests for a more easterly alignment, we have reviewed our proposals and implemented an alignment change through the Millington area, as shown in Figure 18.
- 6.10.9 The new mainline has been realigned up to 35m to the east in the Millington area, as well as lowering the vertical profile by up to 2.7m. This new alignment will reduce the visual, noise and air quality impacts on a number of properties immediately adjacent to the new road.
- 6.10.10 As well as altering the alignment, the bund heights along this stretch of road have also been increased, with a minimum height of 4m now proposed from the surface of the carriageway to the top of bund / earthworks slope. Previously, this varied between 2m and 4m. Additional bunding will also be provided immediately adjacent to Denfield Cottages, located to the west of the mainline as it intersects the existing Millington Hall Lane. A bund height relative to the road surface of approximately 7m will now be achieved adjacent to this sensitive receptor.

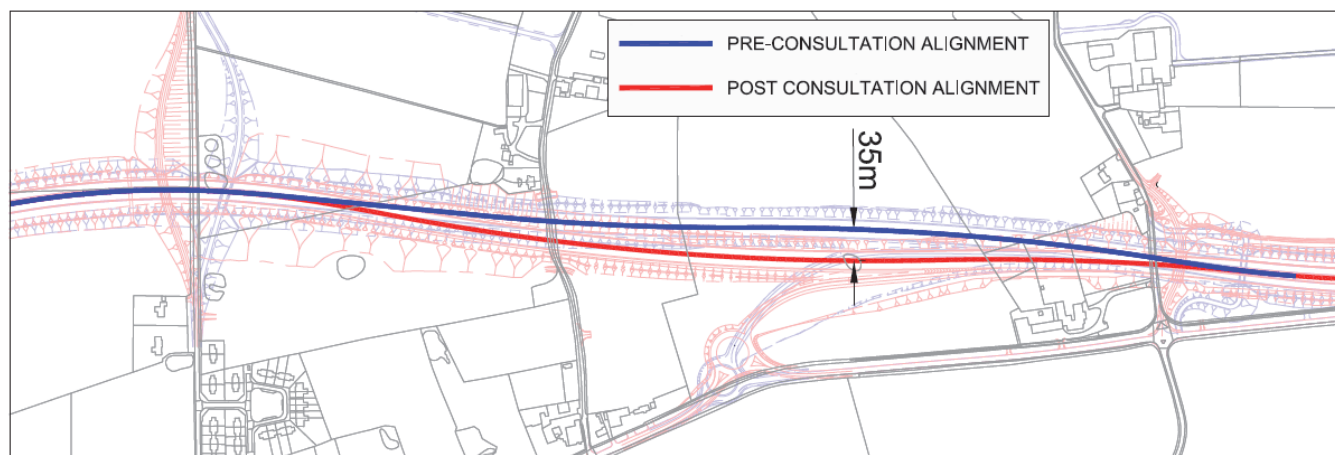


Figure 14 - Post Consultation Alignment Change Through Millington

- 6.10.11 Although benefiting properties to the west, this easterly shift of the alignment would have an adverse impact on Bucklow Manor, with more land required from the grounds to the rear of the property. To reduce this impact, a steepened engineered slope is proposed to minimise any associated increase in land required from the property, see Figure 19.

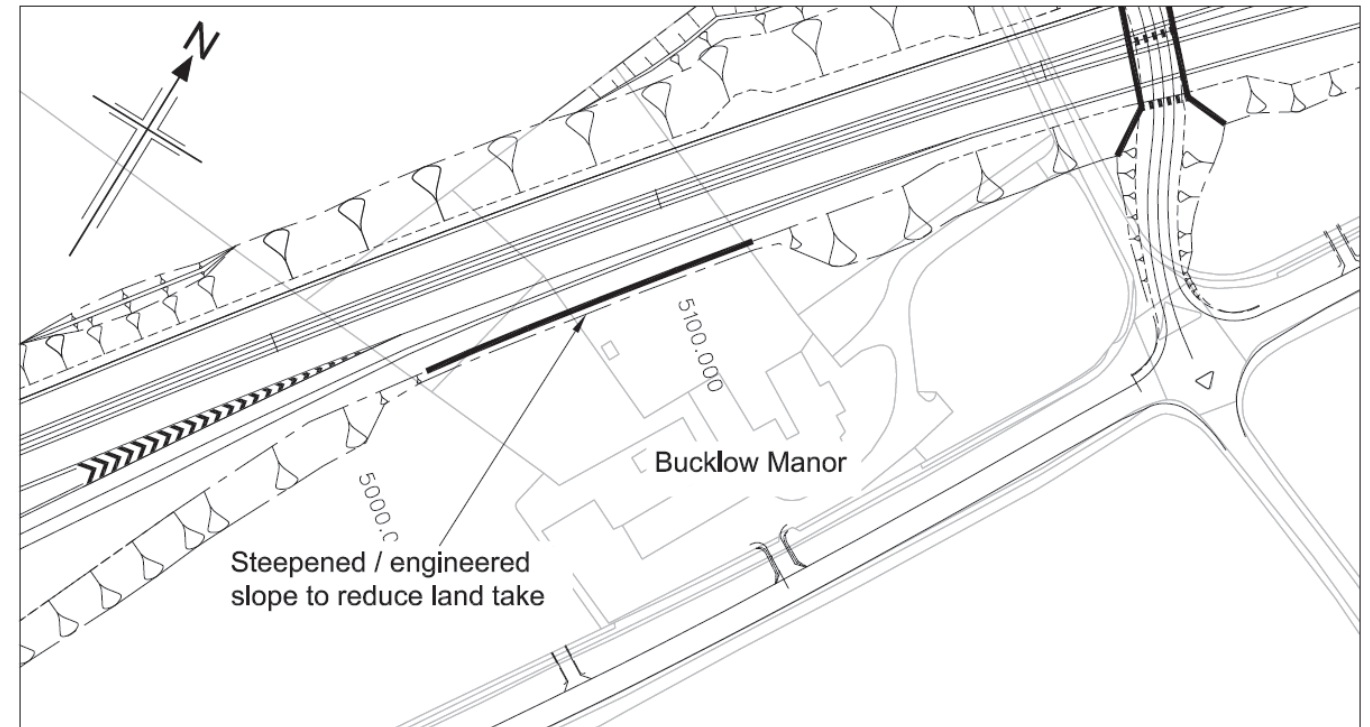


Figure 15 - Bucklow Manor Steepened / Engineered Slope

6.11 Traffic Impacts Along Country Lanes

Issue

- 6.11.1 One of the most frequent issues raised during the consultation has been the impact of increased traffic along local roads adjacent to the scheme. This was particularly evident in the Parishes of Millington and High Legh to the west of the scheme, although concern was also raised in relation to some roads to the east.

Peacock / Chapel Lane traffic

- 6.11.2 Option 0 presented at consultation included a link road connecting the existing Chapel Lane to the proposed Millington Junction, allowing local access to or from the proposed A556. As all other minor side roads would be stopped up north of the A50, forecast traffic flows along the existing Chapel/Peacock Lane showed a notable increase from the Do-Minimum Scenario in the Design Year (2030) (approx. 2.5x greater).
- 6.11.3 Concern was raised that the standard of existing road was not suitable for this level of traffic, and that safety issues for both vehicular travellers and Non-Motorised Users (NMUs) would result. In particular, two low standard areas along the existing road were cited as particularly hazardous, as well as at the existing junction between Peacock Lane and West Lane.

6.11.4 Another issue raised by many was the impact along Peacock / Chapel Lane during incidents on the M6. It is said that motorway traffic diverts along the A50 which then becomes extremely congested (See key issue 'Impact of Increased Traffic on the A50' at section 6.12), thus drivers 'rat run' along the local roads in order to find a quicker route towards the A556. The perception is that regardless of the junction option chosen, provision of the scheme will significantly exacerbate this issue.

Millington / Chapel Lane Link road

6.11.5 All alternative junction options presented at consultation contained some form of the Millington / Chapel Lane link road. This was included in the design to connect stopped up side roads to a single crossing of the A556, providing access to residential properties and farms, as well as for emergency services. Concern was raised that this link road would encourage high volumes of traffic along unsuitable country lanes, and therefore many requested the link was removed from all junction options. Again, these comments came mainly from residents within the High Legh / Millington area.

Other local roads

6.11.6 Although the Peacock / Chapel Lane issue was raised most often, there was a general concern throughout the consultation wherever traffic was forecast to increase along local roads. The location and severity of the issues raised depended largely on which junction option was selected. Therefore, as a final scheme layout has now been selected, the focus within this section is on those issues that relate to provision of junction Option 1.

Response / action taken

6.11.7 The traffic model used for both the consultation options and final scheme layout simulates a significant proportion of the national road network, and is primarily designed to accurately model longer distance journeys, and is therefore the appropriate tool for modelling a scheme with strategic importance, such as the A556. However, a result of this is that flows forecast along local roads are likely to be less robust, meaning forecasts of local traffic are inherently less certain. This was noted in the materials presented at the consultation.

6.11.8 A particular limitation of the strategic model used is its inability to accurately model driver behaviour on country lanes. The lanes are often narrow, and have limited visibility as a result of their alignment (with regular bends) and other obstructions such as hedgerows and accesses. There is a relatively high probability of meeting other users such as farm equipment or NMUs which will tend to delay journeys while a safe opportunity to pass is located. The model is not able to accurately model this. In reality drivers will seek roads of a higher standard where more consistent progress can be made. This is particularly true where the user is on a longer journey, and may not be familiar with the lanes.

6.11.9 Because the model cannot take these factors into account it will tend to over-estimate the amount of traffic on local roads, as it believes them to be more attractive to users than they really are. The output from the model is therefore considered to be conservative (i.e. a worst case).

Peacock / Chapel Lane traffic

6.11.10 One of the main reasons for selecting Option 1B was to mitigate the traffic impact along the existing Peacock / Chapel Lane. Provision of junction Option 1B removes the connection between Chapel Lane and the proposed A556, thus limiting the potential for

rat runs. The latest traffic model now shows a decrease in flow along Peacock / Chapel Lane when compared to the Do-Minimum Scenario.

Millington / Chapel Lane Link road

6.11.11 In response to this issue we have removed the Millington / Chapel Lane link road from our proposals. This eliminates any risk of increased traffic along Millington Hall Lane, which is one of the lowest standard local roads in the area.

6.11.12 Option 1B originally incorporated the link road to provide access and reduce severance for properties/farms along both Millington Hall Lane and Millington Lane. Therefore, to allow the link road to be removed, but still provide suitable access, we have upgraded the proposed NMU Overpass (which was a feature of 1B as presented at consultation) along Millington Lane to accommodate vehicles. This reconnected side road has been included within our revised traffic models, which show forecast traffic flows are within acceptable limits for the standard of road.

Other local roads

6.11.13 As well as reducing impacts along Chapel / Peacock Lane, provision of Option 1B has other benefits in relation to traffic on the local road network. For example, removing the northbound access to the proposed A556 in Millington eliminates a potential rat run to reach the new road via Cicely Mill Lane, Cherry Tree Lane or Rostherne Lane. Revised forecasts show that flows along these three narrow lanes are all comparable to the Do-Minimum scenario in both the Opening (2017) and Design (2032) years. The scheme itself will also reduce the benefits to be gained by rat-running by providing a more attractive route between the M6 and M56 Junctions.

6.11.14 In response to consultation, we have also reduced the number of side roads to be stopped up as part of the scheme (in comparison to Option 1B as presented at consultation). This has been achieved through provision of the vehicular overpass along Millington Lane (as above), as well as a local connection back to Old Hall Lane as part of modifications made to the proposed Tabley Junction. These additional crossings distribute local traffic movements in a similar manner to the existing situation, avoiding high concentrations of traffic along any given route.

6.11.15 Through the measures described above, we have sought to minimise foreseeable impacts on the local road network as far as possible. Although some flows along local roads are still forecast to increase, these are all considered to be within acceptable limits for the standard of road.

6.11.16 A comparison of Design Year (2032) flows on the local road network (i.e. excludes A and M roads) is shown in Table 11 on the next page. Where traffic flows are very low these have been shown as <500, and all flows are in AADT (Annual Average Daily Traffic). The 'Continuous Centreline' column is an indication of the standard of the road. Where a continuous centreline is present the road will typically be wider, and all vehicles travelling in opposite directions will typically be able to pass freely. Where there is no continuous centreline the road will typically be narrower, and there may not be sufficient width for vehicles travelling in opposite directions to pass each other without slowing or pulling over.

6.11.17 Table 11 shows that there is an overall benefit to local traffic as a result of the scheme, with most local roads experiencing levels of traffic which are either comparable with, or less than, the traffic levels without the scheme.

6.11.18 In a few cases however, flows along some local roads are forecast to increase with the scheme in place. This can be seen in the cases of Wrenshot Lane, Agden Lane,

Millington Lane and Pickmere Lane. However, the magnitude of increase in each instance is acceptable, with all resultant design year flows considered to be within capacity for the standard of road.

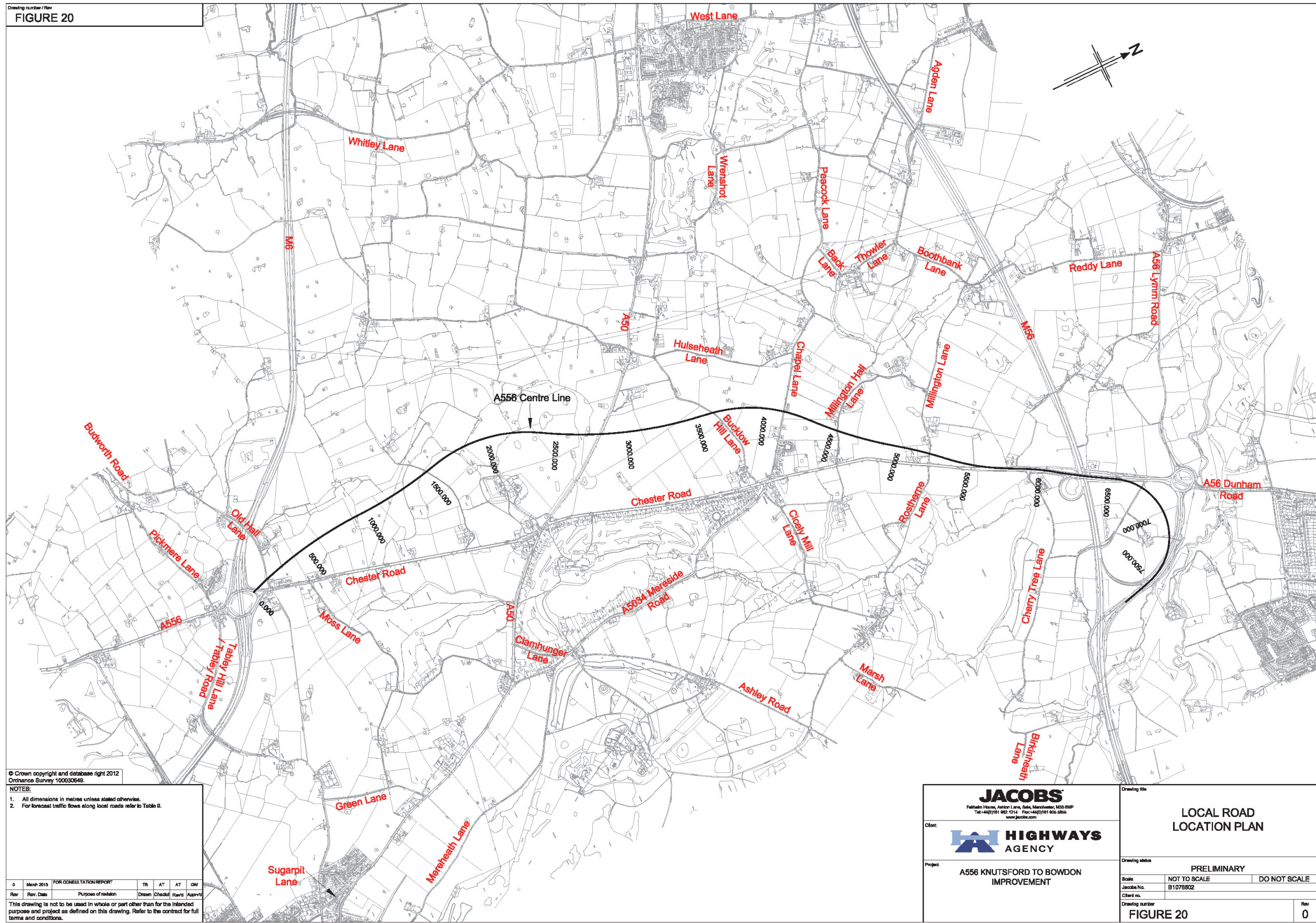
- 6.11.19 Although we believe all local roads will operate within capacity during the Design Year (2032), we would note that a Stage 4 Road Safety Audit will be undertaken once the road has been open for a period of time. This will examine any potential safety issues in the area (e.g. any accidents that may of occurred) and provides an opportunity for amendments to be made if it is judged they are required. We are also currently discussing with Cheshire East Council additional methods of monitoring and/or managing potential impacts of the scheme at a local level, and once actual flows have been observed.

	Continuous Centreline?	Without Scheme	With Scheme	Key
Reddy Lane	N	526	553	> 10% Reduction
Agden Lane	N	574	1212	> 10% increase
Millington Lane	N	885	1255	> 10% increase
Millington Hall Lane	N	<500	Stopped Up	< 10% Change
Boothbank Lane	N	<500	<500	< 10% Change
Back Lane / Thowler Lane	N	1024	682	> 10% Reduction
Peacock Lane / Chapel Lane	N	1263	1073	> 10% Reduction
Bucklow Hill Lane	N	790	Stopped Up	< 10% Change
Hulseheath Lane	N	<500	<500	< 10% Change
Wrenshot Lane	N	956	1601	> 10% increase
West Lane	Y	5756	5220	< 10% Change
Whitley Lane	Y	1596	1377	> 10% Reduction
Budworth Road	N	<500	<500	< 10% Change
Pickmere Lane	Y	4877	5781	> 10% increase
Green Lane	N	<500	<500	< 10% Change
Mereheath Lane	N	3435	3665	< 10% Change
Sugarpit Lane	N	<500	<500	< 10% Change
Tabley Hill Lane / Tabley Road	Y	9955	8073	> 10% Reduction
Moss Lane	N	2398	<500	> 10% Reduction
Clamhunger Lane	N	<500	<500	< 10% Change
Ashley Road	Y	8734	4724	> 10% Reduction
Rostherne Lane	N	173	180	< 10% Change
Marsh Lane	N	<500	<500	< 10% Change
Cherry Tree Lane	N	627	655	< 10% Change
Birkinheath Lane	N	<500	<500	< 10% Change
Old Hall Lane	N	<500	<500	< 10% Change

Table 11 - Comparison of AADT flows on the local road network in the Design Year (2032)

Note: For plan showing location of all local roads included in Table 9 see Figure 20 over page.

Drawing number / Rev
FIGURE 20



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NOTES:

1. All dimensions in metres unless stated otherwise.
2. For forecast traffic flows along local roads refer to Table 9.

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Revised	Approved
0	March 2013	FOR CONSULTATION REPORT	TB	AT	AT	GW

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Client: **HIGHWAYS AGENCY**

Project: **A556 KNUTSFORD TO BOWDON IMPROVEMENT**

Drawing title		LOCAL ROAD LOCATION PLAN	
Drawing status		PRELIMINARY	
Scale	NOT TO SCALE	DO NOT SCALE	
Jacobs No.	B1076502		
Client no.			
Drawing number	FIGURE 20		Rev
			0

6.12 Impact of Increased Traffic on the A50

Issue

- 6.12.1 When compared to the Do-Minimum Scenario, all junction options presented at the Pre-Application Consultation showed an increase in traffic flow along the A50. There have also been further increases in the predicted traffic as the traffic model has been refined, with the A50 now expected to carry up to 20,000 vehicles (previously approx. 18,000 in Option 1B presented at consultation). The magnitude of the increase varied across each option, with greater traffic flows forecast along the A50 as the junction option numbers increased (i.e. Option 0 forecasted lowest A50 flows, Option 3 forecasted highest A50 flows).
- 6.12.2 A significant number of respondents have commented that the existing A50 is already over capacity and extremely hazardous. There is serious concern that any further increase in traffic flows would have a considerable impact on congestion, safety and pollution levels (e.g. noise & air).
- 6.12.3 Many have also stated that during incidents on the M6, motorway traffic regularly uses the A50 as a diversion route. This is said to exacerbate the issue and result in traffic 'chaos', particularly on the eastbound approach to Mere Junction.
- 6.12.4 In addition, of those who stated a preference for junction Option 0, many gave their reasoning that it showed the smallest increase in traffic along the A50.

Response / action taken

- 6.12.5 Traffic models suggest that average daily flows along the existing A50 are well within capacity for the standard of road. It is therefore considered that the main cause of congestion is the 'bottleneck' caused by the traffic signals at Mere Junction. These are phased to give priority to the predominant traffic movement, which currently lies with the A556.
- 6.12.6 As the majority of traffic is removed from the existing A556, the scheme proposes to alter the layout at Mere junction to give priority to the A50. Signal phasing will be such that green is the regular and default display for this now predominant traffic movement, with red signals only occurring when vehicles are detected on the low trafficked 'side roads' of the existing A556, or for Non-Motorised User (NMU) crossings. This will facilitate a more continuous flow through the junction and is expected to result in an overall reduction in congestion, despite the increase in traffic flow.
- 6.12.7 The capacity of roads, that is the Average Annual Daily Traffic (AADT) flow at which a road is likely to be congested in the peak hour, can be defined using an indicator known as the Capacity Reference Flow (CRF). For roads like the A50 (single S2 principal road), this is defined in TA46/97 of the DMRB as approximately 23,000 AADT. Considering this, together with the amended priority at Mere Junction (which is considered to be the main cause of existing congestion), the forecast Design Year (2032) flow of 20,000 AADT (approximately 3,000 AADT less than the CRF) is considered to be within capacity for the standard of road.
- 6.12.8 During incidents on the motorway, the significant volume of diverted traffic along the A50 is such that the forecast increase in average daily traffic will have little effect on overall congestion levels. However, we are aware of this existing issue and have sought to implement, or are considering, several measures to mitigate any impacts of the proposed scheme, as below.

- **Mere Junction layout:** The change in priority at Mere Junction removes the existing bottleneck through this section of the A50. Despite the forecast increase in AADT flow, this is expected to result in an overall reduction in congestion levels as the traffic can move more freely through the junction
- **Mere Junction signal phasing:** Phasing of signals to react to incidents on the M6 is being considered. This will be looked at in more detail during the detailed design stage, but will most likely involve remotely altering signal phasing to facilitate movements for A50 eastbound traffic wishing to turn right at the Mere Junction to access the A556 to the south, leading to the M6 at Junction 19. This proposal will be developed through close consultation with Cheshire East Council (CEC), and when more detail on existing signal capabilities is available
- **Provision of alternative A50 Junction:** An alternative junction arrangement to that shown at the consultation has been implemented for the A50 On-Slip (see Summary of Changes Figure 6 in Chapter 5). This removes the conflict between through traffic on the A50 eastbound and traffic turning right from the A50 westbound (to head northbound on the A556). As such, incident traffic will be unimpeded through the junction reducing the potential for congestion build up

6.12.9 It is acknowledged that the existing A50 has a poor accident record. We have therefore proposed a number of measures to improve safety along this hazardous section of existing road, as below:

- **A50 Junction provision:** Provision of the A50 roundabout will interrupt flow and reduce through speeds, minimising the likelihood of future accidents occurring along this section of the A50
- **Carriageway narrowing:** The existing carriageway of the A50 is comparable to a Wide Single carriageway with 1 lane in each direction (WS2 in accordance with DMRB). This standard of carriageway typically facilitates high vehicular speeds, and is considered a significant contributor to the poor accident record along the A50. The scheme proposes to narrow the carriageway to Single Carriageway (S2 in accordance with DMRB) over the length of new works. This narrower carriageway will promote driver caution, reduce vehicular speeds and consequently reduce the associated risk of accidents
- **Mere Junction layout:** As well as increased throughput, layout alterations will significantly improve safety at this existing junction. Visibility will be improved, as well as provision of right turn lanes to reduce the conflict between right turning traffic and through flow on the A50

6.12.10 Many respondents stated a preference for Option 0 as it showed the smallest increase in traffic along the A50. However, this option was considered to have unacceptable safety impacts on local roads in the Millington area, and was consequently rejected (See Chapter 5). Provision of junction Option 1, which showed the smallest increase in A50 traffic out of all alternative options, was therefore considered to be a compromise solution.

6.12.11 Although the increase in A50 traffic with Junction Option 1 is greater than in Option 0, the A50 is more able to cope with changes in traffic flow than rural lanes. As such, it is considered that any associated impact will be smaller, and that these would be managed through the measures described above, in particular the amendments to Mere Junction which will prioritise traffic on the A50.

7 Section 47 Consultation (Local & Wider Community – Questionnaire Response)

7.1 Introduction

- 7.1.1 This Chapter summarises the consultation carried out under section 47 of The Planning Act 2008 (PA 2008) (further details provided in Chapter 4). The questionnaire (attached in Appendix 16) was used as the main source to capture public opinion on the A556 improvement scheme. The questionnaire comprised 12 questions and, of these, six were open ended and six were multiple choice. Some of the multiple choice questions also allowed the respondent to provide additional details as required (e.g. if selecting 'Other'). There was also a section that asked for demographic information from the respondent.
- 7.1.2 A total of 598 completed or partially completed questionnaires were received. These were primarily from residents of the local and wider community, although some statutory and land interest consultees also responded in this manner. We have analysed all questionnaires within the Chapter, with any detailed issues relating to prescribed, non-statutory or land interest consultees addressed in Chapters 8, 9 and 10 respectively.
- 7.1.3 We also received a total of 80 letters and emails in response to consultation. The majority of these were from consultees covered in later Chapters (e.g. prescribed, land interest etc) and have therefore not been included within this Chapter. Relevant issues from all other letters and emails (i.e. from members of the local and wider community) have been extracted and considered as part of our analysis of open ended questions (covered in Tables 15 to 18). Letters and emails have not been included within the statistical analysis of the multiple choice questions.
- 7.1.4 Responses to the multiple choice questions have been statistically analysed and presented graphically. Graphs have been presented in terms of a 'Total' or 'Proportional' percentage, with the relevant definitions given below:
- **Total percentage:** The number of responses is divided by the total number of questionnaires received. This type of analysis has been used when a question is applicable to all respondents.
 - **Proportional percentage:** The number of responses is divided by the number of relevant responses. This has been used when analysing responses from a particular group, such as those from a particular geographical area.
- 7.1.5 For the open ended questions, graphical representations were considered insufficient to comprehensively cover the range of responses received. We therefore conducted a qualitative analysis to group responses in to main issues, which are presented and responded to in a tabular format within this Chapter. As mentioned above, this also considers information extracted from letters and emails that were received.

7.2 Who responded to the consultation?

General

- 7.2.1 The first two questions asked respondents to provide information about who they were, and what their interest in the scheme was. This was to ensure we had reached a wide range of consultees and gained a balanced opinion on the scheme proposals.

- 7.2.2 Question 1 asked respondents to provide their name and address or, if they preferred to remain anonymous, the first five digits of their postcode. This allowed us to determine the distribution of respondents between the local and non-local area, as well as the distribution within Parishes local to the scheme. We also used this information to perform a spatial analysis on some of the other questions that were asked.

- 7.2.3 Question 2 asked respondents to specify the nature of their interest in the scheme. The question was in closed answer format and provided several 'tick box' options to select. This allowed us to determine if we had reached a sufficient and diverse range of interest groups.

Method of analysis

- 7.2.4 For the purpose of the analysis, the local area has been defined as the Parishes through which the scheme would pass and their neighbours (i.e. those they share a boundary with). This is also the methodology defined within the PA 2008 to identify those Parish Councils that are also prescribed consultees, and is therefore considered to be a suitable approach. Based on this, the Parishes considered to represent the local area are listed below:

- 7.2.5 Parishes through which the scheme passes:

- Tabley Superior²⁵
- Mere
- Rostherne
- Millington
- Little Bollington

- 7.2.6 Parishes that share a boundary with those through which the scheme passes:

- Tabley Inferior
- Pickmere
- Aston By Budworth
- High Legh
- Agden
- Bowdon (Electoral Ward)²⁶
- Ashley
- Tatton

²⁵ Tabley Superior is one of two districts (the other being Tabley Inferior) that make up Tabley Parish Council.

²⁶ Parts of Bowdon to the north of the M56 are unparished, and therefore the entire Electoral Ward has been included to ensure these areas are considered within the analysis. This includes the Parish of Dunham Massey.

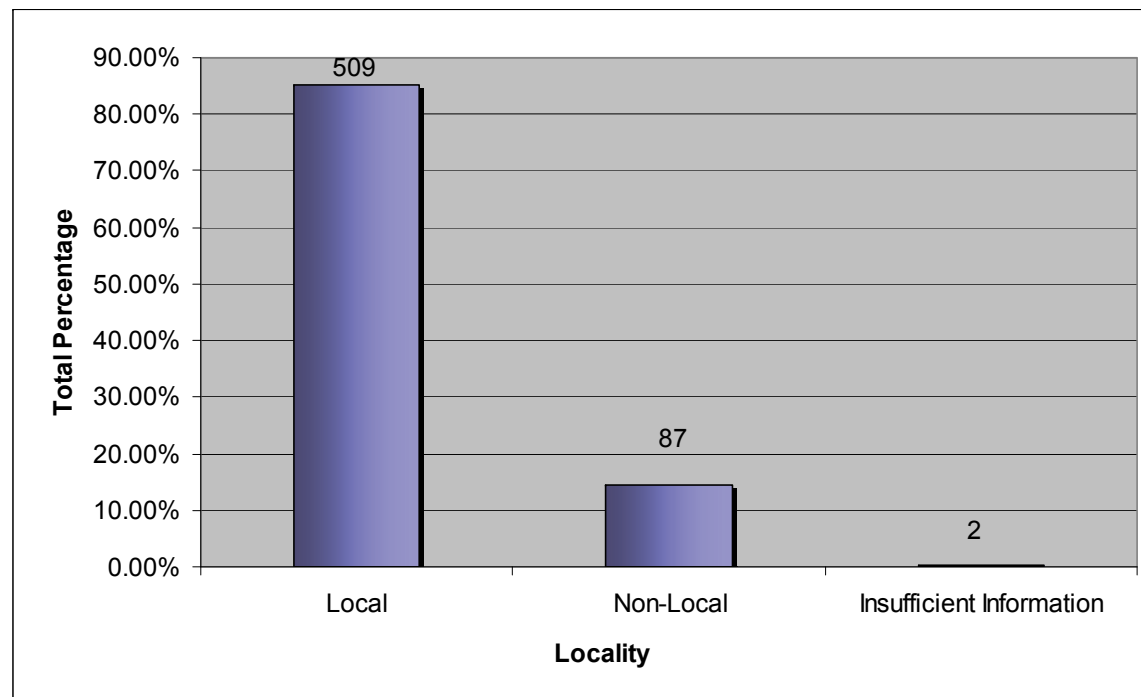
- Knutsford
- Plumley with Toft and Bexton

7.2.7 It should be noted that Parishes contacted under section 42 of the PA 2008 also included Carrington and Ringway (located within Trafford to the north). However, these Parishes are some distance from the scheme, separated by the unparished areas within Bowdon (i.e. they do not share a boundary with Parishes through which the scheme passes). As this is a geographical analysis of the local area, it seemed a more logical approach to instead include the Electoral Ward of Bowdon, which shares a boundary with Rostherne and Little Bollington.

7.2.8 Based on the information provided in question 1 respondents were grouped as either Local (i.e. residing within one of the above listed Parishes) or Non-Local (i.e. reside outside the above listed Parishes). In some cases question 1 was not answered fully enough for us to identify a location. In such cases, those who specified the nature of their interest as 'local resident', 'local business' or 'agricultural interest' at question 2 were grouped within the 'Local' category. All other unclear responses were marked as 'Insufficient Information' (see Graph 1).

7.2.9 We also used information in question 1 to identify the Parish which local respondents live in. Local respondents identified using question 2 were included, but grouped in an extra category of 'Local (Unknown Parish)'.

Local / Non-Local respondents

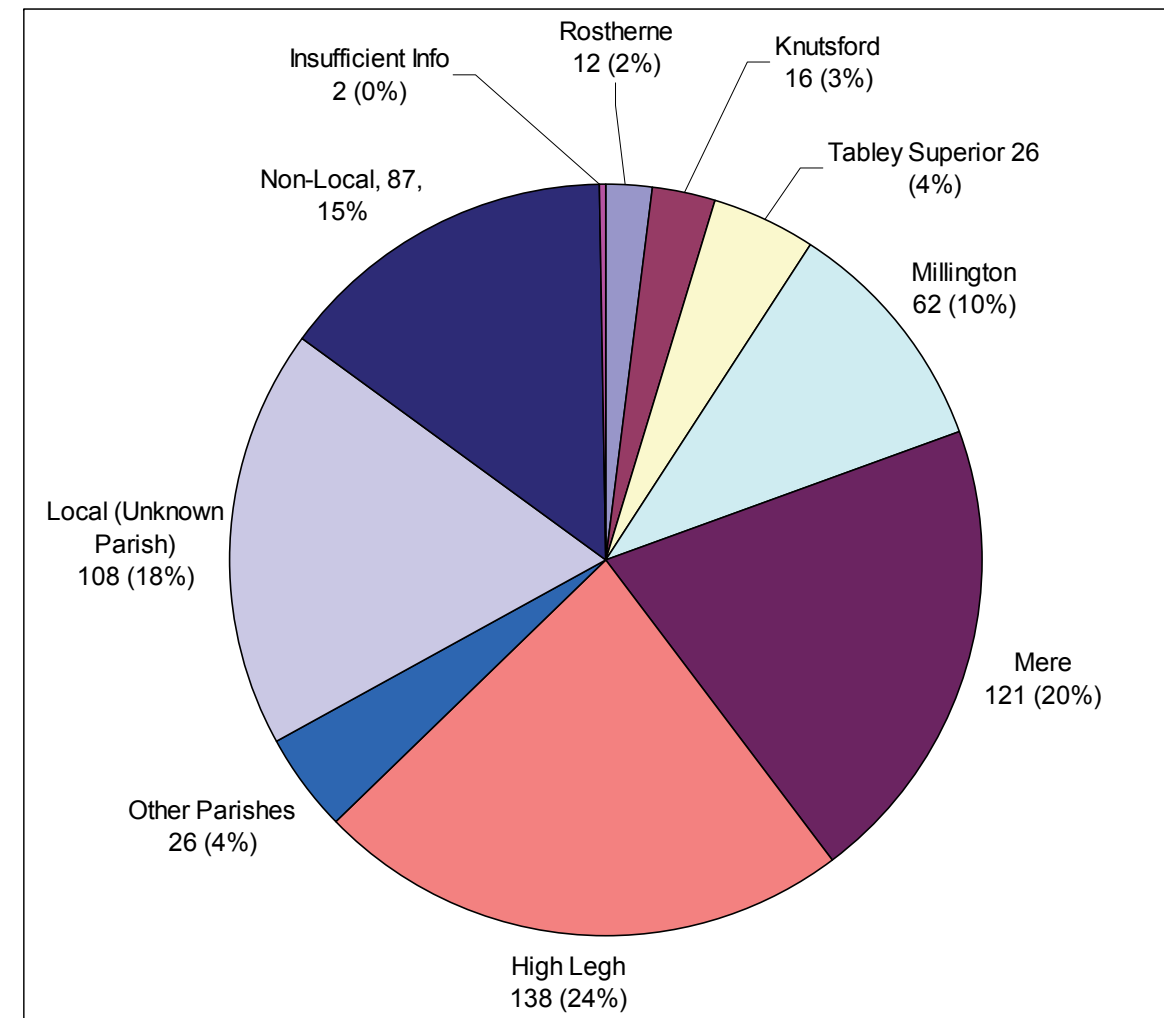


Graph 1 - Local / Non-Local Response

7.2.10 The analysis shows a strong involvement in the consultation from those living locally, with their response making up 85% of the total. 15% of questionnaires were from non-local residents. Two respondents (<1%) provided insufficient information to determine a locality.

Respondents by Parish

7.2.11 The total percentage response from each Parish is shown on Graph 2 below.



Graph 2 - Total Response by Parish

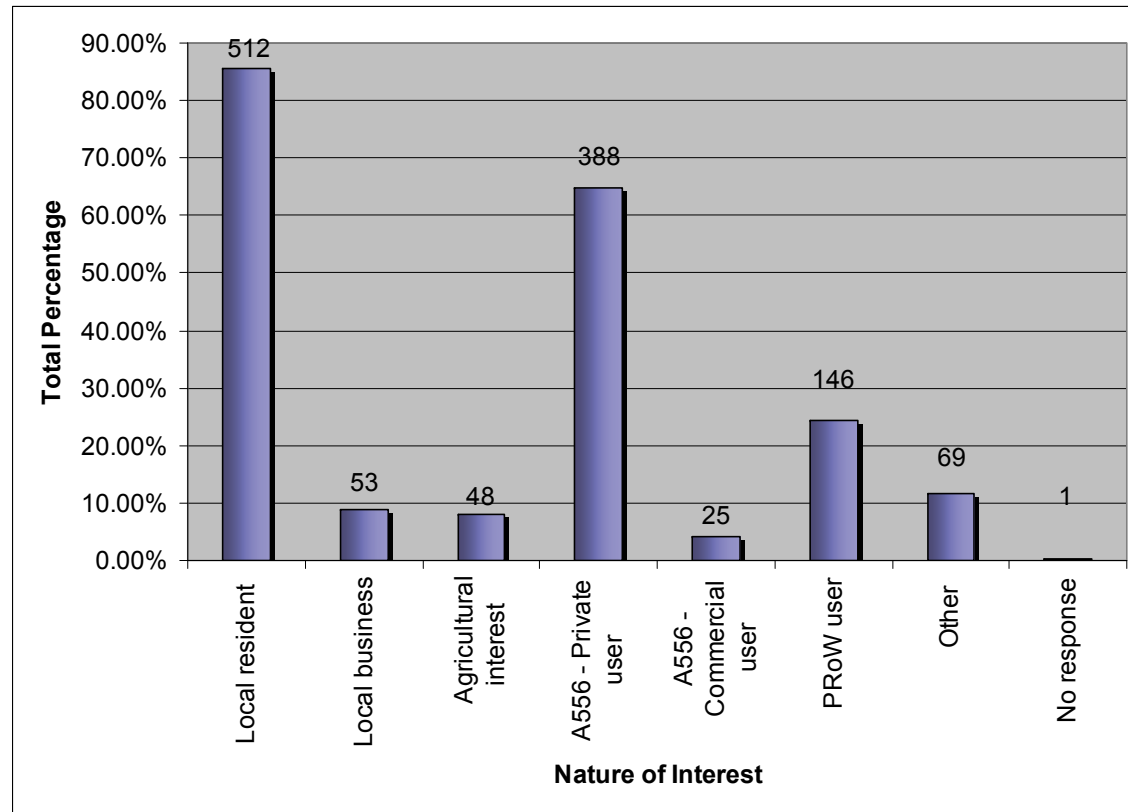
7.2.12 Graph 2 shows that over half of the total responses (54%) were from those residing in the Parishes of Millington, High Legh or Mere. Tabley Superior, Knutsford and Rostherne also generated a significant response to the consultation, with totals of 4%, 3% and 2% respectively.

7.2.13 Respondents from 'Other Parishes' within the local area made up a further 4% of the total response.

7.2.14 The remaining 33% of the questionnaires were defined as being either 'Local (Unknown Parish)', 'Non-Local' or those that provided 'Insufficient Information' to define a locale.

What was the respondent's interest in the scheme?

7.2.15 Question 2 asked respondents to specify the nature of their interest in the scheme. The question was in closed answer format, with a number of tick boxes to select. Respondents were allowed to tick more than one box, so the sum of responses in the graph below is greater than the total number of questionnaires received.



Graph 3 - What was the respondent's interest in the scheme?

7.2.16 Approximately 86% of respondents specified their nature of interest as 'Local resident'. This was followed by 'A556 - Private User' and 'PRow²⁷ user', with totals of 65% and 25% respectively. There were also significant numbers of respondents with 'Agricultural interest' as well as from local businesses and commercial users (see Graph 3).

7.2.17 Those who selected 'Other' were prompted to provide further details on their nature of interest. The most common interests specified here were users of the A50, cyclist or other Non-Motorised User (NMU) or those with an interest in St Paul's Church.

7.3 How effective was our consultation?

Introduction

7.3.1 This section analyses responses from questions 3-5 of the questionnaire. These questions were used to gather information on how successful the consultation methods were in reaching the public and helping them understand our proposals. Questions 3-5 asked the following:

- **Question 3:** *Where did you hear about the consultation?*
- **Question 4:** *Did you attend an exhibition or view the consultation documents?*
- **Question 5 (part 1):** *Would you say you have a good understanding of our proposals for the A556 improvement scheme?*

²⁷ PRow: Public Right of Way

- **Question 5 (part 2):** *Please tell us if you think of anything that might help you to understand the proposed scheme better.*

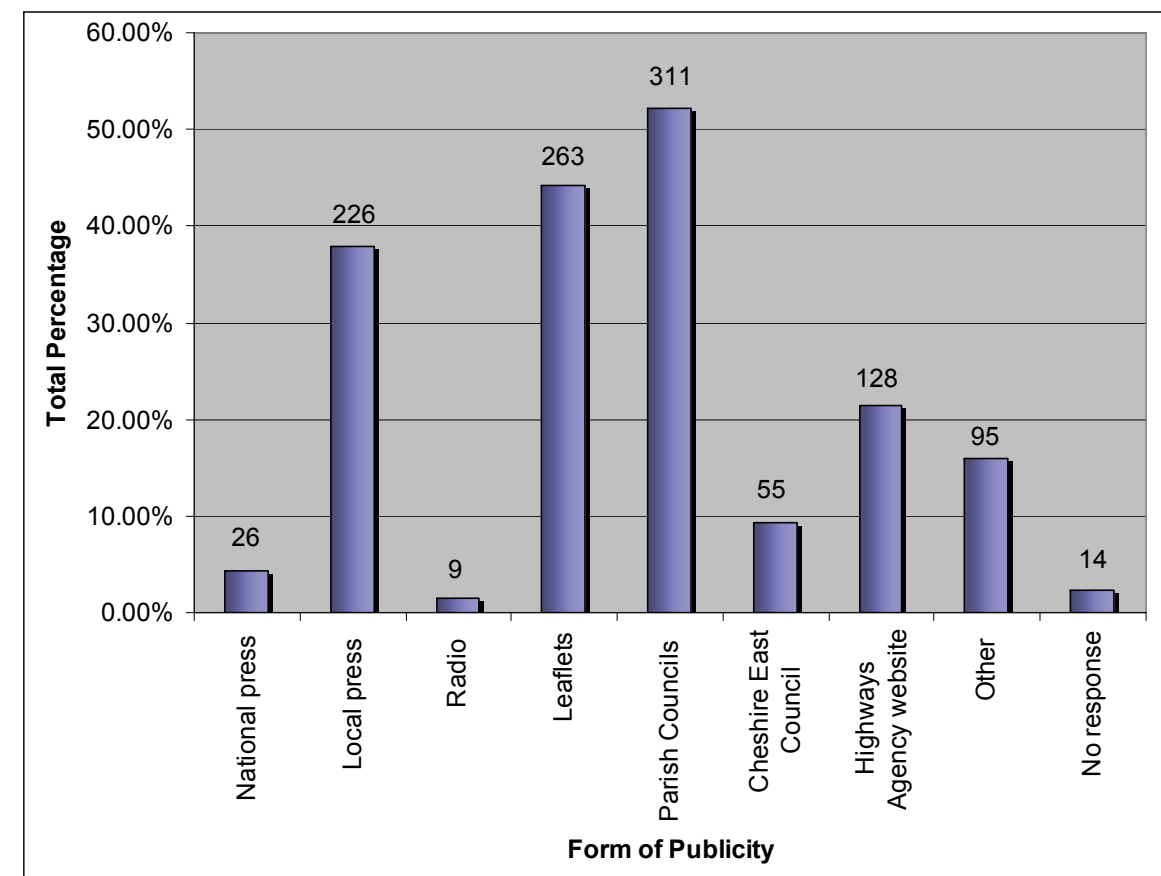
Method of Analysis

7.3.2 Question 3, 4 and the first part of question 5 were in closed answer format, and provided several tick box options to select. The total percentage response to these questions was statistically analysed and has been presented graphically.

7.3.3 The second part of question 5 was in open ended format. Responses to this part of the question were reviewed to identify the most common or significant suggestions on how we could help the public better understand our proposals.

How did respondents hear about the consultation?

7.3.4 As with question 2, respondents were invited to select more than one of the tick boxes provided. As such, the sum of responses given in Graph 4 is greater than the total number of questionnaires received.



Graph 4 - Where did respondents hear about the consultation?

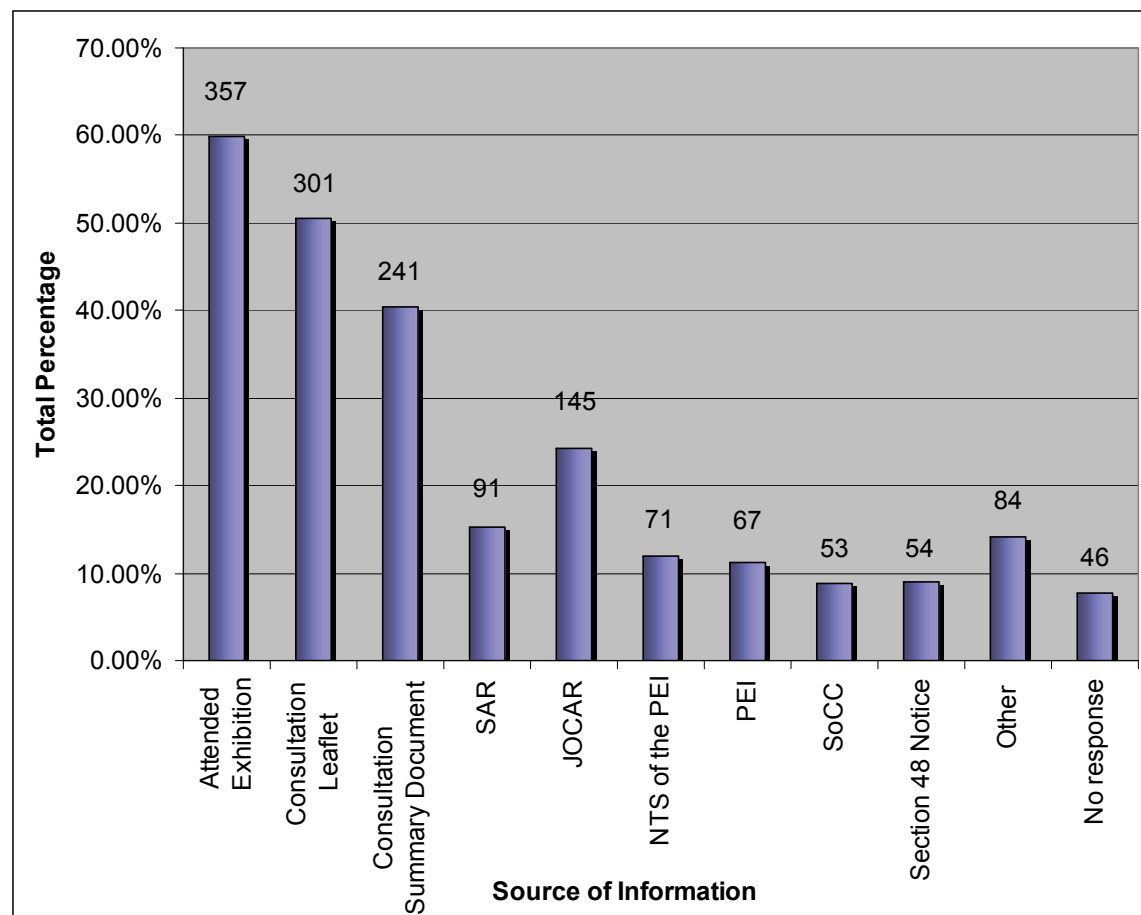
7.3.5 Graph 4 suggests 'Parish Councils' were most effective at bringing the consultation to the area's attention, with more than half of the respondents made aware via this method. This is considered to highlight the benefits of the numerous drop-in surgeries and meetings held with Parish Councils in lead up to and during the consultation. 'Leaflets', the 'Local press' and the 'Highway Agency website' were also successful at publicising the consultation, with approximately 44%, 38% and 21% of people being notified through these modes respectively.

7.3.6 Those who selected the 'Other' were asked to specify where they heard about the consultation. Responses here suggest that local word of mouth and information through local interest groups were also effective methods of publicising the consultation.

Did respondents attend an exhibition or view the consultation documents?

7.3.7 Again, respondents were invited to tick more than one box in response to this question, thus the total number of responses given in Graph 5 equates to more than the total number of questionnaires received.

7.3.8 The graph shows that approximately 60% of respondents attended the exhibition to gain an understanding of the proposals for the scheme. Many also read the Consultation Leaflet (approx. 50%) and/or Consultation Summary Document (approx. 40%) to gain information on the scheme. The Junction Options Comparative Assessment Report (JOCAR) also proved to be a useful document, viewed by approximately a quarter of people who responded.



Graph 5 - Did respondents attend an exhibition or view the consultation documents?

Note: Graph 5 acronyms are defined within footnote²⁸.

²⁸ SAR: Scheme Assessment Report. JOCAR: Junction Options Comparative Assessment Report. NTS of the PEI: Non-Technical Summary of the Preliminary Environmental Information. PEI: Preliminary Environmental Information. SoCC: Statement of Community Consultation.

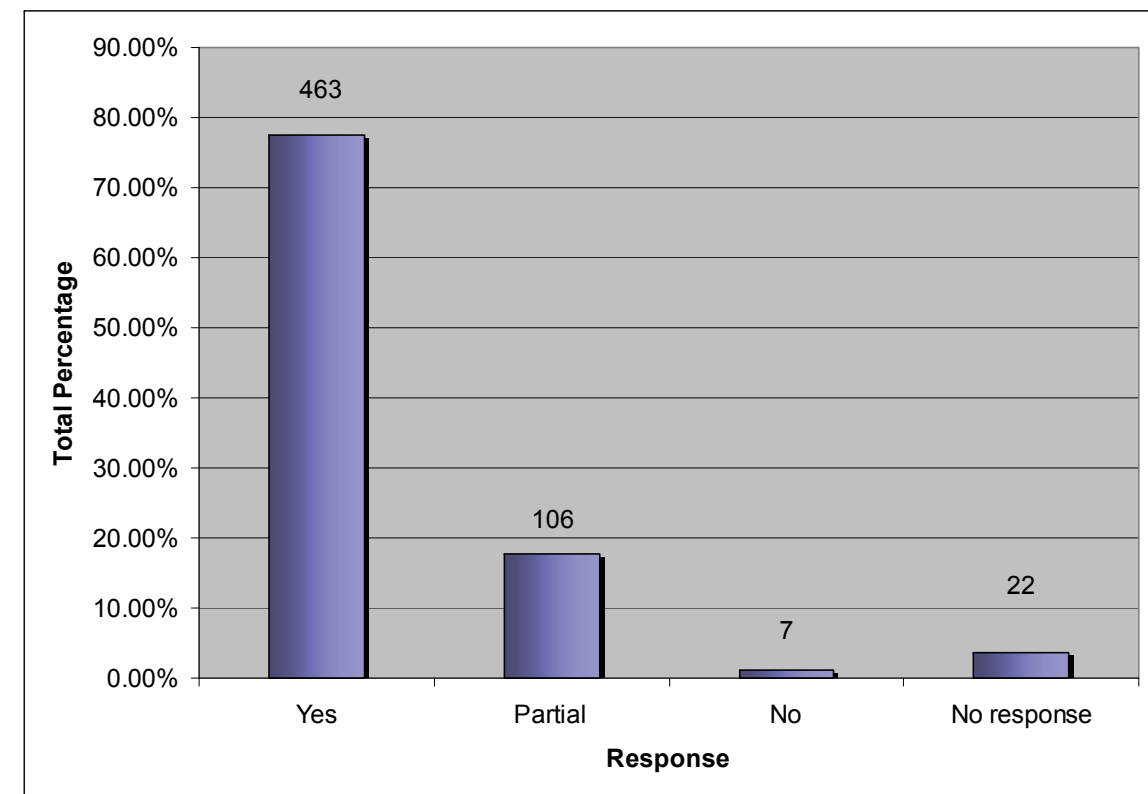
7.3.9 Those who selected 'Other' were asked to specify where else they had gained information on the scheme. Some of the most common sources were via local methods such as Parish Council events, meetings and newsletters, and through the internet such as forums and the Highways Agency website.

Did respondents understand our proposals?

7.3.10 Graph 6 shows that of those who filled out a questionnaire, approximately 77% had a good understanding of our proposals. Only 1% of respondents stated they did not understand the proposals, with approximately 18% having a partial understanding. 4% of respondents did not provide an answer.

7.3.11 The above suggests we were successful in explaining the proposed scheme through various consultation materials. This was essential to ensure that the majority of responses received represented an informed opinion.

7.3.12 It should be noted that there was an initial discrepancy on a map showing proposed locations of cuttings and embankments within the Consultation Summary Document. Although this was corrected and reissued, we acknowledged the potential for this to affect the understanding of the scheme for some respondents. Further details are provided our response to key issue 'Adequacy of the Consultation Process' in section 6.5 of the 'Key Issues Arising and Actions Taken' Chapter.



Graph 6 – Did respondents understand our proposals?

7.3.13 As a way of improving any consultations in the future, we asked how we could have helped people to understand the proposed scheme better. A common suggestion here was to provide more detailed traffic flow information, as well as more accurate plans to show all properties in close proximity to the scheme. A number of respondents also suggested the use of 3D models as a visual representation to help improve

understanding. These suggestions have been captured for consideration as part of future consultations for other Highways Agency schemes elsewhere.

least preferred junction strategy was Option 2, which was preferred by 5%. 20% of respondents selected 'Other' (see Graph 8).

7.4 Feedback on Alternative Options

Introduction

7.4.1 This section considers responses to questions 6 and 7 of the questionnaire. These two questions (repeated below) were used to gain feedback on the alternative junction and local overpass options presented as part of the consultation exercise;

- **Question 6 (Part 1):** Please indicate your preferred junction option from the alternatives shown in our Public Consultation Summary Document and the Junction Option Comparative Assessment Report.²⁹
- **Question 6 (Part 2):** Please tell us the reasons for your choice of junction option.
- **Question 7 (Part 1):** If you have selected junction Option 1, Junction Option 2 or Junction Option 3 in Question 6, please indicate your preferred overbridge option from the alternatives shown in our Public Consultation Summary Document and the Junctions Options Comparative Assessment Report.³⁰
- **Question 7 (Part 2):** Please tell us the reasons for your choice of overbridge option.

7.4.2 Figures of each of the junction options are provided in the Consultation Summary Document attached in Appendix 16.

7.4.3 It should be noted that the intention of this section is to present the quantitative analysis of the consultation response. The interpretation of this data when selecting a preferred junction strategy is described more clearly in Chapter 5.

Method of analysis

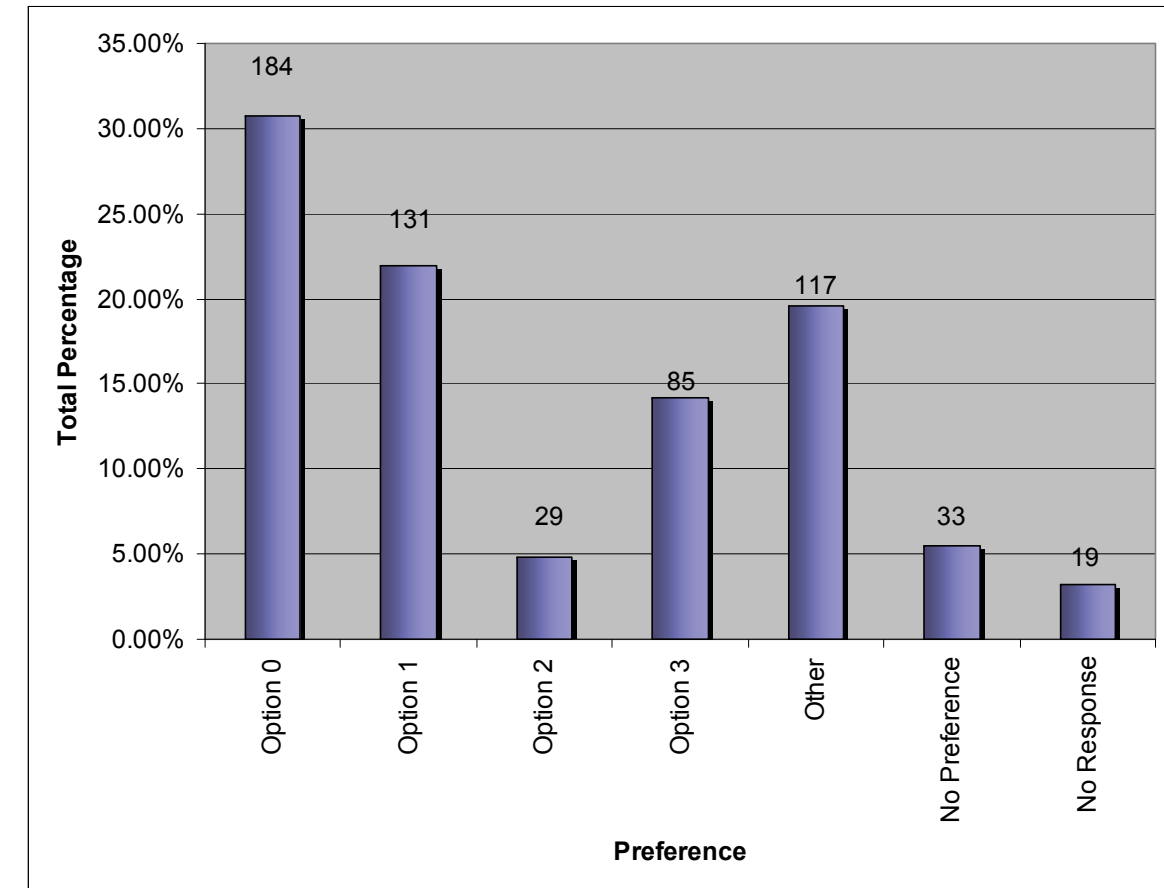
7.4.4 Part 1 of questions 6 and 7 were statistically analysed and have been presented graphically to identify an overall preference and then split the response into a local/non-local preference and a preference by Parish.

7.4.5 Reasons for option preferences were reviewed to identify specific issues. These issues have been briefly described within this section, with outstanding issues (i.e. those not addressed by the preferred junction strategy) included within the more detailed analysis conducted in Tables 15,16,17 and 18 of this Chapter.

Which junction option did respondents prefer?

7.4.6 Graph 7 shows the overall junction option preference across all questionnaire responses.

7.4.7 Overall, the most popular junction strategy was Option 0, which was selected by approximately 31% of the people who responded. Option 1 was the next most popular, followed by Option 3, with 22% and 14% of the response respectively. The



Graph 7 – Which junction option did respondents prefer?

Reasons for junction option preference

7.4.8 The second part of the question asked respondents to provide reasons for their junction option selection. This part of the question was in open ended format, and therefore a qualitative analysis was conducted to group responses into main issues.

7.4.9 Table 12 lists some of the most common reasons for choosing a preferred junction strategy, ordered in approximately descending frequency of occurrence. A response to each issue has been provided in light of selecting Option 1 as the preferred junction strategy, as described in Chapter 5 – 'Selection of the Preferred Option'.

²⁹ Wording is from the stand alone Questionnaire. The Questionnaire attached to the summary document differed in that this question referenced the relevant pages where the option drawings could be found.

³⁰ As 29 above.

Reason for option preference	Response in light of junction Option 1 being selected
<p>Local/Country Lane Traffic Respondents selected a preferred junction option as they believed it would reduce traffic impacts along unsuitable country lanes. This was most common in association with Options 1,2 and 3.</p>	<p>One of the primary reasons for selecting junction Option 1 was that it balances the impact of these two key issues. The chosen junction strategy is effective at reducing traffic volumes along local side roads whilst reducing the associated impact on the A50 when compared to Options 2 & 3. It is considered that any residual impacts can be effectively managed, as described in key issues Traffic Impacts Along Country Lanes and Impact of Increased Traffic on the A50 at sections 6.11 and 6.12 respectively.</p>
<p>A50 Traffic Respondents selected a preferred junction option as it minimised the forecast increase in traffic along the A50. This was one of the most common reasons for selecting Option 0.</p>	
<p>Environmental Impact Respondents selected a preferred junction option based on a reduced environmental impact. Reasons given were generally location specific, and were common across all 4 junction options.</p>	<p>A wide range of environmental issues were raised, generally relating to the proximity of respondents to a given junction strategy. Although Option 1 was not considered to be the lowest-impact option for the environment in the options comparison study, it was felt to represent the best balance between environmental impacts and other considerations.</p>
<p>Local Access Respondents selected a preferred junction option as it best catered for local access to and from the trunk road. This was common across all junction options.</p>	<p>As with the environmental issues, option preference regarding local access to the trunk road was dependant on the location of respondent. A split junction strategy in the form of Option 1 was therefore considered the best solution on balance to address concerns of the majority of respondents.</p>
<p>Simple / Logical Respondents selected a preferred junction option as it represented the most simple and logical solution. This was a common reason for Options 0, 2 and 3.</p>	<p>Although Option 1 represents the least standard junction layout, it is considered that provision of an adequate signing strategy will be sufficient to ensure road users are appropriately informed of the road layout. Local residents and regular users of the network will quickly become familiar with the junction arrangement.</p>

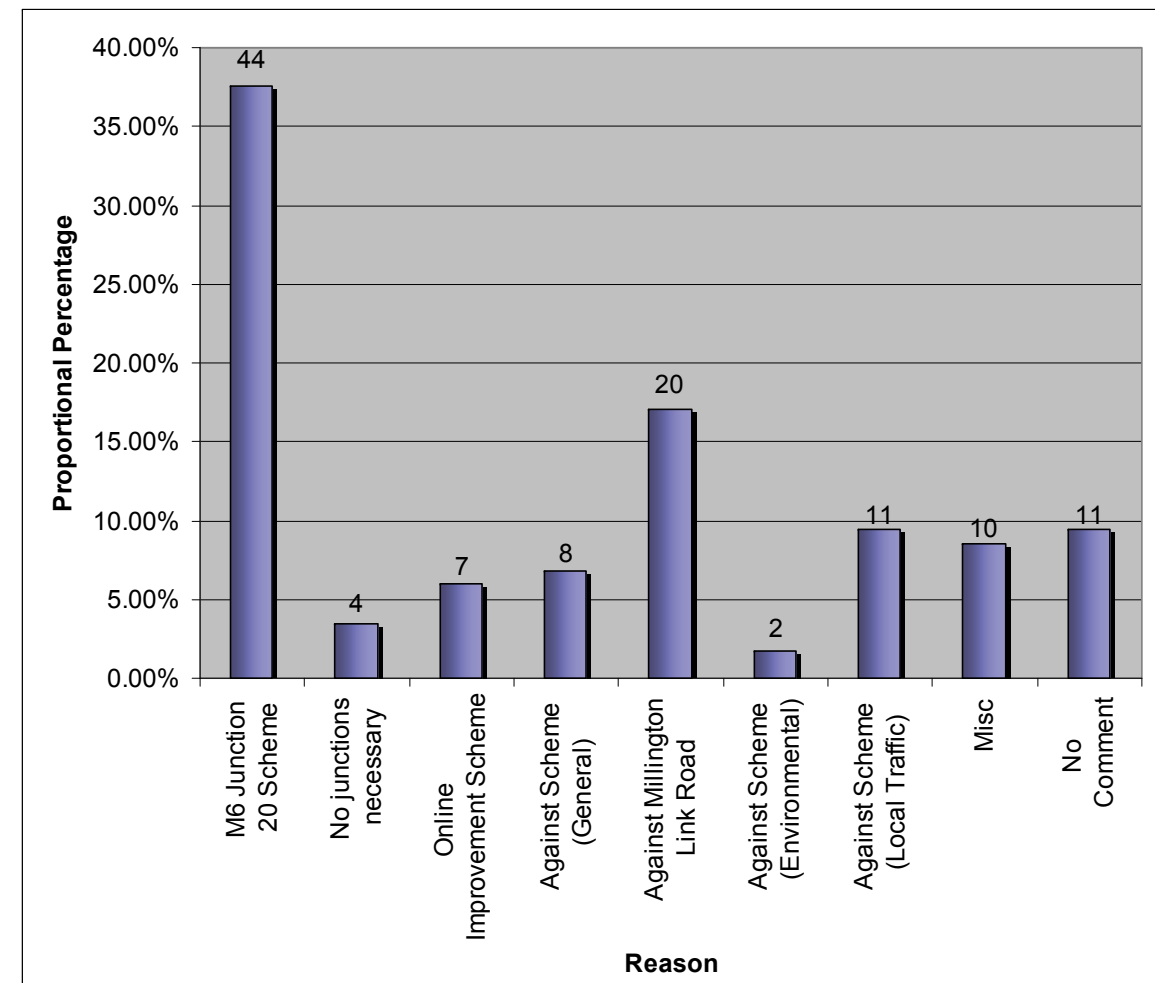
Table 12 - Reasons for junction option preference

Reasons for selecting 'Other'

- 7.4.10 From Graph 8 it can be seen that the most common reason for selecting 'Other' was preference for an alternative scheme, involving improvements to the M6 Junction 20 (approximately 38% of the proportional response, 7% of the total response). This has been raised a number of times throughout different streams of consultation and has therefore been included as key issue 'M6 Junction 20' at section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter.
- 7.4.11 The next most popular reason was that respondents would not support any option as all proposed a link road between Millington Hall Lane and Chapel Lane. Many felt that inclusion of this link would encourage use of local country lanes. Approximately 17%

of those who selected 'Other' gave this as their reasoning. It should be noted that this has now been removed from the proposal, as described in key issue 6.11 within Chapter 6.

- 7.4.12 The third most common reason for selecting 'Other' was that respondents felt all options would have unacceptable traffic impacts on local country lanes in general (i.e. no mention of the link road described above). This accounted for approximately 9% of the proportional response.
- 7.4.13 These issues (i.e. 'Against Millington Link Road' and 'Against Scheme (Local Traffic)') are considered together in response to key issue 'Traffic Impacts Along Country Lanes' see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter.
- 7.4.14 All other issues shown in Graph 8 are either included as key issues or have been considered within Tables 15, 16, 17 and 18 later in this Chapter.

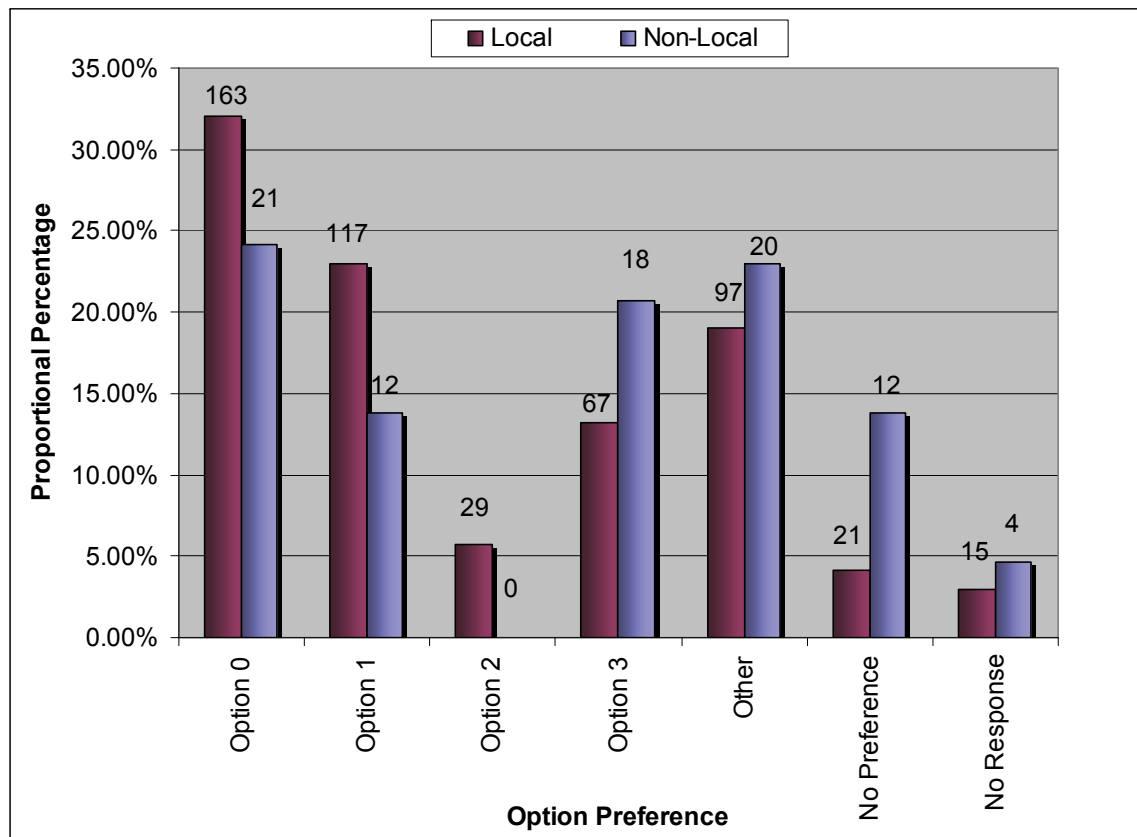


Graph 8 - Reasons for selecting 'Other'

Note: Proportional response based on a total of 117 relevant questionnaires

Local / Non-Local option preference

7.4.15 Graph 9 shows the proportional junction option preference between the 'Local' and 'Non-Local area'. This is intended to compare the level of support for each option, but it should be borne in mind that there were many more local responses than non-local, as discussed above.



Graph 9 - Local / Non-local Option Preference

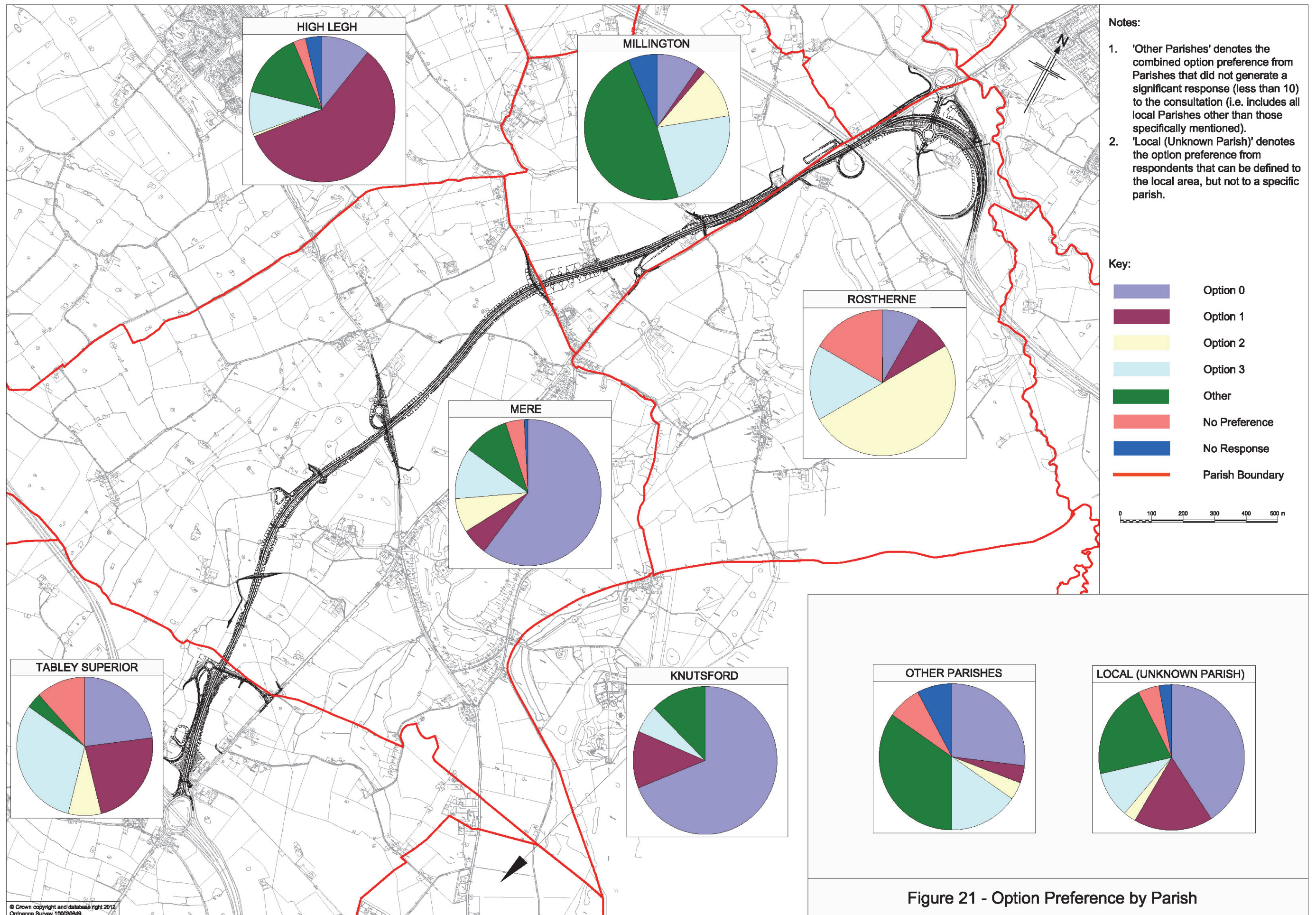
Note: Proportional response based on a total of 596 relevant questionnaires

7.4.16 From a local point of view, it can be seen that the order of preference for the junction option is similar to the results from the overall response to the consultation. The preference for Option 0 and 1 is slightly stronger, with similar or slightly reduced support for each of the other categories.

7.4.17 Non-local preference varies more significantly than the overall response to the consultation. There is reduced support for Junction Options 0, 1 and 2, with more people selecting either Junction Option 3 or 'Other'.

Option preference by Parish

7.4.18 To further identify how junction option preferences were influenced by geographical location, the local area has been split in to individual Parishes. Figure 21 (overleaf) shows how the preference of individual Parishes makes up the junction option preference for the local area.



7.4.19 Extracting information from Figure 21, the first and second preferences for each of the Parishes are listed in the Table 13 below.

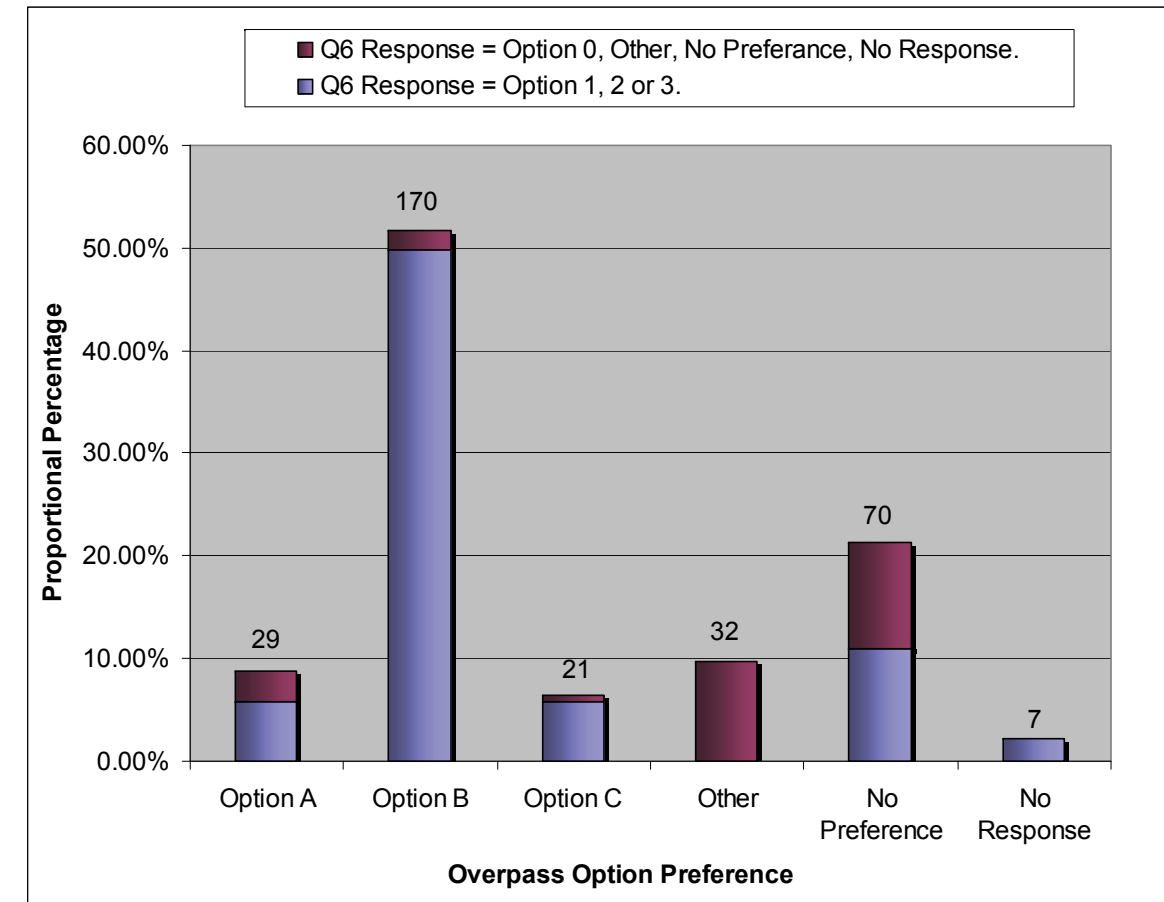
Parish	Proportion of Total Response	1st Preference	2nd Preference
High Legh	23%	Option 1	Other
Mere	20%	Option 0	Option 3 and Other (equal)
Millington	10%	Other	Option 3
Tabley Superior	4%	Option 3	Option 0 and 1 (equal)
Knutsford	3%	Option 0	Option 1 and Other (equal)
Rostherne	2%	Option 2	No Preference
Other Parishes	4%	Other	Option 0
Local (Unknown Parish)	18%	Option 0	Other

Table 13 - Option preference by Parish

Which overpass option did respondents prefer?

7.4.20 Graph 10 shows the overpass option preference across relevant questionnaire responses. This question was only applicable if either junction Option 1, 2 or 3 had been selected in question 6. However, many responded to this question despite selecting either 'Option 0', 'Other', 'No Preference' or giving 'No Response' in question 6. Therefore, to ensure these opinions are captured, such responses have been considered within the analysis, but highlighted separately within the graph. The graph shows a proportional percentage as those who did not select Option 1, 2 or 3 in question 6, as well as giving no response to question 7, have been excluded from the analysis.

7.4.21 It is evident from the graph that overpass Option B was favoured amongst the majority of respondents, with approximately 58% of the proportional response. The second greatest response was from those stating they had 'No Preference' (14%), followed closely by 'Other' (11%) and 'Option C' (7%) respectively.



Graph 10 - Which overpass option did respondents prefer?

Note: Proportional response based on a total of 329 relevant questionnaires

Reasons for overpass option preference

7.4.22 Part 2 of question 7 asked respondents to provide their reasons for selecting a given overpass option. This part of the question was in open ended format, and therefore a qualitative analysis was conducted to group responses into main issues.

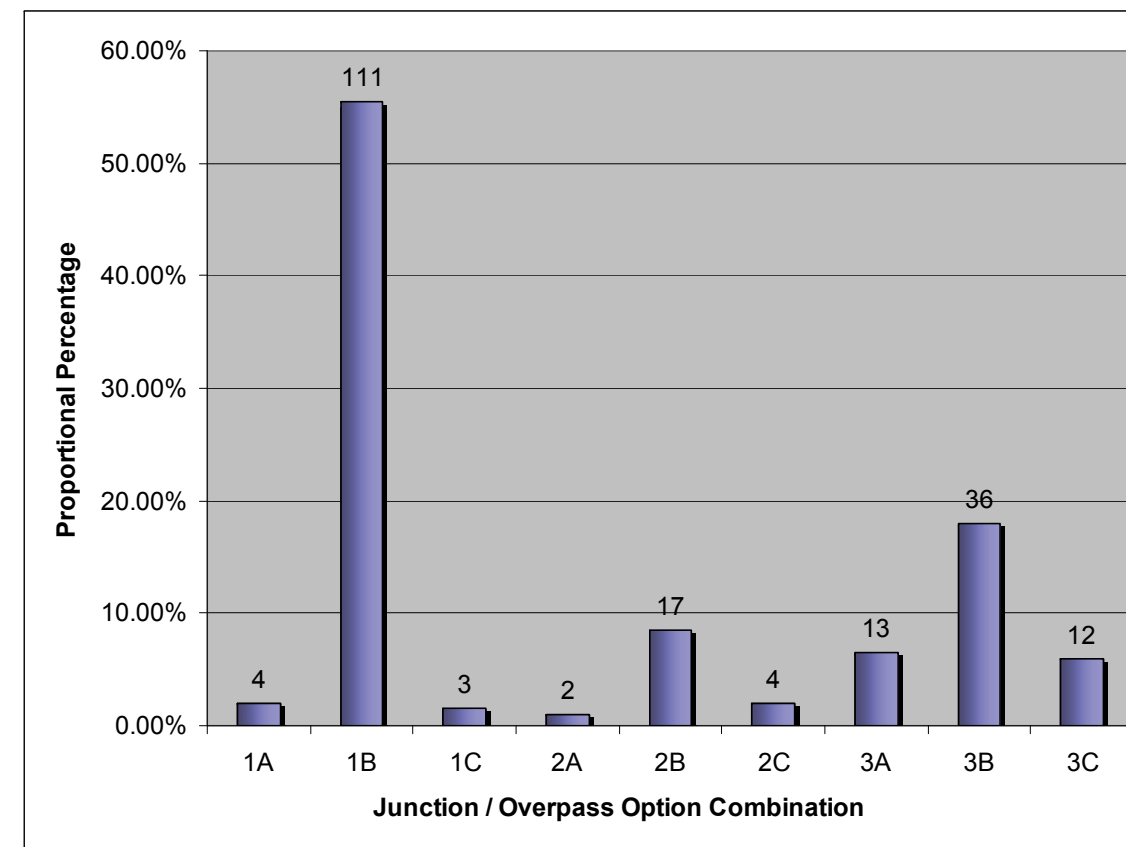
7.4.23 Table 14 lists some of the most common reasons for choosing a preferred overpass option, ordered in approx. descending frequency of occurrence. A response to each issue has been provided in light of selecting Option B as the preferred overpass layout.

Reason for option preference	Response in light of overpass Option B being selected
<p>Avoids rat-runs Respondents selected a preferred overpass option as it was considered to eliminate or reduce the risk of rat-runs by separating local and strategic traffic. This was common in relation to Option A and B.</p>	Provision of overpass Option B addresses this issue.
<p>Most direct local access Respondents selected a preferred overpass option as it maintained the most direct and frequently used local access. This was a common reason for selecting Option B.</p>	Provision of Option B addresses this issue through retention of a direct local link along Chapel Lane. Further improvements in local access have been implemented by reinstating Old Hall Lane and Millington Lane.
<p>Environmental impact Respondents selected a preferred overpass option as it was the least intrusive to properties, or minimised land take. This reason was common for all three overpass options.</p>	Option B (including associated side road diversion) requires the least amount of land when compared to the other two options. To reduce the visual impact on properties along Chapel Lane, the alignment has also been repositioned to pass to the south of the existing road. Full detail of the Environmental Impact Assessment is provided within the Environmental Statement (ES).
<p>NMU access Respondents selected a preferred overpass option as is maintained the best connectivity for NMUs, both along Chapel Lane (Regional Cycle Route 70) and Rostherne Lane. This was mainly raised in relation to Option B.</p>	Provision of Option B addresses this issue as it retains NMU connectivity along Chapel Lane Regional Cycle Route and Rostherne Lane.
<p>Local bus route Respondents selected a preferred overpass option as it maintained the local bus route along Chapel Lane. This was raised in relation to Option B only.</p>	Provision of Option B addresses this issue as it retains the local bus route along Chapel Lane.

Table 14 - Reasons for overpass option preference

Combined junction & overpass option preference

7.4.24 Considering the response from both question 6 and question 7, Graph 11 shows the combined junction / overpass option preference. The graph shows the proportional percentage response from only those who selected one of the alternate junction options, as well as one of the overpass options.



Graph 11 - Combined junction & overpass option preference

Note: Proportional response based on a total of 202 relevant questionnaires

7.4.25 From Graph 11 above it can be seen that the clear favourite regarding the junction / overpass option combination is 1B, making up approximately 56% of the proportional response.

Option preference summary

7.4.26 Based on the analysis conducted within this section, it would seem logical to select junction Option 0 as the preferred strategy as it generated the most support overall. However, rather than base our decision on a straight forward vote, we have applied an issue led approach, considering the relative impacts of each junction option on the local area. This was adopted to ensure a balanced approach was taken to optimise the scheme and avoid local bias. Feedback from other streams of consultation has also influenced our decision.

7.4.27 Based on this approach, it was considered that provision of junction Option 0 would have unacceptable impacts for the Parishes of Millington and High Legh. We therefore selected junction Option 1 as the strategy to take forward to the application for a Development Consent Order. This was considered to reduce the impacts on the aforementioned Parishes, whilst minimising any increase in impacts on other areas local to the scheme. Further details of how we arrived at the preferred scheme are provided in Chapter 5.

7.5 Detailed Scheme Comments

Introduction

- 7.5.1 This section considers responses to questions 8-12 of the questionnaire, as well as extracting relevant comments from the letters and emails received in response to consultation. These questions were all in open ended format, and asked respondents to provide their views on the following:
- **Question 8:** *Please tell us if you have any comments about our proposed works to the existing A556 ('de-trunking'), the local roads and public rights of way or suggestions on how they could be improved?*
 - **Question 9:** *Do you have any suggestions of additional potential impacts that you think need to be added to our environmental assessments?*
 - **Question 10:** *Please tell us if you have any comments about our environmental mitigation proposals or suggestions on how they could be improved?*
 - **Question 11:** *Please tell us if you have any comments about our proposed arrangements during construction of the scheme or suggestions on how we could improve our proposals?*
 - **Question 12:** *Please use this space for any other comments you would like to make about the A556 Knutsford to Bowdon Environmental Improvement Scheme.³¹*

Method of Analysis

- 7.5.2 Due to the open ended nature of these questions, some degree of data processing was required in order to group similar issues and provide an appropriate response.
- 7.5.3 All individual responses were scheduled and reviewed as part of the junction option selection process. We have then sought to address any issues raised in light of Option 1B being chosen as the preferred junction strategy.
- 7.5.4 To simplify the analysis we have grouped responses from all questionnaires, letters and emails in to four separate tables, each covering a different aspect of the scheme. These are listed below, with the populated tables provided on subsequent pages.
- Table 15 – De-trunking and Local Road Network Comments
 - Table 16 – Environmental Comments
 - Table 17 – Construction Proposals Comments
 - Table 18 – Other / General Scheme Comments
- 7.5.5 Grouping the response in this manner (e.g. if an environmental comment was provided in response to the question 12, it has been considered, categorised and responded to in Table 16 – Environmental Comments) avoids repetition and ensures relevant comments are provided in the most appropriate place. We have also ordered issues by the approximate frequency of occurrence.

³¹ The project has since been renamed the A556 Knutsford to Bowdon Improvement in line with legal advice on the title of the Development Consent Order.

Table 15 - De-trunking and Local Road Network Comments

	Issue	Response
APPROXIMATE FREQUENCY OF OCCURRENCE	<p>Key issue: Impacts of increased traffic along country lanes</p> <p>The most frequent issue raised was the associated traffic impacts along local roads adjacent to the scheme. There were also many requests for us to remove the proposed Millington / Chapel Lane Link Road from all options.</p>	<p>A response to this key issue is provided in Chapter 6, section 6.11.</p>
	<p>Against de-trunking</p> <p>A number of respondents were opposed to the de-trunking works as they see it as a waste of money. Many requested that the existing road be left as four lanes to provide additional capacity as a way of coping with incident traffic (when there is a blockage on the M6) or events traffic for Tatton Park.</p>	<p>The proposals to de-trunk the existing road will have many benefits for the local community. This includes improved provision for Non-Motorised Users (NMUs), narrower lane widths to promote driver caution and improve safety, and planting in place of redundant pavement to enhance the rural appeal of the existing road. These benefits, which will be realised on a daily basis, are considered to far outweigh the potential benefits associated with retaining 4 lanes for less frequent conditions during incidents, or for events traffic, as below.</p> <p>Retention of the existing four-lane carriageway is not considered to effectively manage safety and capacity issues during incidents on the M6, or during Tatton Park events. The single lane roads at either end of Chester Road (Southern Link) would act as 'bottlenecks', restricting traffic flows and preventing effective use as a diversionary route. Safety risks from retaining four lanes are likely to be significant. Additional lanes, coupled with reduced volumes of traffic, are likely to result in high vehicular speeds on the carriageway generally, but in particular on the approach to the junctions. Four lanes of traffic would also present a significant barrier to NMUs, similar to the current situation.</p>
	<p>Chapel Lane Overpass alignment</p> <p>35 identical letters were received, each signed by a different resident, requesting that a connection along the existing Chapel Lane should be retained as part of the scheme. The letter also asked for the alignment of Chapel Lane Overpass to be moved to the south of the existing road.</p>	<p>The preferred junction strategy includes provision of Chapel Lane Overpass to retain a direct link along the existing Chapel Lane. In direct response to these letters, we have also amended our proposals so that the new alignment now passes to the south of the existing road. This is considered to have visual improvements for properties on the north side of Chapel Lane, as well as having ecological benefits by reducing the number of trees and ponds to be acquired as part of the scheme.</p>
	<p>Cycle lane / additional width for NMUs</p> <p>There were many requests for either a cycle lane or segregated NMU track to be provided along the length of the de-trunked road.</p>	<p>This issue was also raised by a number of other consultees. In response, we now propose a shared use NMU track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run between the underpass at Tabley in the south up to the Millington Lane Overpass in the north.</p>
	<p>NMU provision</p> <p>There were a number of specific suggestions to either amend or improve our NMU proposals across the scheme.</p>	<p>We considered the feasibility of each suggested improvement. Some were rejected based on cost, or safety implications, or because we did not consider them to add value. We have, however, proposed a number of specific changes in response to issues raised, as below:</p> <ul style="list-style-type: none"> • Provision of a combined Pegasus / Toucan crossing (signalised crossing for pedestrians, cyclists and equestrians) at Mere Junction. • Provision of a Toucan crossing (signalised crossing for pedestrians and cyclists) at Bucklow Hill Junction. • New footpath provision has been extended to link Moss Lane with Swains Walk.
	<p>Statement of support for proposals</p> <p>A number of respondents provided a general statement of support for the De-trunking proposals.</p>	<p>Comments noted - no response necessary.</p>
	<p>Community severance / local access</p> <p>Some respondents wanted to see fewer or no existing side roads stopped up through provision of additional overbridges/underpasses.</p>	<p>Based on the significant implication on scheme cost, it is not feasible to retain direct links along all existing local roads. We have however implemented two additional vehicular crossings of the A556 in response to consultation. These are provided at Old Hall Lane as part of a modified Tabley Junction, as well as along Millington Lane in the form of Millington Overpass.</p>

Table 15 - De-trunking and Local Road Network Comments

Issue	Response
<p>De-trunked A556 lane configuration</p> <p>A number of suggestions were made regarding which two of the four lanes should be retained on the existing A556. The most common reason given was that the road would be further away from properties along Chester Road (Central Link). It was also suggested that the road width be narrowed using road markings, rather than a physical mound as proposed.</p>	<p>The proposed lane configuration on the de-trunked A556 has been developed through close consultation with Cheshire East Council (CEC) throughout the preliminary design stage. Several alternative options were considered.</p> <p>The current configuration is considered to represent the best overall solution for safety, maintenance and ease of construction. The existing carriageway has been retained on the side of the road with the least amount of buried services, allowing easy access to manholes etc. on the redundant side of the carriageway and minimising future disruption due to maintenance, repair and replacement works. Furthermore, we have located the NMU track away from the majority of private residential driveways fronting on to the existing road, reducing the interaction of NMUs with vehicular traffic. This also allows these private accesses to be retained without modification, thus minimising disruption to property access and avoiding legally complex negotiations with homeowners.</p>
<p>Additional traffic calming measures</p> <p>There were many specific suggestions for additional traffic calming measures on the local road network. This ranged from amendments to proposed speed limits, provision of speed bumps or implementation of weight restrictions.</p>	<p>The majority of these requests were made in light of high forecast traffic flows on some local country lanes as a result of the scheme. Following selection of junction Option 1, forecast traffic flows have significantly reduced throughout the local road network. As such, provision of additional traffic calming measures is not considered necessary.</p> <p>We would also note that the Stage 4 Road Safety Audit, which is undertaken after the road has been open for a period of time, will examine any accidents which occur in the area, and provides an opportunity for amendments to be made if it is judged that they are required. Furthermore, we are currently negotiating with CEC methods of managing the potential impacts of the scheme at a local level once actual flows have been observed.</p>
<p>Direct access to M6 / M56 Junctions</p> <p>There was a considerable amount of support given to the idea of retaining direct access from the de-trunked A556 to the M6 Junction 19 and M56 Junction 7/8 roundabouts, as per the existing situation.</p>	<p>Retaining the existing connection between Chester Road and both the M6 Junction 19 and M56 Junction 7/8 is not considered to be either feasible or beneficial in relation to the proposed scheme, for the reasons described below:</p> <ul style="list-style-type: none"> • Chester Road Traffic: Providing a direct connection at both motorway junctions would allow strategic traffic to continue to use Chester Road as a diversion route, particularly during periods of peak traffic flow on the new A556. This would undermine some of the benefits of the scheme. • M6 Junction 19 Layout Constraints: Restricted space at the junction would necessitate a short offline diversion of Chester Road (Tabley Link) to the east in order to tie in with the roundabout between the proposed A556 and the exit to the M6 southbound merge. This would increase the cost of the scheme and would likely result in demolition of an existing farm building immediately to the north of the junction. Provision of a junction in this location would also sever the proposed segregated left turn lane between the proposed A556 southbound and M6 southbound, significantly reducing the capacity of the junction for this key turning movement. • M56 Junction 7 Layout Constraints: The existing route across the M56 (Chester Road Bridge) would be re-used by the proposed A556. As such, a new or widened crossing of the motorway would be required to allow a direct local connection between the de-trunked Chester Road and the M56 Junction 7/8 South Roundabout. This would cause significant disruption to M56 traffic during construction, as well as an unacceptable increase in the cost of the scheme. A local connection with the roundabout is also considered likely to encourage high volumes of traffic to use inappropriate side roads such as Cherry Tree Lane. The current junction strategy would restrict the main local traffic movements to/from the A556 to higher standard roads such as the de-trunked A556, A50 and A5034.
<p>Misuse at cul-de-sacs / illegal parking</p> <p>There was concern that the cul-de-sacs created at stopped up side roads (including the southern end of the de-trunked A556) would encourage fly tipping and unauthorised parking.</p>	<p>The de-trunked A556 design proposes a linear planted mound adjacent to the carriageway to prevent unauthorised usage. Where the two side roads are to be stopped up, turning heads will be located such that public access to the redundant length of carriageway will be restricted. The back of turning head will be gated, allowing restricted access only to fields or any services along the existing carriageway. It should also be noted that the number of side roads to be stopped up as part of the scheme has been reduced (when compared to the pre-consultation design) through provision of Millington Overpass and a vehicular connection along Old Hall Lane.</p>
<p>Car parking</p> <p>There were some requests for the redundant width of existing road to be converted to car parking spaces for St Paul's Church.</p>	<p>In response to this issue we have considered whether additional car parking space for the Church could be provided. A suitable location was identified to the south of the Church; however, this has been marked for further consideration at the detailed design stage to ensure a layout can be provided that would not be subject to misuse. It should be noted however that access to the Church will be much improved as a result of the proposed scheme. Narrow carriageway widths and reduced traffic volumes will make use of the existing car park, located on the opposite side of the road, much more feasible.</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

Table 15 - De-trunking and Local Road Network Comments

Issue	Response
<p>Mere / Bucklow Hill Junction layout A number of suggested improvements to the proposed layout of Mere and Bucklow Hill Junctions were received. In particular, this included a number of repeat suggestions to incorporate additional right turn facilities on the de-trunked road to assist with events traffic management.</p>	<p>The majority of suggested layout improvements were related to Bucklow Hill Junction, including provision of a roundabout, as well as a suggested priority change to make the A556/A5034 the 'through route'. Both these ideas were considered but have not been implemented, either because they were not considered to offer an operational benefit, or they could not be incorporated within the existing layout constraints. Signal phasing at Bucklow Hill will however be designed to ensure that adequate priority is given to the A5034/A556 traffic movement.</p> <p>Under average daily traffic conditions, predicted turning movements are not considered to require right turn filter lanes on the de-trunked A556 approach to Mere or Bucklow Hill Junctions. Although there may be a dominant right turn movement at Mere Junction during Tatton Park events, these conditions could be accommodated by adjusting signal phasing/timing to react to peaks in directional flow of events traffic i.e. by the use of 'intelligent' traffic signals. Details of signal phasing and timings are to be confirmed at the detailed design stage and through further consultation with Tatton Park and CEC.</p>
<p>Private residential / agricultural access There was concern about how the de-trunking works would affect private residential and agricultural accesses.</p>	<p>All existing access onto the de-trunked road will be either retained or replaced as part of the scheme. Precise details are to be confirmed at the detailed design stage.</p>
<p>Drainage / flooding Specific concerns were raised in regards to existing drainage issues along the A556. For example, it was mentioned that St Paul's Church and Moss Lane currently experience flooding at times.</p>	<p>It is not certain whether these flooding issues are a result of land or highway drainage. However, it should be noted that the scheme proposes appropriate land drainage diversions to ensure that, at the very least, any existing issues are not worsened.</p> <p>Regarding drainage of the existing road, provision of the de-trunking works is considered to be an improvement on the existing situation. A significant proportion of the existing road pavement will be perforated, allowing water to flow through to the ground below. This will reduce the volume of water that enters the existing highway drainage network, minimising the likelihood of flooding. It should also be noted that there are no known discharges from the existing highway network at St Paul's Church or Moss Lane.</p>
<p>Delay de-trunking works There were some requests to delay construction of the de-trunking works until 'actual' flows can be observed.</p>	<p>Once strategic traffic is transferred to the new A556, the combination of a wide open carriageway and low traffic flows on the existing road will facilitate high vehicular speeds. It is therefore necessary to implement the de-trunking proposals as soon as possible to ensure this risk is minimised.</p>
<p>Safety / high vehicle speeds Some consultees were concerned that the de-trunking works and amendments to the local road network will promote high vehicle speeds, resulting in an associated safety risk. This was particularly evident in relation to the de-trunked Chester Road (Southern Link) and the A50 through Mere Junction.</p>	<p>The de-trunking works and amendments to the local road network have been designed to promote driver caution and discourage high vehicles speeds. In the main, this has been done through provision of narrow carriageway widths consistent with the surrounding local road network.</p> <p>Regarding the de-trunked Chester Road (Southern Link), we have also implemented a number of additional measures to reduce speeds following the consultation. These measures were developed through consultation with CEC, and as such full details are provided in response to this consultee in Chapter 8, Table 20, Section 23.</p> <p>Measures to reduce speeds along the A50 have also been incorporated into our designs. These are described in response to Key Issue 6.12, within Chapter 6.</p>
<p>Traffic light phasing Requests that phasing of traffic lights at Mere and Bucklow Junctions should aid traffic management during Tatton Park events, and when there is an incident on the M6.</p>	<p>Intelligent traffic lights at both Mere and Bucklow Hill Junction will be considered to allow signal timings to adjust to high volumes of incident or events traffic. However, exact details will be confirmed during the detailed design of the scheme, and once more information is available on existing signal capabilities.</p>
<p>High Legh Primary School traffic It was asked what the associated impact of increased traffic would be on High Legh Primary School.</p>	<p>Traffic models show that the volume of traffic passing High Legh Primary School will be similar for both the Do-Minimum and Do-Something Scenario (both below 500 AADT³² in Opening and Design Years). As such, the scheme is not considered to have a significant adverse effect on the amount of traffic passing the school.</p>
<p>Chapel Lane cul-de-sac Some residents welcomed the proposal to make Chapel Lane a cul-de-sac, which was a feature of Option 0.</p>	<p>As a result of selecting junction Option 1 Chapel Lane will not be converted to a cul-de-sac. The reasons for this are detailed in Chapter 5. However, it should be noted that with the scheme in place traffic flows are forecast to slightly reduce along Chapel Lane.</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

³² AADT = Average Annual Daily Traffic

Table 16 - Environmental Comments

Issue	Response
<p>Environment (general)</p> <p>There were a number of general requests for us to fully consider, and minimise as far as possible, the impacts on the following environmental indicators:</p> <ul style="list-style-type: none"> • Noise • Air Quality • Landscape / Beauty • Green Belt Land Take • Community Severance • Woodland • Wildlife / Ecology 	<p>We have carried out a comprehensive assessment of all the listed environmental impacts within the Environmental Statement (ES). Where adverse impacts have been identified, we have sought to minimise these as far as possible using some of the methods outlined below. Full descriptions are contained within the corresponding chapters of the ES.</p>
	<p>Noise: By moving a significant proportion of traffic away from properties along the existing road there will be a notable reduction in noise for the majority. It is acknowledged however that a small number of properties to the west of the existing road will experience some adverse effects. To address these issues, we have implemented measures such as use of cuttings, bunds, noise barriers and tree planting. Following the consultation we have also implemented a number of changes to further reduce the noise impacts of the scheme. This includes adjustment of the horizontal and vertical alignment through Millington, as well as increasing the height of proposed earth bunding where appropriate.</p>
	<p>Air Quality: Similar to noise, moving traffic away from the existing road will improve air quality for the majority in the local area. To the west of the existing road, we have sought to minimise any adverse impacts by keeping the route away from properties where possible. The revised alignment through Millington also reduces air quality impacts for some of those most affected when compared to the pre-consultation alignment.</p>
	<p>Landscape / Beauty: We have proposed an extensive and sensitive landscape design as part of our environmental mitigation works. This includes appropriate planting of native trees and shrubs to replace lost features and provide visual screening, placing the road in cutting and provision of earth bunds to make the road less visible. We have considered the landscape when designing structures and lighting. We have also optimised our alignment to sit better within the landscape, avoiding sensitive features (e.g. woodland) where possible.</p>
	<p>Green Belt Land Take: All of the land required for the scheme lies within the Green Belt, with approximately 80% used for agricultural purposes. Although the permanent loss of land cannot be avoided, we have sought to minimise associated impacts. This has been done through sensitive road alignment design, avoiding severance of small pockets of unviable farmland and use of existing infrastructure where possible. We have further tailored our designs to minimise impact on agricultural land through discussion with land owners. We have attempted to preserve the 'special character' of Green Belt land by appropriate highways and landscaping design, ensuring the openness and visual amenity is not compromised. It is acknowledged, however, that there will be a slight adverse effect on the Green Belt during the construction period, although this will be a short term effect.</p>
	<p>Community Severance: The scheme will bring a significant reduction in the level of community severance. This will be achieved through removal of the existing traffic barrier, provision of grade-separated crossings on the new road and improved Non-Motorised User (NMU) facilities. We have also amended our proposals following response to consultation, including provision of two additional vehicular crossings of the A556.</p>
	<p>Woodland: We have tried to avoid or minimise the impact on woodland by 'threading' the route of the alignment and tailoring the design of our junctions. Where conflict with existing woodland is unavoidable, we have ensured that any severance is kept to a minimum, and that the most ecologically rich and important sections of woodland are not affected. For example, we have avoided severing the section of Belt Wood that is designated as a Site of Biological Interest (southbound). As a result of these measures, the amount of woodland to be taken is as small as possible. We also propose to plant significantly more woodland than we remove, as part of our environmental mitigation proposals. However, it is acknowledged within the ES that it will take time for the newly planted trees to mature, and wildlife to adapt to the new environment.</p>
	<p>Wildlife / Ecology: The most significant impact on ecology will be the loss and severance of existing habitats. To mitigate this impact as far as possible, we are proposing extensive habitat creation for great crested newts (GCNs), bats, badgers and barn owls. We will also be creating new connections between existing habitats through linear planting of bunds, provision of mammal underpasses and an innovative 'Green Bridge' proposal. Extensive planting throughout the scheme will also create new habitats for a variety of other species such as wintering birds. Measures to ensure the ecological impacts during construction are minimised as far as possible will also be implemented, as defined within the Construction Environmental Management Plan (CEMP).</p>
<p>Key issue: Environmental Impact</p> <p>A number of respondents considered the scheme to have an unacceptable impact on the environment.</p>	<p>For our response to key issue 'Environmental Impact' see section 6.3 of the 'Key Issues Arising and Actions Taken' Chapter</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

Table 16 - Environmental Comments

	Issue	Response
APPROXIMATE FREQUENCY OF OCCURRENCE	<p>More cuttings / increase bunding There were a significant number of requests to either increase the depth or length of cuttings, or increase the height of environmental bunding.</p>	<p>We have sought to maximise the extent of proposed cuttings where possible. We have also implemented a number of changes in response to consultation. These include increasing the depth of cutting through the Millington area, as well as increasing bund heights at certain locations along the length of the scheme. Further details of proposed cuttings and locations/heights of bunding are shown on the Environmental Masterplan within the ES.</p>
	<p>Environmental planting Suggestions for additional or specific types of planting were received in order to minimise the noise and visual impacts of the proposed scheme. This included provision of mature trees, ensuring planting was in keeping with the local area and requests for additional planting locations away from the line of the route.</p>	<p>As part of our environmental mitigation proposals we aim to plant native species of local provenance where possible. The exception to this may be planting along the raised mound adjacent to the existing road. As the ecological benefits of planting in this location are limited, we may take the opportunity to plant some ornamental shrubs to enhance rural appeal along the line of existing route. However, this is to be confirmed at the detailed design stage and through further consultation with Cheshire East Council (CEC). We are also proposing some planting of mature trees, principally at bat hop-over points. However, as well as having an unacceptable impact on cost, survival rates of older trees are significantly reduced when moved to a new environment. We will therefore be mostly planting native saplings (young trees), with mitigation benefits assessed in both the opening year and after 15 years of maturity.</p> <p>Where land take is required for environmental planting, this has been deemed essential mitigation based on the results of our impact assessments. Acquisition of additional land either away from or adjacent to the line of the route can therefore not be justified on environmental grounds.</p>
	<p>Drainage / flooding A number of respondents expressed concern that our drainage assessments were inadequate. In particular, issues related to flooding of an existing watercourse at Coe Lane and pollution of the River Bollin were mentioned most often.</p>	<p>Flooding issues in the Spode Green/Coe Lane area were also raised by some section 42 consultees. In response, we conducted a site visit to inspect the condition of the existing watercourse. This confirmed evidence of flooding, as well as identifying an existing culvert which was considered unsuitable for the additional flow proposed as part of the pre-consultation drainage strategy. We have therefore amended our proposals to remove the permanent outfall from Catchment C, which would have drained into this watercourse. Instead the proposed pond will now act as an intermediate storage facility in a combined Catchment C and D. This treated water will ultimately be discharged from Pond D at a single outfall location directly into the River Bollin, avoiding the watercourse in question. The details of the ponds have been agreed in principle with the Environment Agency. Further details on our proposed drainage strategy are included within the ES.</p> <p>In total, there will be 1 new (as above) and two existing outfalls into the River Bollin (or one of its tributaries), as described below:</p> <ul style="list-style-type: none"> • New outfall: This will be the source of greatest flow from the scheme into the River Bollin. Although the introduction of this new outfall will increase the area of carriageway that currently drains into the River Bollin, the runoff from this catchment will be treated by two attenuation ponds, which will improve the quality of runoff, control its entry into the river, and reduce the risk of pollution. • Existing outfall (River Bollin): An existing outfall located at Bowdon Roundabout will be retained as part of the scheme. However, the area to be drained will be substantially reduced resulting in a significant improvement on the existing situation. • Relocated/modified outfall (Birkin Brook): The two existing outfalls for this catchment will be replaced by a new, unattenuated outfall into Birkin Brook. However, the area to be drained will be similar to that of the existing situation, resulting in no change to the associated impacts on the Bollin. <p>A Flood Risk Assessment has been carried out in accordance with guidance published in the National Planning Policy Framework, which showed that the scheme would not give rise to increased flood risk. The Highways Agency Water Risk Assessment Tool (HAWRAT) has also been used to determine the likely water quality in the receiving watercourses. The results have shown that all of the proposed outfalls to the River Bollin and its tributary (Birkin Brook) passed all aspects of the HAWRAT assessment (which includes soluble acute impacts, sediment chronic impacts and compliance with the Environment Agency's Environmental Quality Standards) without the need for mitigation. The water assessment concluded that the magnitude of the impact on the River Bollin would be negligible and the significance of the impact would be neutral. We have also discussed our drainage strategy with the Environment Agency who confirm they are content with the proposals.</p>

Table 16 - Environmental Comments

Issue	Response
<p>Tatton Park / incident traffic There were requests for us to consider the impacts of events and/or incident traffic within our environmental assessments.</p>	<p>The associated environmental impacts of traffic, principally noise and air quality, are modelled on averages over long periods of time as this is how the greatest impacts occur (i.e. prolonged exposure). Peak and troughs in traffic flows (such as during events or incidents), particularly for air quality, would not cause a significant environmental impact due to their short duration, and the effects have therefore not been modelled.</p> <p>The overall noise impact however is considered to be largely similar, if not an improvement, on the existing situation. Currently, for major events, all traffic is required to access Tatton Park from the north (via Bowdon Roundabout for traffic travelling from the south) due to safety/capacity implications of making right turns from the A556. In comparison, the proposed junction strategy would distribute traffic travelling from the north (via Millington Off-Slip) and south (via Tabley Junction), reducing the severity of impact for any one area. Any noise impacts during incidents on the M6 are also anticipated to improve, with tailbacks on the A50 reduced as a result of improved turning provision for A50 eastbound to A556 southbound movements at Mere Junction.</p>
<p>Light pollution There were requests for us to assess and mitigate the impact of both street lighting and vehicle headlamps.</p>	<p>The visual impacts of light pollution from both street lighting and vehicle headlamps have been assessed within the Landscape Chapter of the ES. Overall, the scheme is considered to reduce the associated light pollution when compared to the existing situation. Provision of new street lighting has been kept to a minimum, lighting only the motorway junctions and their immediate approaches. We are also proposing to remove a significant proportion of existing lighting along the de-trunked road. The impacts of vehicle headlamps are considered to be minimal as the majority of the scheme is either in cutting or flanked by earth bunds, shielding vehicle headlamps from the view of surrounding properties.</p>
<p>Assessment of traffic impacts along country lanes Some consultees asked that we fully assess the impacts of increased traffic along country lanes within the ES.</p>	<p>Where traffic is forecast to increase above a certain threshold (typically 20%) along local roads, the associated impacts have been considered for the relevant chapter within the ES. In particular, this includes the impacts of on air quality, noise and effects on all travellers. Full details of these assessments, and proposed mitigation measures can be found in the relevant chapter of the ES.</p>
<p>Happy with assessments and mitigation proposals A number of respondents stated that they were happy with the assessments and mitigation proposals laid out within the ES.</p>	<p>Comments noted – no response necessary.</p>
<p>NMU impact assessment Some specific suggestions were received on how to improve our impact assessments regarding NMUs. This included such things as NMU impacts at junctions, effects on specific local journeys and consideration of effects on existing Public Rights of Way (PRoW).</p>	<p>We have considered a wide range of impacts when carrying out our NMU assessments for the ES. This includes effects on existing PRoW, other NMU routes (both recreational and for utility purposes), as well as the impact on NMUs at junctions. The assessment in the ES concludes that the proposed scheme will result in a significant benefit for NMUs. Community severance and safety will be substantially improved through such measures as provision of grade-separated crossings of the new A556, improved crossing points at junctions and provision of a segregated NMU track.</p> <p>There will however be some localised adverse effects for NMUs, in particular for journeys along Bucklow Hill Lane and Millington Hall Lane, which are to be stopped up as part of the scheme. However, it should be noted that when making this journey under existing conditions NMUs are faced with an intimidating crossing for use by pedestrians only. Under our scheme proposals, although there would be a diversion to reach the existing road, NMUs will be presented with improved crossing facilities for both cyclists and pedestrians.</p> <p>Full details of our impact assessments, proposed mitigation and residual effects (including diversion routes for stopped up side roads) are given in the Effects on All Travellers and People and Communities Chapters of the ES.</p>
<p>Impact on agricultural / local businesses It was suggested that we expand our environmental assessments to cover the impact on agricultural food production and other local businesses.</p>	<p>As part of our environmental assessments we have considered the impact on the local economy, including that of farm and other local businesses. We have considered effects on the ‘best and most versatile’ agricultural land, including the sustainable use of agricultural soils. Full details of our environmental assessments, mitigation proposals and residual effects are provided within the ES.</p>
<p>A50 traffic Some comments requested we consider the noise and safety impacts of increased traffic on the A50, in particular through the Parish of High Legh.</p>	<p>Noise and air quality effects of increased traffic on the A50 have now been assessed within the ES, including impacts through the Parish of High Legh. Full details of our noise and air quality impact assessments, proposed mitigation and residual effects are provided within the ES Chapters titled ‘Noise’, ‘Air Quality’ and ‘Effects on All Travellers’.</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

Table 16 - Environmental Comments

Issue	Response
<p>Minimise land proposed for environmental mitigation There were a number of requests for us to reduce the amount of land required for our environmental mitigation proposals.</p>	<p>We have made significant changes to our environmental mitigation proposals in direct response to consultation. This has primarily been driven through discussions with owners or farmers of the land directly affected by our proposals. For example, we have scaled back and relocated environmental planting around the proposed Tabley Junction, reducing agricultural land take from what was identified as being the farmers best field. We have also replaced some areas of planting with higher bunds with slacker gradient back slopes such that they could be returned to agricultural use whilst minimising the permanent land required for the scheme.</p> <p>The importance of providing sufficient environmental mitigation for such things as habitat creation, and to minimise the noise and visual impacts of the scheme should, however, be noted. Our core objective is to ensure these impacts are minimised as far as possible. However, when defining such measures, the concerns of landowners and farmers have been addressed wherever possible. Full details of our environmental mitigation proposals are shown on the Environmental Masterplan within the ES.</p>
<p>Increased journey times for local traffic It was requested that the impacts of increased journey time for local traffic, including associated pollution affects, both across the new road and to join the strategic network.</p>	<p>Impacts on specific local journeys are assessed in detail in the People and Communities Chapter within the ES. This concludes that some local journeys, particularly for those to the North of the scheme wishing to access the trunk road, will be longer. However, the overall impact is considered to be significantly beneficial. This has also been improved following the consultation by the provision of additional vehicular crossings of the proposed A556. Our environmental assessments also consider any associated pollution impacts from increased traffic on the local road network.</p>
<p>Impact during construction There were a number of general requests for us to consider and minimise the environmental impacts of our construction activities.</p>	<p>We have given extensive consideration to the environmental impacts during the construction phase of the scheme. These have been addressed separately within the ES, from which appropriate mitigation measures have been developed as specified in the Construction Environmental Management Plan (CEMP). Examples of mitigation measures which are likely to be employed include controlling site run off and monitoring water quality from temporary discharge, as well as a comprehensive site vehicle cleaning strategy.</p>
<p>Prevent urban sprawl It was suggested that additional measures to prevent urban sprawl should be incorporated into our mitigation proposals. A particular concern was raised regarding the potential for severed pockets of unviable farmland to be used to promote further development.</p>	<p>Our environmental assessments conclude that the proposed scheme will not conflict with any of the five purposes of including land within the Green Belt, including the fundamental aim to prevent urban sprawl. The scheme has been designed such that severed pockets of farmland have been minimised. Where this has been unavoidable, suitable farm access has been provided to the otherwise severed land or, if deemed to be unviable, included within our land acquisition proposals as part of our environmental mitigation.</p>
<p>Global Warming / Climate Change It was recommended that we consider the effects of the proposed scheme on global warming / climate change within our impact assessments.</p>	<p>We have considered scheme impacts on global warming / climate change within the Air Quality Chapter of the ES. This acknowledges that the new road will attract more traffic and consequently increase emissions of greenhouse gases. However, this is not considered to conflict with government objectives to reduce carbon emission by 80% by the year 2050, as described in our response to key issue 'Conflict with Government Policy' in section 6.2 of the 'Key Issues Arising and Actions Taken' Chapter</p> <p>It should also be noted that throughout the design we have sought to implement sustainable solutions to minimise the carbon footprint of the scheme. This includes retention of existing structures, achieving a suitable earthworks balance, and reuse of existing street furniture such as lighting and signs, all of which reduce associated carbon emissions from transport and disposal of materials.</p>
<p>Effect of prevailing wind on air quality It was asked whether the effects of prevailing wind had been considered within our air quality assessments. Some felt this would negate the local air quality benefits as pollution would be blown back towards Mere and Tabley.</p>	<p>Both the PEI and ES considered the effect of prevailing wind within our air quality assessments. This confirms that both Mere and Tabley will experience significant air quality benefits along the line of existing route.</p>
<p>Quality of life / rural life It was suggested that we include 'Quality of Life' as one of the impact assessment topics</p>	<p>The impact on quality of life is difficult to assess as it depends on the attitudes and feelings of individuals in relation to a given environmental topic. However, we have expanded the scope of our assessments for the topic formerly reported as 'Community and Private Assets'. This has now been retitled 'People and Communities' within the ES, and covers a larger study area and much wider area and range of socio-economic issues.</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

Table 16 - Environmental Comments


	Issue	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">APPROXIMATE FREQUENCY OF OCCURRENCE</p> 	<p>Visual impact of high sided vehicles It was requested that we consider the visual impact of high sided vehicles within our assessments.</p>	<p>Both the PEI and ES consider the visual impacts of high sided vehicles using percent Large Goods Vehicle (LGV) forecasts from our traffic models. We have also produced a number of photomontages for the most sensitive or most affected receptors, all of which include high sided vehicles (although not all can be seen, due to effective environmental mitigation).</p>
	<p>Litter It was suggested we consider and mitigate the impacts of littering.</p>	<p>The impact of littering has not been considered within the ES. However, an appropriate maintenance regime to ensure that build up of litter is kept to a minimum will be specified within the Handover Environmental Management Plan (HEMP). Provision of cuttings or bunding also ensures that the majority of litter from vehicles will be kept within the highway boundary. Where this is not the case, consideration may be given to provide close boarded fencing during the detailed design stage.</p>
	<p>Double glazing for properties It was asked whether double glazing would be provided for properties that experience an increase in noise as a result of the proposed scheme.</p>	<p>It is acknowledged that a minority of properties will experience adverse noise impacts as a result of the proposed scheme. However, our current assessments suggest that no properties will experience residual noise impacts that meet the qualifying criteria for noise insulation, as defined under the Noise and Insulation Regulations 1975.</p>
	<p>Bus Route It was requested that we consider the schemes impact on the local bus route.</p>	<p>There are two active bus routes that cross the existing A556, one along the A50, and the other between Mereside Road and Chapel Lane. Both these routes will be retained with the scheme in place, with reduced flows on the existing A556 anticipated to result in a slight improvement to these journeys. Full details of the schemes impact on public transport can be found within the Effects on All Travellers Chapter of the ES.</p>

Table 17 – Construction Proposals Comments

	Issue	Response
APPROXIMATE FREQUENCY OF OCCURRENCE	<p>Minimise disruption</p> <p>The most common request was that we do everything possible to minimise disruption to residents, wildlife and traffic throughout the construction phase.</p>	<p>When deciding how to build the road, our contractor has ensured that any associated disruption from construction activities is kept to an absolute minimum. Some example measures are summarised below:</p> <p>Wildlife: We have carried out extensive environmental surveys to identify the scale and type of species that may be affected by the works. Using this information, we have considered impacts and developed mitigation strategies specifically related to construction activities, as described within the Environmental Statement (ES). For example, we are proposing to carry out some advanced environmental mitigation works prior to the start of main construction, including extensive habitat creation for animals such as badgers and great crested newts (GCNs). This allows for relocation of species away from areas affected, ensuring any direct impacts on wildlife are minimised as far as possible.</p> <p>Residents: A number of measures will be implemented to ensure that disruption for residents is kept to a minimum, including appropriate scheduling of works (e.g. avoiding night working whenever possible) and ensuring access to properties is maintained at all times. Our main contractor will also employ a Community Relations Manager to engage with local residents, actively addressing any issues prior to and during the construction works.</p> <p>Traffic: Disruption to traffic will be minimal as the majority of the work will be constructed away from the line of the existing route. Over the section of online works, we will implement measures to ensure that disruption to traffic is kept to a minimum. For example, we will flatten and harden the central reserve of the existing carriageway early in the works. This provides a greater width of road pavement, giving us the flexibility to keep 4 lanes of traffic open for the majority of the works, and always during peak hours.</p>
	<p>Insufficient information to comment</p> <p>A number of people felt we had provided insufficient information for them to accurately comment on the construction proposals.</p>	<p>The Consultation Summary Document and Scheme Assessment Report provided typical information on construction working and access e.g. working hours, construction compounds, phasing of works and traffic arrangements during construction. This was a summary of the information available at the time and was considered sufficient to give consultees an overview of our construction proposals. More specific and detailed plans are being developed based on feedback from the consultation and as the design of the scheme progresses.</p>
	<p>Local access</p> <p>We received a number of requests to ensure specific local access routes were not severed during the construction of the scheme.</p>	<p>As the majority of the works will be offline, access from the existing A556 to local amenities and residences to the east of the proposed line will be maintained. To the west, some local side roads will be severed during construction works. However, suitable access routes will be maintained, although these have yet to be confirmed. We are also proposing to retain a local connection along Chapel Lane, ensuring this essential local access route remains open throughout the duration of the works.</p>
	<p>Construction programme / schedule</p> <p>A number of comments were received on how to schedule our construction works. This included preference for an accelerated programme, as well as avoiding any works during peak hours and at night.</p>	<p>We have been working closely with our contractor to ensure that the programme for construction works is optimised as far as possible. As such, we consider the current programme to be as short as we can make it at this stage, although we will seek further efficiencies throughout the detailed design, pre-construction and construction phases.</p> <p>During the short period of online works, it is not feasible to avoid all works during peak hours. However, as mentioned above, we will carry our advanced hardening of the central reserve to ensure that four lanes of traffic will be maintained for the majority of the time, and always during peak hours.</p> <p>We have tried to avoid any night time working as part of our construction programme. However, this is considered to be unavoidable at locations where full closures are required, principally at the tie-in with the M6 Junction 19, Bowdon Roundabout and parts of the online section of works. However, the duration of essential night works will be extremely short. For example, the proposed tie-in at Junction 19 is expected to be completed over a single weekend, with publicity well in advance.</p>
	<p>Construction traffic</p> <p>Concern was raised regarding the impact of construction traffic on the local road network. It was suggested that the no. of accesses to compounds should be minimised, as well as ensuring all construction traffic uses main roads only.</p>	<p>We will ensure that access to our construction compounds will be made via main or high standard routes such as the existing A556, A50 or A56. We will also agree (with the relevant highway authority) specific delivery routes to be taken by our suppliers when transporting deliveries to and from site, ensuring that use of narrow local roads is avoided. However, there will inevitably be some use of local routes to gain access when completing the tie-ins of diverted local roads (e.g. Chapel Lane) and some utilities.</p>

Table 17 – Construction Proposals Comments

	Issue	Response
APPROXIMATE FREQUENCY OF OCCURRENCE	<p>Impacts cannot be mitigated Some stated they believed the construction of the scheme will cause disruption that cannot be mitigated.</p>	<p>We acknowledge that not all adverse impacts from our construction activities can be avoided. However, through appropriate mitigation measures we have sought to ensure these impacts are minimised as far as practicable. We will also engage prior to and during the works with the aim of agreeing methods to reduce these impacts further. Details of proposed mitigation and any residual impacts during construction are provided within the ES.</p>
	<p>Consideration of diversion routes: Some respondents wanted to ensure that due consideration had been given to appropriate diversion routes during construction. In particular, it was asked that we avoid any diversion along country lanes, as well as providing a robust signing strategy.</p>	<p>We will ensure that any required diversions are adequately signed and are routed via roads most suitable for the volume of traffic flow, with any use of the local road network being agreed through discussions with Cheshire East Council (CEC). Our Community Relations Manager will also liaise with local residents to identify and confirm the most suitable routes for local diversions. It should be noted however that very few strategic diversions will be required as it is proposed to retain direct links along both the A556 and A50 throughout the duration of the works.</p>
	<p>Advanced warning / communication It was asked that we provide advanced warning of our construction activities to local residents, as well as maintaining regular communication throughout the construction phase.</p>	<p>Leading up to the construction phase, we will ensure that residents are adequately forewarned of our construction activities through such measures as regular updates on our website. Our Community Relations Manager will act as a point of contact both in lead up to and throughout the construction of the scheme, as well as providing a telephone number that residents can call for information or to raise specific issues. Where works are deemed to affect specific properties we will be performing letter drops to provide advanced warning, as well as speaking to residents directly to identify ways we can minimise disruption (e.g. performing works when they are elsewhere).</p>
	<p>Safety Concern was raised regarding the associated safety risk of our construction activities. This included requests to consider risk of road accidents when setting out our traffic management, as well as ensuring the safety of residents and protestors through appropriate security measures.</p>	<p>When setting out our traffic management we will use trained and competent staff from approved contractors to comply with all relevant legislation and guidance, ensuring a safe environment for road users and construction workers alike. Suitable fencing and security will also prevent unauthorised access to the construction site, ensuring our construction activities do not compromise the safety of local residents and any potential protesters.</p>
	<p>Cleanliness Some were concerned that dirt and dust from our construction activities would have an adverse effect on the cleanliness of local roads and houses. It was requested we implement a strict cleanliness policy, including measures such as regular road cleaning.</p>	<p>We will implement a robust strategy to ensure our construction activities do not affect the cleanliness of surrounding roads and houses. This will include measures such as ‘damping’ of works to minimise the impact of dust, wheel cleaning for vehicles leaving the site and sweeping of roads if necessary. Further details are outlined within the draft Construction Environmental Management Plan (CEMP).</p>
	<p>Site waste / recycling: Use of recycled material and implementation of a Site Waste Management Plan were suggested to minimise the environmental impacts of construction.</p>	<p>Our main contractor has developed a draft Site Waste Management Plan (SWMP) to identify ways to recycle material on-site, minimising the environmental impact of transporting and disposing of material. For example, we are currently proposing to reuse road planings as fill material on-site. The SWMP will be updated throughout the detailed design and pre-construction phases when we have developed more detailed material specifications for our designs.</p>
	<p>Off-site construction Off-site construction where possible was suggested as a potential way of minimising disruption.</p>	<p>Where possible, we will be pre-fabricating elements of construction off-site such as concrete bridge beams and culverts, minimising disruption to residents. However, on-site construction for main activities such as earth moving or pavement construction cannot be avoided.</p>

Table 17 – Construction Proposals Comments

	Issue	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">APPROXIMATE FREQUENCY OF OCCURRENCE</p>	<p>Archaeological impacts It was asked that we considered the potential archaeological impacts of our construction activities.</p>	<p>We have performed extensive geo-physical surveys, as well as some trial trenching, to inform detailed environmental assessments of archaeological impacts. We will also be performing further trial trenching throughout the detailed design or early construction phases to ensure these assessments are as robust as possible. Based on the results of these surveys, we may perform some advanced works to excavate important archaeological features, minimising the impact on local heritage.</p> <p>Should there still be uncertainty following the result of further trial trenching, we will employ archaeologists to supervise some specific aspects of the works. The archaeologist will have the power to stop construction if necessary, allowing time to excavate any archaeological remains that may be discovered.</p>
	<p>Parking for construction workers Provision of appropriate parking for construction workers was requested to ensure country lanes are not used for this purpose.</p>	<p>We will ensure that sufficient parking is provided within our works area or site compounds for all construction workers. Construction personnel will then be transported to the relevant site location via mini bus, avoiding any unauthorised parking on country lanes. We may however seek short term parking agreements with local farmers when constructing aspects of the scheme such as tie-ins of local road diversions.</p>
	<p>Impact on services It was recommended that we consider the impacts of our construction activities on buried services such as water mains or electricity supplies.</p>	<p>We are aware of all known public services that will be affected by the proposed scheme. Consultation is currently ongoing with a number of these service providers to ensure that appropriate protection/diversion measures are implemented for the construction and operation of the scheme.</p>

Table 18 – Other / General Scheme Comments

	Issue	Response
APPROXIMATE FREQUENCY OF OCCURRENCE	<p>Key issues: The majority of response to this section relate to one of the key issues described in Chapter 6. These have been listed below, ordered in approx. frequency of occurrence.</p> <ul style="list-style-type: none"> • M6 Junction 20 • Online Improvement • Need for the Scheme • Realign as per the 2010 Preferred Route Announcement • Adequacy of the Consultation Process • M56 Junction 7 Capacity Issues • M6 Junction 19 Capacity Issues • Conflict with Government Policy 	<p>A response to each of these key issues is provided in Chapter 6, Key Issues Arising and Actions Taken.</p>
	<p>Support for the scheme: A considerable amount of responses pointed out a number of different ways the scheme improved the environment and quality of life in the area.</p>	<p>Comments noted - no response necessary</p>
	<p>Against the Scheme Some consultees simply stated they were against the proposed scheme, but did not make reference to one of the key issues listed above.</p>	<p>It is acknowledged that not all consultees are in favour of the proposed scheme, However, provision of the scheme is considered essential to address a number of significant issues with the existing situation, as described in more detail is the response to key issue 6.4 within Chapter 6.</p>
	<p>Alternate A50 Junction layout In relation to junction Option 1, there was considerable support for us to provide an alternate slip road arrangement at the A50 Junction. Reference was made to a sketch (see Appendix 19) that High Legh provided in their formal response (see Chapter 8, Table 20, reference 12)</p>	<p>As mentioned, High Legh Parish Council provided a hand annotated sketch showing a suggested arrangement for the slip road, which was prepared by a resident. This showed the A556 Northbound On-Slip exiting from the south of the roundabout, before looping under the A50 Overbridge to join the A556 northbound.</p> <p>We reviewed the sketch and could see the benefits of this arrangement in reducing conflict between major streams of traffic at the A50 roundabout. We therefore developed a more detailed design to assess associated impacts in terms of key indicators such as safety, operations, cost and the environment. This concluded that, although there would be a notable increase in cost due to an increase in the structural span, a suitable layout could be achieved that improved both the operation and environmental impact of the junction. This has therefore been incorporated into the final scheme design, with associated benefits summarised below:</p> <ul style="list-style-type: none"> • Environmental Impact: The modified junction layout reduces the amount of land required from a farm to the north west of the junction. However, there would be additional impacts to the south as the amount of environmental mitigation land would be reduced, to accommodate the new slip road. Full environmental impacts and mitigation proposals are provided in the Environmental Statement (ES). • Tatton Events Traffic: Exiting traffic from Tatton Park can now travel on the A50 westbound to A556 northbound without obstructing through traffic on the A50 eastbound. The previous junction arrangement would require A50 eastbound traffic to give way to traffic turning right on to the A556, potentially resulting in long queues on approach to the roundabout. • M6 Incident Traffic: In the event of an incident on the M6 southbound, motorway traffic is known to use the A50 eastbound to Chester Road southbound as a diversion route. The amended slip road arrangement eliminates the requirements for this stream of traffic to give way to A50 westbound – A556 northbound traffic, reducing the likelihood of tailbacks at the junction that may otherwise result.

Table 18 – Other / General Scheme Comments

Issue	Response
<p>Tatton Park Concern was raised regarding impacts on traffic management for major Tatton Park events.</p>	<p>Traffic management for Tatton Park events has been considered throughout the development of the scheme design. This has been reflected as far as possible in the design of our junctions, as well as our proposals for the de-trunking works.</p> <p>The scheme proposals are considered to improve the current traffic management strategy for large Tatton Park events. Currently all traffic from the strategic road network is required to access Tatton Park from the north (via Bowdon Roundabout for traffic travelling from the south) due to safety/capacity implications of making right turns from the A556. In comparison, the proposed junction strategy would allow for a distribution of traffic travelling from the north (via Millington Off-Slip) and from the south (via Tabley Junction). This, together with the proposal to remove the existing right turn restrictions at Mere Junction, is considered to provide greater flexibility for traffic management plans (to be developed as the scheme progresses).</p> <p>In response to consultation, we have also implemented a number of changes to further improve access/egress routes for Tatton Park events. This includes a layout change at the A50 Junction (see above), as well as provision of a new roundabout to improve capacity between the de-trunked Chester Road and Tabley Junction. We have discussed these proposals with representatives from Tatton Park, as well as extensively with Cheshire East Council (CEC). It should be noted that Tatton Park did raise some concerns within their formal response to the consultation. These have been addressed as far as possible at this stage, and are discussed in Chapter 9, Table 22, Reference 2.</p>
<p>M56 Junction layout Some felt the layout of the proposed M56 junction was over complicated, and would require well thought out signage. Safety concerns were also raised regarding the short weaving section on the M56 Westbound Off-Slip.</p>	<p>Although the junction may seem complicated when presented on a plan view drawing, from the perspective of a road user the layout is not considered to present any unusual difficulties. Provision of a comprehensive signing and road marking strategy will ensure sufficient warning is provided of the upcoming junction layout.</p> <p>The M56 Westbound Off-Slip has been designed such that weaving movements will be kept to a minimum. There will be no requirement for vehicles leaving the M56 Spur to switch lanes as all will be travelling towards Bowdon Roundabout. Similarly, those joining from the M56 Eastbound Diverge Interchange Link can access both the A556 and Bowdon Roundabout by remaining in the nearside lane, thus eliminating the need to weave.</p>
<p>Accelerate Scheme A number of respondents expressed a preference for the scheme to be implemented as quickly as possible to address existing safety and/or capacity issues.</p>	<p>We have been working closely with our designers and contractor to ensure that the programme for the scheme is optimised as far as possible. As such, we consider the current programme to be as short as we can make it at this stage, although we will seek further efficiencies throughout the detailed design, pre-construction and construction phases.</p>
<p>No new junctions It was suggested that no local junctions, i.e. at Tabley, the A50 and Millington, should be provided as the primary purpose of the scheme is for traffic travelling between the M56 and M6.</p>	<p>Provision of junctions along the line of the new A556 is essential to maintain access between the local area and strategic road network. Omission of these junctions would result in significant diversions for those local to the scheme in order to reach the strategic road network, with an associated impact of numerous 'rat runs' through the Cheshire local road network.</p> <p>An alternative would be to provide direct access from the de-trunked road to both M6 Junction 19 and M56 Junction 7. However, this is not considered feasible, as described within Table 15 (De-trunking and Local Road Comments).</p>
<p>Safety Recommendations to improve safety along the proposed road were received. This included suggestions to light the entire road, or provision of speed cameras to control vehicular speeds.</p>	<p>Under requirements stipulated in the Design Manual for Roads and Bridges (DMRB), an independent Road Safety Audit has been carried out on our scheme proposals. This did not identify any significant safety issues with the scheme, including our proposals to light only the motorway junctions and their immediate approaches.</p> <p>Provision of speed cameras on the new road are not considered necessary. The standard and alignment of carriageway has been appropriately designed for vehicles travelling at the proposed speed limit. Bends in the alignment have also been incorporated to avoid long straight sections of road that typically encourage excessive vehicular speeds.</p>
<p>Reliability of traffic flows The reliability of our traffic models was queried by some.</p>	<p>The traffic forecasts have been developed according to Department for Transport (DfT) guidelines and the models have been put through an extensive review process by both the Highways Agency specialists and independent peer reviewers. Further details are provided in response to key issue 6.4 'Need for Scheme'.</p>
<p>Impact on A56 traffic Concern was raised regarding the impact of increased traffic on the A56 north of Bowdon.</p>	<p>Although an increase in traffic is forecast on the A56 Dunham Road when compared to the Do-Minimum Scenario, flows on the circulatory carriageway are expected to reduce through provision of the M56 Spur free flow link. This will allow traffic signal timings to be adjusted at the existing Bowdon Roundabout to give more priority to the A56, reducing the likelihood of queuing on the southbound approach to the junction.</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

Table 18 – Other / General Scheme Comments

Issue	Response
<p>Compensation There were some comments requesting that compensation be paid to residents for loss of property value etc.</p>	<p>Claims for compensation will be awarded as appropriate under relevant legislation. This includes Part 1 of the Land Compensation Act 1973 which considers compensation for loss of property value due to physical factors (e.g. noise, air pollution etc) caused by the use of the new road. For further details or any queries on how to claim compensation please visit our website http://www.highways.gov.uk/our-road-network/land-property-and-compensation/.</p>
<p>Impact on local businesses The adequacy of our efforts to minimise scheme impacts on local businesses was questioned.</p>	<p>We have sought to minimise or improve the impact on local businesses wherever possible. For example, we are proposing to sign local facilities in Tabley and Bucklow Hill from the new trunk road, minimising any impacts that may arise from loss of passing trade. Full details of our impact assessment and mitigation proposals for local businesses are provided within the ES.</p>
<p>Two all-movement junctions It was suggested we provide two all-movement junctions to improve access/egress to the trunk road.</p>	<p>Provision of two all-movement junctions along the new road would not only significantly increase the cost and environmental impact of the scheme, but is not considered to offer operational benefits. The split junction strategy has been intentionally designed such that access to and from the trunk road is distributed across local roads of a suitable standard. This reduces the associated traffic impacts along existing local roads and junctions.</p>
<p>Alternate scheme to link M6 Junction 17 with the M60 A scheme to connect Junction 17 of the M6 direct to the M60 was suggested as an alternative to the A556.</p>	<p>Although a detailed assessment for this type of scheme has not been carried out, provision of a link between Junction 17 of the M6 and M60 is not considered feasible. Such a scheme would have a significant environmental impact due to the greatly increased length of road required. This route would also cater for only a proportion of A556 traffic due to the significant deviation from the line of the existing route, with medium distance traffic (e.g. Northwich to Altrincham) continuing to use the A556. As such, it is considered that this scheme would not fully meet the objectives to improve environmental, safety and capacity issues along the line of the existing A556.</p>
<p>Emergency access It was asked whether consideration had been given to provide adequate access for emergency services from Knutsford.</p>	<p>We have considered access for emergency services throughout the design of the scheme. To the east of the new route, emergency access from Knutsford would be similar to the existing situation, differing in that A50 to Chester Road turning movements will be improved as a result of the layout change at Mere Junction. To the west, slight diversions will be required to access some properties along Millington Hall Lane and Bucklow Hill Lane. However, we have sought to minimise the number and length of these diversions through implementation of two new local road crossings of the A556 in response to consultation. We have consulted a number of emergency and rescue organisations prior to and during the recent pre-application consultation, none of whom have raised any significant issues regarding to our proposals.</p>
<p>Like for like replacement It was queried how the scheme would address capacity issues, given that the new and existing road are both four lanes.</p>	<p>Although the new A556 has four lanes, the standard of alignment and carriageway provision is significantly higher than the existing road. Features such as consistent, wider lane widths, hard shoulders and provision of a continuous central reserve contribute to allowing increased vehicle speeds while at the same time reducing the associated safety risks. There will also be no at-grade access to the new road, such as signal controlled junctions and private access, with grade-separated junctions provided as a minimum, allowing through traffic to pass unimpeded. This will significantly increase the capacity of the new link as delay will be reduced or eliminated. Further information on the traffic benefits of the proposed road are provided in response to key issue 6.4 within Chapter 6.</p>
<p>Future carriageway widening It was asked whether scope for future widening of the carriageway would be incorporated into our proposals.</p>	<p>Structures south of the M56 have been designed so that any proposed future carriageway widening would not require demolition of the structure. However, this is policy on all our road schemes, and there are currently no plans for future widening of the A556.</p>

APPROXIMATE FREQUENCY OF OCCURRENCE

8 Section 42 Consultation - Prescribed Consultees and Local Authorities

8.1 Introduction

8.1.1 This Chapter summarises the consultations that were undertaken with prescribed consultees (that is, those defined by Schedule 1 of The APFP Regs – see glossary) and with Local Authorities. This list of prescribed consultees applies to all types of Nationally Significant Infrastructure Projects (NSIPs), and are those consultees we are legally required to consult under section 42(a) and section 42(b) of the Planning Act 2008 (PA 2008). Further details on how we have complied with our legislative requirements can be found in Chapter 4.

8.1.2 In addition to legislation, the list of prescribed consultees was developed through discussions held with the Planning Inspectorate (PI), guidance provided within PI Advice Note 3, as well as the use of our own professional judgement. It should also be noted that requirements under section 42(d) of the PA 2008, which concerns land interest consultees, is dealt with separately within Chapter 10.

8.1.3 This Chapter comprises two tables. The first (Table 19) describes all consultees and the nature of their interests. It goes on to define what section of the PA 2008 and supporting legislation the consultee was contacted under (see footnote 34 & 35), and whether any response was received. It should be noted that the consultees are under no obligation to respond, and a number chose not to. The table also includes factual data about the form of consultation (e.g. whether or not a meeting was held).

8.1.4 The second table (Table 20) sets out the comments made by the consultees who chose to respond, and describes the regard had to the comment in the finalisation of the scheme post consultation. It should be noted by readers that these comments have typically been abridged or combined for the purposes of this report.

Table 19 - Schedule of Prescribed Consultees and Local Authorities

Ref	Consultee Name	Schedule 1 Description	Description of Consultee ³³	Contacted Under		Response Received?	Form / Date of Consultation	
				S48 ³⁴	S42 ³⁵		Response	Meeting
1	North West Regional Leaders Board	The Relevant Regional Planning Body	Located in St Helens, Merseyside, the North West Regional Leaders Board is the Local Authority Leaders' Board for the North West region of England	Y	Y	N		
2	The Health & Safety Executive (HSE)	The Health and Safety Executive	HSE is the national independent watchdog for work-related health, safety and illness. It is an independent regulator and acts in the public interest to reduce work-related death and serious injury across Great Britain's workplaces.	Y	Y	Y	Letter: 22/02/12	
3	NHS North West	The Relevant Strategic Health Authority	NHS North West provides leadership for all NHS organisations across the region. They have the responsibility for the performance of 24 primary care trusts, 23 acute trusts, eight mental health trusts, 7 specialist trusts and the North West Ambulance Services.	Y	Y	N		
4	Natural England (NE)	Natural England	NE is a non-departmental public body. Their statutory purpose is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.	Y	Y	Y	Email: 12/04/12	Meeting: 20/02/12
5	English Heritage (EH)	The Historic Buildings and Monuments Commission for England	Officially known as the Historic Buildings and Monuments Commission for England, they are an executive non-departmental public body sponsored by the Department for Culture, Media and Sport. EH exists to help people understand, value, care for and enjoy England's unique heritage.	Y	Y	Y		Meeting: 02/02/12

³³ Descriptions of consultees have been obtained from various sources. This includes descriptions provided on the consultees own website, descriptions provided along with responses to consultation and descriptions drafted by the author based on knowledge of the consultees interaction with the scheme.

³⁴ S48 confirms whether the consultee was sent the s48 notice, as required under The APFP Regs 2009 Regulation 11. The covering letter and the s48 notice can be found in Appendix 6 and 7.

³⁵ S42 confirms the consultee was contacted under s42 of the PA 2008. This included a covering letter (Appendix 8) and a copy of the A556 Consultation Summary Document (Appendix 16).

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6	Cheshire Fire & Rescue Service (CFRS)	The Relevant Fire and Rescue Authority	CFRS is managed by councillors from the local communities of Cheshire, Halton and Warrington. They have 24 fire stations, four community safety centres, three community fire protection offices and a headquarters in Winsford. They respond to emergency incidents across the four unitary council areas of Halton, Warrington, Cheshire East, Cheshire West and Chester.	Y	Y	Y	Email: 04/04/12	
7	Greater Manchester Fire & Rescue Service	The Relevant Fire and Rescue Authority	Greater Manchester Fire and Rescue Service is the largest Fire and Rescue Service outside of London with over 2,500 members of staff and 41 fire stations covering approximately 500 square miles.	Y	Y	N		
8	Cheshire Police Authority (CPA)	The Relevant Police Authority	CPA is made up of 17 members, 9 of whom are local authority members and 8 of whom are local people appointed by the Authority itself following public advertisement. Through public consultations they ensure policing meets both the public's expectations and demands.	Y	Y	Y	Email: 05/04/12 Email: 16/04/12	
9	Greater Manchester Police Authority	The Relevant Police Authority	The Police Authority has 19 members who meet regularly on committees to call Greater Manchester Police to account in key areas of police work such as performance, human resources, complaints and finance.	Y	Y	N		
10	Little Bollington Parish Meeting (LBPM)	The Relevant Parish Council or Relevant Community Council	Responsible for the administration of a Parish through which the scheme passes.	Y	Y	Y		Drop-in Exhibition: 14/03/12
11	Millington Parish Council (MPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish through which the scheme passes	Y	Y	Y	Letter: 12/04/12	Drop-in Exhibition with Q&A: 22/03/12
12	Rostherne Parish Council (RPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish through which the scheme passes	Y	Y	Y	Questionnaire: 13/04/12	Drop-in Exhibition with Q&A: 21/03/12
13	Mere Parish Council (Mere PC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish through which the scheme passes	Y	Y	Y	Email: 04/02/12 Email: 12/04/12	Drop-in Exhibition with Q&A: 26/03/12
14	Tabley Parish Council (TPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish through which the scheme passes. TPC comprises Tabley Superior and Tabley Inferior.	Y	Y	Y	Letter: 16/04/12	Meeting: 20/03/12
15	Carrington Parish Council	The Relevant Parish Council or Relevant Community Council	The Parish Council for a nearby Parish	Y	Y	N		
16	Dunham Massey Parish Council (DMPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	Y	Email: 11/03/12	
17	Ringway Parish Council	The Relevant Parish Council or Relevant Community Council	The Parish Council for a nearby Parish	Y	Y	N		

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18	Ashley Parish Council	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	N		
19	Agden Parish Meeting	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	N		
20	High Legh Parish Council (HLPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	Y	Questionnaire: 11/04/12 Email: 13/04/12	Drop-in Exhibition: 29/02/12
21	Aston By Budworth Parish Council (ABPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	Y	Questionnaire: 13/03/12	
22	Pickmere Parish Council (PPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	Y	Letter: 15/02/12	
23	Plumley with Toft & Bexton Parish Council (PTBPC)	The Relevant Parish Council or Relevant Community Council	The Parish Council for a nearby Parish	Y	Y	Y	Email: 16/04/12	
24	Knutsford Town Council (KTC)	The Relevant Parish Council or Relevant Community Council	KTC is comprised of 15 councillors, elected from the 4 wards of the town, and is divided into several committees to improve the effectiveness of the council.	Y	Y	Y	Email: 09/03/12	
25	Tatton Parish Council	The Relevant Parish Council or Relevant Community Council	The Parish Council for a Parish which the scheme is adjacent to	Y	Y	N		
26	Environment Agency (EA)	The Environment Agency	The EA is Executive Non-departmental Public Body responsible to the Secretary of State for Environment, Food and Rural Affairs and a Welsh Government Sponsored Body responsible to the Minister for Environment and Sustainable Development.	Y	Y	Y	Email: 05/04/12	
27	CABE at Design Council	The Commission for Architecture and The Built Environment	CABE, as part of the Design Council since April 2011, support local communities as a Royal Charter charity to help them deliver and shape places and spaces that meet their needs.	Y	Y	N		
28	North West Regional Development Agency	The Relevant Regional Development Agency	The Northwest Regional Development Agency (NWDA) was responsible for the sustainable economic development and regeneration of England's Northwest and had five key priorities: Business development, regeneration, skills and employment, infrastructure and image. However, the NWDA was abolished in March 2012 (during the Pre-Application Consultation). Although no formal response was received, it should be noted that the NWDA responded to earlier section 48 consultation stating that they have no comments on the scheme.	Y	Y	N		

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				S48 ³⁴	S42 ³⁵		Response	Meeting
29	Equality & Human Rights Commission (EHRC)	The Equality and Human Rights Commission	The EHRC replaced and took over the work of the Equal Opportunities Commission, Commission for Racial Equality and Disability Rights Commission and was also given responsibility for promoting equality and tackling discrimination in respect of age, sexual orientation and religion or belief, promoting good relations between groups, and providing institutional support for human rights.	Y	Y	N		
30	Homes & Communities Agency	The Homes and Communities Agency	The Homes & Communities Agency work with local partners to provide housing and regeneration to meet the needs of the local communities; creating new affordable homes and thriving places.	Y	Y	N		
31	The Commission for Rural Communities (CRC)	The Commission for Rural Communities	The CRC promote awareness of the social and economic needs of people who live and work in rural areas and help decision-makers across and beyond government identify how those needs can be best addressed.	Y	Y	N		
32	Civil Aviation Authority	The Civil Aviation Authority	The Civil Aviation Authority is the UK's specialist aviation regulator, overseeing and regulating all aspects of aviation in the UK.	Y	Y	N		
33	Highways Agency	The Highways Agency	The applicant for this scheme. The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.	Y	Y	Applicant		
34	Transport for Greater Manchester (TfGM)	Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	TfGM is responsible for implementing local transport policy, and supports the largest regional economy outside of London.	Y	Y	Y	Email: 16/04/12	
35	Greater Manchester Combined Authority (GMCA)	Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	The GMCA co-ordinates key economic development, regeneration and transport functions in the Greater Manchester Area.	Y	Y	N		
36	Rail Passenger Council	The Rail Passengers Council	Under its operating name, Passenger Focus, the Rail Passenger Council aim to secure journey improvements for all rail passengers acting as an independent passenger watchdog.	Y	Y	N		
37	Disabled Persons Transport Advisory Committee (DPTAC)	The Disabled Persons Transport Advisory Committee	The DPTAC is an independent body established by the Transport Act 1985 to advise Government on the transport needs of disabled people.	Y	Y	N		
38	The Coal Authority (CA)	The Coal Authority	The CA owns, on behalf of the country, the vast majority of the coal in Great Britain, as well as former coal mines. The CA is a non-departmental public body sponsored by the Department for Energy and Climate Change, and was established by Parliament in 1994 to undertake specific statutory responsibilities associated with the coal industry.	Y	Y	Y	Email: 04/04/12	
39	Office of Rail Regulation	The Office Of Rail Regulation	The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways. It is led by a Board appointed by the Secretary of State for Transport.	Y	Y	N		
40	Network Rail Infrastructure Ltd	Approved Operator	Network Rail run, maintain and develop Britain's rail tracks, signalling, bridges, tunnels, level crossings, viaducts and 17 key stations.	Y	Y	N		

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41	Ofgem	The Gas and Electricity Markets Authority	Ofgem is the Office of the Gas and Electricity Markets, and they protect consumers by promoting competition, wherever appropriate, and regulate the companies which run the gas and electricity networks.	Y	Y	N		
42	Ofwat	The Water Services Regulation Authority	Ofwat (The Water Services Regulation Authority) is the economic regulator of the water and sewage sectors in England and Wales. They ensure companies provide household and business consumers with a good quality service and value for money.	Y	Y	N		
43	The British Waterways Board	The British Waterways Board	The body responsible for the upkeep of England's Canal Network and selected rivers, until they were replaced by the Canals and Rivers Trust in July 2012.	Y	Y	N		
44	Health Protection Agency	The Health Protection Agency	The Health Protection Agency's role is to provide an integrated approach to protecting UK public health through the provision of support and advice to the NHS, local authorities, emergency services, other arms length bodies, the Department of Health and the devolved administrations. Although no formal response was received to the Pre-Application Consultation, it should be noted that the Health Protection Agency responded to the EIA scoping report consultation. Regard was given to these comments when preparing the Environmental Statement (ES).	Y	Y	N		
45	Cheshire LRF	The Relevant Local Resilience forum	Cheshire Local Resilience Forum tries to prepare for, respond to and recover from any emergency. They bring together local emergency services, National Health Service and local authorities, plus any other agencies that can help to prepare and respond to any event.	Y	Y	N		
46	Greater Manchester LRF	The Relevant Local Resilience forum	Greater Manchester Local Resilience Forum tries to prepare for, respond to and recover from any emergency. They bring together local emergency services, National Health Service and local authorities, plus any other agencies that can help to prepare and respond to any event.	Y	Y	N		
47	Trafford Healthcare NHS Trust	NHS Foundation Trust	Trafford Healthcare NHS Trust offer a full range of inpatient and outpatient district general hospital services in Trafford, a borough in Greater Manchester.	Y	Y	N		
48	University Hospital of South Manchester NHS Foundation Trust	NHS Foundation Trust	The University Hospital of South Manchester NHS Foundation Trust is a major acute teaching hospital Trust providing services for adults and children at Wythenshawe and Withington Hospitals.	Y	Y	N		
49	East Cheshire NHS Trust	NHS Foundation Trust	East Cheshire NHS Trust was established in 2002. It consists of three hospitals at Macclesfield, Knutsford and Congleton. The Trust provides a comprehensive range of acute and community based services.	Y	Y	N		
50	Mid Cheshire Hospitals NHS Foundation Trust	NHS Foundation Trust	Mid Cheshire Hospitals NHS Foundation Trust is the organisation which manages Leighton Hospital, Crewe; the Victoria Infirmary, Northwich and Elmhurst Intermediate Care Centre, Winsford.	Y	Y	N		
51	NHS Trafford	Primary Care Trust	NHS Trafford is the Primary Care Trust in the borough, responsible for commissioning health services from a range of local providers, including hospitals, to meet the health needs of the local population. It should be noted that the Health and Social Care Act 2012, currently going through Parliament, will signal the abolition of Primary Care Trusts in April 2013. Most NHS services will then be commissioned by Clinical Commissioning Groups (CCGS).	Y	Y	N		

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52	Central and Eastern Cheshire Primary Care Trust	Primary Care Trust	Central and Eastern Cheshire Primary Care Trust broadly covers the areas of the former district and borough councils of Vale Royal, Congleton, Crewe and Nantwich and Macclesfield and now spans two new unitary councils, Cheshire East and Cheshire West and Chester. It should be noted that the Health and Social Care Act 2012, currently going through Parliament, will signal the abolition of Primary Care Trusts in April 2013. Most NHS services will then be commissioned by Clinical Commissioning Groups (CCGS).	Y	Y	N		
53	NHS Manchester	Primary Care Trust	NHS Manchester's aim is to ensure modern, high quality NHS services that are easily accessible for all residents in the city. It should be noted that The Health and Social Care Act 2012, currently going through Parliament, will signal the abolition of Primary Care Trusts in April 2013. Most NHS services will then be commissioned by Clinical Commissioning Groups (CCGS).	Y	Y	N		
54	North West Ambulance Service NHS Trust	Ambulance Trusts	The North West Ambulance Service NHS Trust is the largest ambulance service in the country, providing 24 hour, 365 days a year accident and emergency services to those in need of emergency medical treatment and transport.	Y	Y	N		
55	BRB Residuary Limited	Railway	BRB Residuary replaces the British Railways Board. The company is owned by the Government and reports to the Department for Transport. As a residuary body, the company is responsible for discharging a variety of functions including obligations in respect of liabilities acquired by British Rail as a major employer over nearly half a century.	Y	Y	N		
56	The Manchester Ship Canal Company Limited (Rixton & Warburton Bridge)	Road Transport	The Manchester Ship Canal Company is part of the Peel Ports group owned by Manchester based Peel Holdings Ltd, one of the UK's largest property and transport companies.	Y	Y	N		
57	Bridgewater Canal Company (Peel Dome)	Navigation Authorities	The Bridgewater Canal Company is the navigation authority for the Bridgewater Canal, situated in the North West of England. The company is owned and operated by the Manchester Ship Canal Company (see above) in conjunction with the Bridgewater Canal Trust.	Y	Y	Y	Questionnaire: 14/02/12	
58	NATS En-Route (NERL) Safeguarding	Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS provides en route Air Traffic Services to aircraft flying in United Kingdom and North Atlantic airspace. NERL operate the radar, communications facilities and navigation aids that support en-route Air Traffic Management. In accordance with their license, NERL is obligated to safeguard its infrastructure and airspace procedures to ensure the integrity of the ATS it provides.	Y	Y	N		
59	Royal Mail Group	Universal Service Provider	The Royal Mail Group is responsible for universal mail collection and delivery in the UK.	Y	Y	N		
60	United Utilities (UU)	Water and Sewage Undertakers	UU provides water and sewage services in North West England. They also take away and treat the North West's wastewater.	Y	Y	Y	Letter: 17/04/12	
61	British Gas Pipelines Limited	Public Gas Transporter	British Gas Pipelines Ltd is represented by Centrica, a leading integrated energy company.	Y	Y	N		
62	Energetics Gas Limited	Public Gas Transporter	Energetics Gas Limited use their regulatory knowledge and understanding of asset owner operations to challenge existing connection arrangements with government regulators and incumbent organisations.	Y	Y	N		

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63	ES Pipelines Ltd	Public Gas Transporter	ES Pipelines is licensed to operate gas networks by Ofgem. Around 200,000 gas customers are connected to the network through pipelines operated and managed by ES Pipelines.	Y	Y	N		
64	Fulcrum Pipelines Limited	Public Gas Transporter	Fulcrum holds a gas transporter (GT) licence, which permits them to design, install, own, operate and maintain gas pipelines systems which convey gas to customers' premises.	Y	Y	N		
65	Gas Transportation Company (GTC) Limited	Public Gas Transporter	GTC is an independent utility infrastructure provider delivering gas, electric and water networks along with renewable and sustainable solutions to new housing and commercial developments nationwide. As well as the registered business address, several subsidiaries of GTC Limited were contacted, including GTC Pipelines Ltd, Utility Grid Installations Ltd and The Electricity Network Company Ltd.	Y	Y	N		
66	Independent Pipelines Limited	Public Gas Transporter	Independent Pipelines is an independent gas transporter, operating and maintaining networks that serve more than half a million customers across Great Britain.	Y	Y	N		
67	Quadrant Pipelines Limited	Public Gas Transporter	A subsidiary of Independent Pipelines	Y	Y	N		
68	Intoto Utilities Limited	Public Gas Transporter	It is understood that this company is in administration. However, consultation details were sent out in any case for assurance.	Y	Y	N		
69	LNG Portable Pipeline Services Limited	Public Gas Transporter	A Gas Transporter who specialise in the transportation of gas using specialised road trailers. They work for public utilities and do not have any end customers.	Y	Y	N		
70	National Grid (NG)	Electricity Distributors With CPO Powers	NG is an international electricity and gas company and one of the largest investor-owned energy companies in the world. They play a vital role in providing energy to millions of customers across Great Britain and the Northeast US in an efficient, reliable and safe manner.	Y	Y	Y	Letter: 13/04/12	
71	National Grid Gas Plc	Public Gas Transporter	See National Grid description above	Y	Y	N		
72	Scotland Gas Networks Plc	Public Gas Transporter	Scotland Gas Networks serves the whole of Scotland, and is operated by Scotia Gas Networks, the UK's second largest gas distribution company.	Y	Y	N		
73	Southern Gas Networks Plc	Public Gas Transporter	Southern Gas Networks serve the south and south east of England, and is operated by Scotia Gas Networks, the UK's second largest gas distribution company.	Y	Y	N		
74	SSE Pipelines Ltd	Public Gas Transporter	SSE Pipelines is a licensed public gas transporter, which is fully equipped to install, own and operate the gas infrastructure on new housing and commercial developments throughout the UK. SSE Pipelines have provided multi-utilities to over 1000 sites.	Y	Y	N		
75	INEOS Enterprises Limited	Public Gas Transporter	INEOS Enterprises is a portfolio of eight businesses manufacturing chemicals in Northern Europe, with sales of these products to customers around the world.	Y	Y	N		
76	ECG (Distribution) Limited	Electricity Distributors With CPO Powers	It is understood that this company's ECG license has been revoked. However, consultation details were sent out in any case for assurance.	Y	Y	N		

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Ref	Consultee Name	Schedule 1 Description	Description of Consultee ³³	Contacted Under		Response Received?	Form / Date of Consultation	
				S48 ³⁴	S42 ³⁵		Response	Meeting
77	UK Power Networks (IDNO) Limited	Electricity Distributors With CPO Powers	UK Power Networks Limited are a distribution network operator, and their role is to take electricity at high voltages from the National Grid and transform it down to voltages suitable for commercial and domestic use.	Y	Y	N		
78	Electricity North West Limited	Electricity Distributors With CPO Powers	Electricity North West owns, operates and maintains the North West's electricity distribution network	Y	Y	N		
79	The Crown Estate	The Crown Estate Commissioners	The Crown Estate is a diverse property business valued at more than £8 billion. They manage a wide range of properties across the UK. In the country, it includes agricultural land, parkland and forestry. They also have over half the foreshore and almost all of the seabed around the UK.	Y	Y	N		
80	Forestry Commission	The Forestry Commission	The Forestry Commission are the Government Department responsible for protecting, expanding and promoting the sustainable management of woodlands and increasing their value to society and the environment.	Y	Y	N		
Local Authorities (section 43)								
81	Cheshire East Council (CEC)	The Relevant Local Authority / The Relevant Highways Authority	Cheshire East is the third largest unitary authority in the North West. They aim to ensure that policy development, performance reporting and the services provided by CEC meets the needs and expectations of their communities.	Y	Y	Y	Email: 13/04/12	Meetings: 27/02/12 and: 28/02/12
82	Trafford Council (TC)	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	Y	Email: 16/04/12	
83	High Peak Borough Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
84	Staffordshire Moorlands District Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
85	Newcastle-under-Lyme Borough Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
86	Manchester City Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
87	Salford City Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
88	Stockport Metropolitan Borough Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
89	Cheshire West & Chester Borough Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
90	Shropshire Council (SC)	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	Y		
91	Warrington Borough Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		

Table 19 - Schedule of Prescribed Consultees and Local Authorities

Ref	Consultee Name	Schedule 1 Description	Description of Consultee ³³	Contacted Under		Response Received?	Form / Date of Consultation	
				S48 ³⁴	S42 ³⁵		Response	Meeting
92	Derbyshire County Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
93	Staffordshire City Council	Relevant Local Authority	A council area which shares a boundary with Cheshire East Council, where the scheme is located.	Y	Y	N		
94	Peak District National Park Authority	National Park Authorities	The Peak District National Park Authority is a public body with two statutory purposes. This first is to conserve and enhance the natural beauty, wildlife and cultural heritage of the area. The second is promote opportunities for the understanding and enjoyment of the parks' special qualities by the public.	Y	Y	N		

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response
1	The Health & Safety Executive (HSE)	<p>1.1 In their response, the HSE highlighted that the proposed road will pass over a Major Accident Hazards (MAH) pipeline to the north of M6 Junction 19. They recommended that we liaise with National Grid as soon as possible in order to develop appropriate diversion and/or mitigation strategy.</p> <p>Provided appropriate risk reduction measures are used, the HSE stated they are unlikely to advise against the proposals.</p>	<p>We are aware of the existing MAH pipeline that passes under the scheme to the north of M6 Junction 19. National Grid have been consulted on the issue and they have been commissioned to undertake a Conceptual Design Study, which is currently ongoing. Once an appropriate mitigation strategy has been finalised, the HSE will be provided with the relevant details.</p>
2	Natural England (NE)	<p>2.1 Natural England raised a number of detailed points in respect of our environmental assessments.</p>	<p>When refining the scope of our environmental assessments we responded directly to Natural England on all points raised in response to Consultation. We also held a follow up meeting to ensure that actions were agreed and issues were resolved to mutual satisfaction. Details of our correspondence with NE are provided in Appendix 20, with appropriate redaction of personal & contact details.</p>
3	English Heritage (EH)	<p>3.1 EH raised concern about our proposals to stop up vehicular access along Old Hall Lane.</p> <p>3.2 EH suggest we should consult our landscape architects to see what mitigation options there are for the setting of Over Tabley Hall.</p> <p>3.3 EH requested we produce additional photomontages for the following locations:</p> <ul style="list-style-type: none"> • Over Tabley Hall: Ground and first floor views towards balancing pond and Tabley Junction. • Over Tabley Farm Buildings: View towards the scheme • St Paul's Church: View from behind the church towards the embankment. • Mere Hall: View towards A50 Junction, and at night if A50 Junction is to be lit. <p>3.4 Regarding our Archaeological strategy, EH requested we progress early trial trenching at 2 key locations prior to application to the Planning Inspectorate. These were at Yarwood Heath Farm and a potential barrow cemetery north of the A50.</p>	<p>We have amended our proposals to now include a vehicular link between Old Hall Lane and the de-trunked Chester Road as part of the modified Tabley Junction.</p> <p>This was considered as part of the Environmental Impact Assessment (EIA). The results in terms of mitigation that can be achieved through on-site works – principally visual screening – are set out in the Environmental Statement (ES)) and illustrated in photomontages. Any additional works could only be achieved through off-site works; these would be subject to discussion with the property owner and potential additional design works would be considered during the detailed design phase, following a successful grant of a Development Consent Order (DCO). As any off-site works would require a legal agreement that cannot be reached at this stage, they cannot be included in the ES.</p> <p>As requested by EH, we have included photomontages for all these buildings within the ES. However, night time views for Mere Hall have not carried out as it is not proposed to light the A50 Junction.</p> <p>We agreed with EH that advanced trial trenching at these two locations would be advantageous. However, at the time of writing, we have been unable to gain access to complete trial trenching at the Yarwood Heath Farm site. This has been reflected within the ES. We have completed trial trenching at the potential barrow cemetery north of the A50, as well as at a 3rd site near Mere Hall where a potential Clamp Kiln was identified. Full results of our trial trenching surveys are provided within the ES.</p>

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response
4	Cheshire Fire & Rescue Service (CFRS)	4.1	<p>Raised concern that the creation of dead ends on a number of roads may affect their access.</p> <p>Where side roads from the existing A556 have been stopped up, turning heads are proposed to ensure sufficient room is available for a vehicle to turn round. These have been conservatively designed to ensure they are appropriate for use by large vehicles, including fire engines.</p> <p>The local fire service is located in Knutsford to the east of the proposed scheme. As such, access to the stopped up side roads to the east of the scheme would be via the A50, then Chester Road, as per the existing situation. To the west, access to Bucklow Hill Lane would be via the A50, then Hulseheath Lane. It is likely this is the route currently taken by the fire service (assumed as shorter distance than via the A556). The existing access to Millington Hall Lane however would be severed. Therefore, to reduce the diversion to properties (among other reasons), a vehicular overpass has been proposed along Millington Lane, significantly reducing the diversion length that would otherwise be required.</p>
		5	<p>Appropriate diversion routes for a number of situations have been considered for the proposed A556 scheme. However, at this preliminary design stage, these have yet to be confirmed with the relevant network operator. Once plans are available, these will be provided to CPA for their input as requested. The majority of diversion routes will be similar to the existing situation, with strategic traffic routed via M6 junction 20a in the event of a full closure.</p> <p>It should be noted that any planned maintenance on the new A556 is intended to be carried out under single lane closure or a contra flow system (northbound and southbound traffic using the same carriageway). As such, full closures on the A556 will be extremely rare, and should only occur in the unlikely event of a serious incident.</p>
5	Cheshire Police Authority (CPA)	5.1	<p>CPA stated there are no foreseeable problems regarding traffic management on the new A556. However, they have requested information on proposed diversion routes should the new A556 need to be closed (north and southbound).</p> <p>Appropriate diversion routes for a number of situations have been considered for the proposed A556 scheme. However, at this preliminary design stage, these have yet to be confirmed with the relevant network operator. Once plans are available, these will be provided to CPA for their input as requested. The majority of diversion routes will be similar to the existing situation, with strategic traffic routed via M6 junction 20a in the event of a full closure.</p> <p>It should be noted that any planned maintenance on the new A556 is intended to be carried out under single lane closure or a contra flow system (northbound and southbound traffic using the same carriageway). As such, full closures on the A556 will be extremely rare, and should only occur in the unlikely event of a serious incident.</p>
		5.2	<p>Junction Option 1 was chosen as this balances the impacts between Millington and the A50. See Chapter 5. Although a junction has been provided between the A556 and A50, this is limited to northbound movements only. Therefore, the issue raised in CPA's formal response is not considered relevant to the chosen junction option.</p> <p>CPA stated a preference for junction Option 0 (Baseline) as it was the 'most simple' option presented at consultation. However, they go on to mention that should a junction be omitted from the Millington area, this would not cause concern as adequate access can be achieved through alternative routes.</p> <p>CPA also noted that provision of a new junction with the A50 would be unsuitable for the high volume of traffic flowing southbound.</p>
6	Little Bollington Parish Meeting (LBPM)	6.1	<p>The Highways Agency team delivered all public consultation documents to all the deposit points on the afternoon of the 20th January 2012 in readiness for the start of the public consultation on the 23rd January 2012. A certificate of deposit from Little Bollington School confirms that the public consultation documents were available for inspection from 23rd January 2012 to 16th April 2012.</p>
		6.2	<p>No response necessary.</p>
7	Millington Parish Council (MPC)	7.1	<p>A number of other consultees raised a similar issue in response to consultation. We therefore conducted a site visit to inspect the condition of the existing watercourse. This confirmed evidence of flooding, as well as identifying an existing culvert which was considered unsuitable for the additional flow. The highway drainage strategy has therefore been developed to remove the outfall from catchment C.</p> <p>The Catchment C attenuation facility would now act as online intermediate storage in a combined catchment C and D which would discharge at the single outfall location directly into the River Bollin, avoiding the watercourse in question.</p> <p>The Catchment C attenuation facility would accommodate a critical 100 year rainfall event plus an additional 20% increase in rainfall intensity for potential climate change in line with current guidance and best practice.</p>

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response
MPC Continued...	7.2 Consider the information presented at the Parish drop-in exhibition to be inadequate.	The material presented at the Parish drop-in exhibition included some of the exhibition boards (including those showing alternative junction options), as well as hard copies of the consultation materials. This was similar to information presented at other Parish drop-in exhibitions, and was considered sufficient for the layout, style and timescale of the event.
	7.3 MPC raised the key issue 'Realign as per the 2010 Preferred Route Announcement'.	For our response to key issue 'Realign as per the 2010 Preferred Route Announcement' see section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter
	7.4 MPC raised the key issue 'Traffic Impacts Along Country Lanes'.	For our response to key issue 'Traffic Impacts Along Country Lanes' see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter
	7.5 MPC raised the key issue 'Adequacy of the Consultation Process'.	For our response to key issue 'Adequacy of the Consultation Process' see section 6.5 of the 'Key Issues Arising and Actions Taken' Chapter.
	7.6 MPC requested that all overpasses and junctions be removed from the Millington area.	<p>When deciding on the location of junctions and overpasses it is necessary to consider the impacts on the scheme area as a whole. Although relocating junctions away from Millington may have benefits for that particular area, there would be increased impacts on other Parishes local to the scheme. The preferred junction strategy, which includes a southbound off-slip only in the Millington area, is therefore considered to be a balanced solution. Full details of how the preferred junction strategy was adopted are provided in Chapter 5.</p> <p>The final scheme design also proposes an overpass along Millington Lane. This is considered necessary to maintain local access, as well as private and emergency services access to farms/properties along both Millington Lane and Millington Hall Lane. The design of this local crossing has been tailored to reduce the associated visual impact (e.g. compact alignment design), as well additional screening proposed as shown on the Environmental Master Plan within the Environmental Statement (ES).</p>
	7.7 In order to reduce the visual and noise impacts of the scheme, MPC requested that more of the offline works be provided in cutting and/or the size of proposed earth mounds be increased.	<p>As described in section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter, both the depth of cutting and the height of earth bunding have been increased through the Millington area (between Chapel Lane and the online tie-in). In addition, the height of earth bunding has also been increased along sections of the mainline south of Chapel Lane.</p> <p>Although the cutting depth has been increased through Millington, and bund heights raised at certain locations over the full length of the scheme, it is not considered feasible to extend the length or depth of the cutting along other areas for the reasons given below:</p> <p>Drainage: Previous incarnations of the vertical road profile showed the road in cutting through Chapel Lane. However, this created a 'trapped cutting' and required provision of a pumping station, with associated noise, cost and maintenance impacts. The road was raised through this area to remove this.</p> <p>Earthworks Balance: The current scheme design, incorporating the lowered vertical alignment through Millington, results in a significant amount of surplus material (i.e. we are excavating more material than we need). The majority of this can be managed on site through strategic placement of material in severed pockets of land or for use as bunding. However, any further increase in the amount of excavation would require more material to be exported off site to landfill. This would have serious implications on cost (approx. 5x more expensive than reusing on site), as well as the associated environmental impact of transporting and disposing to landfill.</p> <p>Fuel Pipeline: A major fuel pipeline crosses the road to the south of Chapel Lane. Although this pipeline is to be diverted, further lowering of the mainline in this location would increase the length, depth and scale of the diversion works. This would present additional maintenance issues, increase temporary land requirements and prolong the risk to construction workers, as well as having a significant impact on cost.</p>
	7.8 There was concern that the cul-de-sacs created at stopped up side roads would encourage fly tipping/misuse.	The scheme proposes to stop up two existing side roads, Bucklow Hill Lane and Millington Lane. Without appropriate mitigation, this would create long cul-de-sacs which may be prone to misuse and fly tipping. In order to significantly reduce the likelihood of this occurring, turning heads have been located at the closest suitable location past the final residential access, reducing the length of cul-de-sac. The back of turning head will be gated, allowing private access only to fields off the existing road.

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response	
MPC Continued...	7.9	Requested that the Chapel Lane connection be provided as an underpass, stating this would be possible as the fuel pipeline (mentioned in 7.7 above) is not currently in use.	<p>Although the pipeline to the south of Chapel Lane is not currently in use, it still remains pressurised with nitrogen to enable it to be returned to service in the future. As such, the pipeline needs to be either retained or diverted as part of the proposed scheme. Although this pipeline is to be diverted in any case, provision of an underpass at Chapel Lane would significantly increase the length, depth and scale of the diversion works. This would present additional maintenance issues, increase temporary land requirements and prolong the risk to construction workers, as well as having a significant impact on cost.</p> <p>It is also likely that, due to constraints imposed by properties on the east of the new road, the level of the mainline would need to be raised in order to achieve a suitable vertical alignment for the underpass. This would have significant noise and air quality impacts due to the high volume of traffic that will be using the A556. Provision of an overpass through this location is therefore considered the only viable solution.</p> <p>It should be noted however that in response to issues raised as part of the land interest consultation, the alignment of the overpass has been amended to pass to the south of the existing Chapel Lane. This will reduce the environmental impact by preserving ponds to the north of the existing road, as well as reducing the visual impact on properties within The Crescent, Chapel Lane.</p>	
	8	Rostherne Parish Council (RPC)	<p>8.1 RPC stated a preference for Junction Option 2 in order to reduce traffic on unsuitable side roads and prevent 'rat runs'.</p> <p>8.2 Concerned that provision of a junction at Millington would encourage traffic to use the A5034 Mereside road, stating the standard of alignment is not suitable for high traffic flows.</p> <p>8.3 Requested that the Highways Agency provide Cheshire East Council (CEC) with additional funds to manage the impacts of the scheme on the local road network.</p>	<p>Option 1 was selected as the preferred junction strategy for the reasons stated in Chapter 5. Although this was not the preferred option by the council the chosen junction strategy is effective in reducing traffic volume along local side roads, as described in section 6.11 'Traffic Impacts Along Country Lanes' of the 'Key Issues Arising and Actions Taken' Chapter.</p> <p>The preferred junction strategy, which proposes a southbound off-slip in the Millington area, limits the predominant use of the A5034 Mereside Road to the southbound direction only. As such, traffic flows along this existing road are forecast to reduce when compared to the existing situation.</p> <p>Although the A5034 Mereside Road has a number of poor alignment sections, the overall standard is high in comparison to other local roads in the area. As such, the scheme seeks to maintain a consistent traffic flow along this road (albeit less than the existing situation) to make best use of the existing infrastructure.</p> <p>We are engaged in ongoing consultation with CEC regarding this issue.</p>
9	Mere Parish Council (Mere PC)	9.1	<p>Mere PC stated a preference for Junction Option 0, noting they are 'adamantly against' all other junction options due to the increase in traffic forecast along the A50.</p> <p>9.2 Concerned that Chester Road (Tabley Link) will be subject to misuse by illegal parkers and create places for fly-tipping. A similar issue was raised regarding the two side roads to be stopped up as part of the scheme.</p>	<p>Option 1 was selected as the preferred junction strategy for the reasons stated in Chapter 5.</p> <p>The associated traffic impact along the A50 was one of the two main issues (among other factors) when deciding on a preferred junction strategy, the other being to minimise the inappropriate use of local side road by traffic accessing the A556. Option 1 was therefore considered to be a balanced solution, significantly reducing traffic volumes along unsuitable country lanes, whilst minimising the associated impact on the A50 compared to other alternative options. Strategies to mitigate the traffic impacts along the A50 are described in section 6.12 'Impact of Increased Traffic on the A50' of the 'Key Issues Arising and Actions Taken' Chapter</p> <p>In order to discourage misuse of Chester Road (Tabley Link), a linear planted mound (more details provided in Environmental Statement (ES)) is proposed adjacent to the carriageway, preventing vehicles from pulling on to the verge. A stable level of background traffic will also be maintained as traffic uses Chester Road (Tabley Link) to access residential properties, businesses and local amenities. This is enhanced through provision of Old Hall Lane vehicular connection, facilitating the ease in which these local journeys can be made.</p> <p>Where the two side roads are to be stopped up, turning heads will be located such that public access to the redundant length of carriageway will be restricted. The back of turning head will be gated, allowing private access only to fields off the existing carriageway. It should also be noted that the number of side roads to be stopped up as part of the scheme has been reduced (when compared to the pre-consultation design) through provision of Millington Overpass, as well as vehicular connection to Old Hall Lane as part of the modifications to Tabley Junction.</p>

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response		
Mere PC Continued...	9.3	At both the drop-in exhibition and within their written response, the PC raised the issue that retaining the existing footpath behind the proposed earth mound would present maintenance and security issues.	The post consultation design proposes a shared use Non-Motorised User (NMU) track adjacent to the existing footway. As a result, the height of the earth mound will be reduced such that adequate natural surveillance is achieved, reducing the associated security risk. The NMU track will be of sufficient width to accommodate access to maintain existing hedgerows as well as new planting proposed as part of the environmental mitigation works.	
	9.4	Concerned that access from Mere Hall on to the A50 would be difficult due to change in priority.	In response to this issue, we have implemented a road marking strategy to improve the access arrangements into Mere estate. It is proposed to extend the central hatch area and provide a right turn lane, removing the conflict between through traffic and vehicles turning right. The inclusion of a 'KEEP CLEAR' road marking is also proposed to facilitate right turn movements out of the junction.	
	9.5	Due to low traffic levels and the straight alignment of Chester Road (Southern Link), Mere PC believes the road will be subject to abuse by speeding drivers.	This issue has also been raised by Cheshire East Council (CEC) and a number of other consultees. Through close consultation with CEC, we have developed a number of measures to address this issue, as below: <ul style="list-style-type: none"> • Chester Road Roundabout: We have introduced a new roundabout on the de-trunked Chester Road to interrupt traffic flow and reduce the length of the potentially high speed section. This will also have added benefits in relation to junction capacity during large Tatton Park events. • Old Hall Lane Connection: A local vehicular connection between Old Hall Lane and the de-trunked Chester Road has been provided as part of the modified Tabley Junction. This will retain a higher level of background traffic along the southern section of the de-trunked road, discouraging high vehicular speeds. • Chester Road (Tabley Link): An existing bend in the alignment has been retained along the section of de-trunked A556 to the south of the new roundabout, now termed Chester Road (Tabley Link). Although traffic levels will be low along this section of road, provision of the bend will restrict visibility and promote driver caution. This, together with its relatively short length, is expected to significantly reduce the risk of misuse by speeding drivers. <p>Original aspects of the design such as the narrowed carriageway, warning signs and provision of road markings to prohibit overtaking have also been retained, further reducing the likelihood of misuse. We have discussed these proposals with CEC who agree they will be effective in addressing the issue.</p>	
	9.6	Concerned that the proposed layout at Mere junction will result in high vehicular speeds along the A50.	The proposals at Mere junction involve 'straightening' the alignment of the A50 to facilitate a more continuous flow for this now predominant traffic movement. To manage any associated increase in speed, it is proposed to narrow the carriageway/lane widths on approach to the junction to promote driver caution, as well as retaining the existing 50mph speed limit. This, together with additional measures such as provision of segregated right turn lanes and signalised NMU crossings, is expected to significantly improve safety at the junction when compared to the existing situation.	
	9.7	Sought confirmation that the Green Belt status for land adjacent to the scheme will not be affected.	The power to designate Green Belt status lies with the Local Authority CEC. However, in response to this issue, CEC confirmed that the status of the Green Belt would be unaffected by the scheme, adding this is a matter which is determined in the Local Plan.	
	9.8	Request that evergreen trees be planted to obscure views to high sided vehicles on the new road.	New tree planting along the new road will consist of an appropriate mix of principally native species, some of which may be evergreen. However, the exact species to be planted has is yet to be confirmed, and this will be decided at the detailed design stage.	
	10 Tabley Parish Council (TPC)	10.1	TPC noted their general objection to the scheme, instead stating preference for an Online improvement or Junction 20 scheme.	Provision of an Online Improvement or Junction 20 scheme is not considered viable. Detailed justification of why is given in our response to key issue 'M6 Junction 20' at section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter and key issue 'Online Improvement' is discussed at section 6.9 of the same Chapter
		10.2	TPC raised the key issue 'Impact of Increased Traffic on the A50'	For our response to key issue 'Impact of Increased Traffic on the A50" see section 6.12 of the 'Key Issues Arising and Actions Taken' Chapter

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response	
TPC Continued...	10.3 TPC stated a preference for junction Option 1. However, they would only support this Option should a vehicular connection between Old Hall Lane and Chester Road be retained.	In line with the preference of TPC, both junction Option 1 and an Old Hall Lane vehicular connection are proposed as part of the final scheme design. The retention of Old Hall Lane has been included as part of the modified Tabley Junction, and results in the following scheme benefits: <ul style="list-style-type: none"> • Relieves traffic from using the Pickmere Lane / A556 junction • Retains a main access route for Cheshire Agricultural Show • Improves local access to Tabley Parish Hall, and within the general Tabley area 	
	10.4 TPC believed that their Parish Hall will not be viable post-scheme due to the loss of car-parking space, noise impacts and access issues caused by the closure of Old Hall Lane.	We are currently engaged in ongoing discussion with TPC regarding this issue and, as such, the final mitigation strategy for Tabley Parish Hall (TPH) has yet to be finalised. However, following the consultation, a number of measures are being considered or have been proposed in response to this issue, as below: <ul style="list-style-type: none"> • Old Hall Lane Connection: The vehicular connection between Old Hall Lane and Tabley Junction has been retained as part of the modified Tabley Junction, significantly improving local access to TPH • Noise Fencing; A 2m high noise fence has been proposed adjacent to TPH to minimise the impacts of the scheme. Further details on this mitigation proposal are provided in the Environmental Statement (ES) • Car Parking: Locations to provide replacement car parking spaces have been considered, however, these have yet to be finalised 	
	10.5 TPC believed the straight alignment of Chester Road (Southern Link) will be subject to misuse by speeding drivers.	A similar issue was raised by Mere PC and therefore a full response has been provided above (ref 9.5).	
	10.6 Raised concern that retention of existing footway behind the proposed earth mound will present security/surveillance issues.	See response 9.3 to Mere PC, which addresses the same issue.	
	10.7 TPC raised the key issue 'M56 Junction 7 Capacity Issues'.	For our response to key issue 'M56 Junction 7 Capacity Issues' see section 6.7 of the 'Key Issues Arising and Actions Taken' Chapter.	
	10.8 Requests that the Highways Agency provide Cheshire East Council (CEC) with additional funds to manage the impacts of the scheme on the local road network. Particular reference was made to managing the associated impact of traffic using the de-trunked A556 during incidents on the motorway.	We are engaged in ongoing consultation with CEC regarding this issue.	
	10.9 During a meeting with councillors, TPC noted they would welcome provision of a 2-way cycle facility along the de-trunked road.	Similar requests were received from a number of consultees. In response, a shared Non-Motorised User (NMU) track to be used by pedestrians, cyclists, disabled users and horse riders is proposed along the length of the de-trunked road.	
	11 Dunham Massey Parish Council (DMPC)	11.1 DMPC provided a short response to the consultation stating they do not object to the proposed scheme.	Comment noted - No response necessary
	12 High Legh Parish Council (HLPC)	12.1 HLPC objected to the principle of re-routing the A556, instead being in favour of an Online Improvement scheme. The Parish Council also object to provision of a Junction 20 scheme.	For our response to key issue 'Online Improvement' see section 6.9 of the 'Key Issues Arising and Actions Taken' Chapter.
	12.2 HLPC stated a preference for junction Option 1, with overpass Option B. The Parish stated that over 90% of the feedback received from their residents was in support of this option.	Both junction Option 1 and overpass Option B are proposed as part of the final scheme design. Full details of why these were selected are provided in Chapter 5.	

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response
<p>HLPC Continued...</p>	<p>12.3 In their argument against provision of Option 0, HLPC raised the key issue 'Traffic Impacts Along Country Lanes'</p>	<p>This issue has been addressed through provision of junction Option 1. For our response to key issue 'Traffic Impacts Along Country Lanes' see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter.</p> <p>It should be noted that HLPC provided an in depth response in relation to this issue. This included accident data, photographs and statements from local residents highlighting the dangers along local roads and at specific junctions. The views and information provided by HLPC were considered in detail when selecting a preferred Junction Option.</p>
	<p>12.4 HLPC raised the key issue 'Impact of Increased Traffic on the A50'.</p>	<p>For our response to key issue 'Impact of Increased Traffic on the A50" see section 6.12 of the 'Key Issues Arising and Actions Taken' Chapter</p>
	<p>12.5 HLPC request that Cheshire East Council (CEC) be provided with a sum of money to manage impacts on the local road network post scheme.</p>	<p>We are engaged in ongoing consultation with CEC regarding this issue.</p>
	<p>12.6 HLPC raised the key issue 'Realign as per the 2010 Preferred Route Announcement'.</p>	<p>For our response to key issue 'Realign as per the 2010 Preferred Route Announcement' see section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter</p>
	<p>12.7 Although the Parish supported provision of Chapel Lane Overpass (Option B), they acknowledged the embankments will be high and requested that appropriate environmental mitigation measures be implemented to reduce the visual impact.</p>	<p>The environmental impacts of the proposed overbridge have been fully assessed and appropriate mitigation measures proposed, as specified in the Environmental Statement (ES). This includes planting the embankments with native shrubs and trees, as well as amending the earthworks to further 'blend' the structure into the landscape. The alignment of the overbridge has also been amended to now pass offline to the south of the existing road. This is considered to further reduce the visual impact on properties within The Crescent off Chapel Lane.</p>
	<p>12.8 HLPC stated they do not support de-trunking proposals. They requested that the existing carriageway remain as four lanes to assist traffic flows during an M6 blockage.</p>	<p>Retention of the existing 4-lane carriageway is not considered to effectively manage safety and capacity issues during incidents on the M6. Although journey times may reduce slightly, the single lane roads at either end of Chester Road (Southern Link) would act as 'bottlenecks', restricting traffic flows such that any improvement would be minimal. The associated safety risk however is likely to be significant, with the additional lanes facilitating high vehicular speeds on the approach to queuing vehicles at the A50 and Tabley Junctions. Four lanes of traffic would also present a significant barrier to Non-Motorised Users (NMUs), both during periods of incident traffic and for average daily flows.</p> <p>In comparison, the proposed de-trunking works would provide a consistent standard of carriageway between the A50, Chester Road and Tabley Junction i.e. single lane directional flow. This will facilitate a steady flow of traffic, avoiding any sudden increases in speed. Provision of a narrow carriageway to promote driver caution, improved facilities for NMUs and additional environmental planting will also be provided. As well as the associated safety benefits, these will all contribute to enhance the rural nature of the existing road.</p> <p>Overall, the benefits of the de-trunking works are considered to far outweigh any impacts, both during periods of incident traffic and for average daily flows.</p>
	<p>12.9 In relation to junction Option 1, HLPC raised the issue of congestion at the A50 junction during large Tatton Park Events. To address the issue, they requested we consider an alternate slip road arrangement to reduce the conflict between traffic exiting Tatton towards Manchester and through traffic on the A50.</p>	<p>In their response, HLPC provided a hand annotated sketch showing the suggested arrangement for the slip road (submitted by one of their residents). This showed the A556 Northbound On-Slip exiting from the south of the roundabout, before looping under the A50 overbridge to join the A556 northbound. This sketch was also referenced by a number of section 47 consultees. Therefore, a full response to this issue is provided in Table 18, under the 'Alternate A50 Junction Layout' entry.</p>
	<p>12.10 HLPC asked that we respect the wishes of the Millington Parish and remove the Chapel Lane / Millington Link Road from the final scheme design.</p>	<p>For our response to key issue 'Traffic Impacts Along Country Lanes' see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter. The link road between Chapel Lane and Millington Hall Lane is no longer provided as part of the scheme.</p>
	<p>12.11 HLPC raised the key issue 'Adequacy of the Consultation Process'</p>	<p>For our response to key issue 'Adequacy of the Consultation Process' see section 6.5 of the 'Key Issues Arising and Actions Taken' Chapter.</p>

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response
13 Aston By Budworth Parish Council (ABPC)	13.1	ABPC stated a preference for Junction Option 3 as it will reduce the volume of traffic on local roads.	Option 1 was selected as the preferred junction strategy for the reasons stated in Chapter 5. Although this was not the preferred option by the council, the chosen junction strategy is effective in reducing traffic volume along local side roads. For our response to key issue 'Traffic Impacts Along Country Lanes' see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter.
	13.2	Gave a preference for overpass Option B as it is currently the most used local route.	Overpass Option B has been provided.
	13.3	Requested that Hulseheath Lane be upgraded to provide a better link between Hoo Green and Rostherne. Believe the current standard of road is unsuitable for the increased flow.	The latest traffic model shows a drop in traffic using Hulseheath Lane when compared to the existing situation. The standard of carriageway is therefore considered sufficient. As well as the route via Hulseheath Lane, local journeys between Hoo Green and Rostherne can be made via the A50 and existing Chester Road. This is facilitated by the removal of current right turn ban for A556 southbound to A50 westbound movements.
	13.4	Concerned that blocking off lanes will make them more attractive to fly tippers and for other illegal / antisocial activities.	Where the two side roads are to be stopped up, turning heads will be located such that public access to the redundant length of carriageway will be restricted. The back of turning head will be gated, allowing private access only to fields off the existing carriageway. It should also be noted that the number of side roads to be stopped up as part of the scheme has been reduced (when compared to the pre-consultation design) through provision of Millington Overpass, as well as a vehicular connection to Old Hall Lane as part of the modifications to Tabley Junction.
14 Pickmere Parish Council (PPC)	14.1	PPC were concerned that the wider impacts on the highway network have not been fully considered. This includes the impact at M6 Junction 19 and along Pickmere Lane.	We have considered the impacts at M6 Junction 19 in detail. Traffic models suggest additional capacity issues would be introduced at the M6 southbound merge as a direct result of the scheme. We have therefore extended the scope of the proposed works to improve the capacity of the merge, as described in key issue 'M6 Junction 19 Capacity Issues'. This is described in section 6.6 of the 'Key Issues Arising and Actions Taken' Chapter. One of the post consultation design changes has been to retain the vehicular connection between Old Hall Lane and Chester Road, via the modified Tabley Junction. One of the reasons this was implemented was to alleviate the traffic impacts along Pickmere Lane (particularly at its junction with the A556), providing an alternate route for local journeys. This, in part, has reduced the forecast traffic flows along Pickmere Lane when compared to all options presented at Consultation. Although a slight increase is still forecast when compared to the Do-Minimum Scenario (<20%), the resultant Design Year (2032) flow is well within capacity for the standard of existing carriageway. It should also be noted that we are currently negotiating with Cheshire East Council (CEC) methods of managing the potential impacts of the scheme at a local level, and once actual flows have been observed. We would also note that the Stage 4 Road Safety Audit, which is undertaken after the road has been open for a period of time, will examine any accidents which occur in the area, and provides an opportunity for amendments to be made if it is judged that they are required.
	14.2	PPC believed that the 'real and total impacts' of the scheme were not fully assessed in the Preliminary Environmental Information (PEI).	We have complied with relevant legislation and guidance, as well as consulting with environmental interest groups to ensure a wide range of environmental impacts have been assessed. However, it is important to note that the PEI is a preliminary document, and therefore does not include our complete assessment. For the Environmental Statement (ES), we have made some changes to our impact assessments following feedback from the consultation, including a more detailed assessment of the impacts on 'People and Communities'. This includes such things as assessment of noise impacts on communities, and not just individual receptors. Full details of the methodology behind our impact assessment, and any changes that have been made following the consultation are provided in the ES.
	14.3	PPC raised the key issue 'M6 Junction 20'.	For our response to key issue 'M6 Junction 20' see section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter.
15 Plumley with Toft & Bexton Parish Council (PTBPC)	15.1	PTBPC provided a short response stating they support the views of Tabley Parish Council and have nothing further to add.	See Tabley Parish Council response.

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response																																	
16 Knutsford Town Council (KTC)	16.1	The Council emphasised in their response that they are not directly affected by the proposal in the way that some neighbouring Parishes are, and want to ensure the views of those Parishes receive appropriate weight.	Comment noted - Appropriate weight has been given to issues related to those most affected by the proposed scheme.																																	
	16.2	KTC stated a preference for Junction Option 3 to minimise environmental impact.	Option 1 was selected as the preferred junction strategy for the reasons stated in Chapter 5. Although this was not the preferred option by the council, appropriate mitigation has been provided to ensure the environmental impacts of the junction are reduced as far as practicable. Full details of the environmental assessment and proposed mitigation measures can be found in the Environmental Statement (ES).																																	
17 Environment Agency (EA)	17.1	The EA provided a short response confirming they had no objection to the scheme in principle. However, they made reference to comments made on the Scoping Opinion, stating they have nothing further to add.	The EA provided a detailed and technical response to the A556 Scoping Option, in respect of the content of the Environmental Statement (ES). We have taken these comments on board when carrying out our impact assessments, as described in the ES.																																	
18 Transport for Greater Manchester (TfGM)	18.1	TfGM responded by first stating their support for the scheme as it will 'improve access to the Regional Centre from the south'.	Comment noted - no response necessary.																																	
	18.2	Requested clarification on the change in peak hour flows on the A56 between M56 J8 and Altrincham Town Centre, and any potential impacts at the A56 Dunham Road – Park Road junction.	<p>The change in Design Year (2032) directional Peak Hour flows for the A56 Dunham Road (north of Bowdon Roundabout) are listed below:</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Do-Minimum Scenario (vehicles)</th> <th colspan="2">Do-Something Scenario (vehicles)</th> <th colspan="2">Increase (vehicles)</th> </tr> <tr> <th>northbound</th> <th>southbound</th> <th>northbound</th> <th>southbound</th> <th>northbound</th> <th>southbound</th> </tr> </thead> <tbody> <tr> <td>AM Peak</td> <td>1314</td> <td>1293</td> <td>1426</td> <td>2031</td> <td>112</td> <td>738</td> </tr> <tr> <td>Interim Peak</td> <td>1054</td> <td>1063</td> <td>1231</td> <td>1221</td> <td>177</td> <td>158</td> </tr> <tr> <td>PM Peak</td> <td>1367</td> <td>2131</td> <td>1442</td> <td>2217</td> <td>75</td> <td>88</td> </tr> </tbody> </table> <p>Although there is a forecast increase of up to 738 vehicles in the AM peak (worst case), all the resulting Design Year flows are within capacity for the standard of road (defined as 2600 vehicles per hour for a single direction using formula given in TA46/97).</p> <p>Furthermore, despite an increase in flow, the overall delay at the junction between the A56 southbound and Bowdon Roundabout is expected to significantly reduce as a result of the scheme. Traffic models show that up to 10,000 vehicles a day will be removed from the circulatory carriageway of Bowdon Roundabout (at the point where it passes the junction with the A56 Dunham Road) due to provision of the M56 Spur free flow link. This will allow signal phasing to be adjusted, affording greater priority to A56 southbound traffic and subsequently reducing congestion.</p> <p>The location of the A56 Dunham Road - Park Road junction is considered to be outside the scope of the proposed scheme, and therefore a capacity assessment has not been carried out. However, forecast traffic flows along Park Road remain stable between the Do-Minimum and Do-Something Scenarios, and therefore there is not anticipated to be a significant impact on the operation of the junction.</p>		Do-Minimum Scenario (vehicles)		Do-Something Scenario (vehicles)		Increase (vehicles)		northbound	southbound	northbound	southbound	northbound	southbound	AM Peak	1314	1293	1426	2031	112	738	Interim Peak	1054	1063	1231	1221	177	158	PM Peak	1367	2131	1442	2217	75
	Do-Minimum Scenario (vehicles)		Do-Something Scenario (vehicles)		Increase (vehicles)																															
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PM Peak	1367	2131	1442	2217	75	88																														
	18.3	Sought clarity on the associated impacts on routes parallel to the M6, specifically the A34 and A523.	These links are included in the traffic model and experience reductions in flow as a result of the scheme.																																	
	18.4	TfGM mentioned the importance of coordinating our traffic modelling with the work currently being undertaken on the SEMMMS A6 to Manchester Airport Relief Road.	Our latest traffic model has been updated to include the proposed A6 to Manchester Airport Relief Road.																																	

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response
19	The Coal Authority (CA)	19.1 Provided a short response stating they have 'No observation as scheme falls outside of the defined coalfield'.	Comment noted - no response necessary.
20	Bridgewater Canal Company	20.1 A questionnaire was received which contained no written comments.	Questionnaire considered as part of the section 47 analysis carried out for Chapter 7 - No further response necessary
21	United Utilities (UU)	21.1 UU provided an outline of their likely requirements in terms of diversion of and works near their equipment, and requested that ongoing meetings be arranged to discuss possible impacts.	Meetings with UU have been ongoing, and will continue to take place as the scheme develops.
22	National Grid (NG)	22.1 NG provided an outline of their likely requirements in terms of diversion of and works near their equipment. In particular they asked that the impact on their existing assets in the area be considered, including in the Environmental Statement (ES).	The ES has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) guidance. Our designs include a diversion of NG assets, and the impact of that is considered. Liaison with NG in respect of required diversions is ongoing, and will continue as the scheme develops
		22.2 Requested that a conceptual design study for diversion of a critical element of their equipment be undertaken	A conceptual design study is being undertaken and work on an estimate for diversion works is ongoing, in liaison with National Grid.
23	Cheshire East Council (CEC)	23.1 CEC gave their support for the proposals, subject to resolution of a number of detailed issues to effectively mitigate the impact of the scheme on local communities.	Detailed issues raised by CEC have been addressed below.
		23.2 CEC gave their 1 st and 2 nd Junction preference as Option 0 and Option 1 respectively. When making this choice they gave consideration to the balance of traffic distribution on local roads, and making best use of the existing higher standard A road network i.e. A50 and A5034.	Option 1, CECs 2 nd preference, was selected at the preferred junction strategy. Like the Council, we based our decision heavily on the balance of impacts between minor local roads and making best use of existing higher standard A roads. However, we felt this was best achieved through provision of Option 1, as described in Chapter 5.
		23.3 CEC stated they 'strongly advocate' provision of a vehicular connection between Old Hall Lane and the existing Chester Road.	We have amended the layout of the proposed Tabley Junction to incorporate a vehicular connection to Old Hall Lane. As stated by CEC, this will: <ul style="list-style-type: none"> • reduce the level of community severance • retain a higher level of 'background traffic' on the southern section of the de-trunked Chester Road • maintain an essential component of the Tabley Showground / Cheshire Show traffic management strategy
		23.4 Requested provision of 'complimentary measures' to manage traffic impacts on the surrounding road network. Alternatively, they suggested these would be best dealt with at a local level, and once 'actual' flows have been observed. CEC therefore requested a commuted sum is provided to spend on complimentary traffic management measures in the communities affected.	We agree with CEC that any associated impacts on the surrounding road network are best dealt with at local level. Although a precise approach has yet to be agreed, we are currently negotiating with CEC methods of managing the potential impacts of the scheme once actual flows have been observed.
		23.5 CEC noted they agree to accept responsibility of the former trunk road, and revisions / new lengths of local access roads, subject to resolution of the detailed issues below:	
	a)	Satisfactory resolution of access arrangements to Old Hall Lane.	We have incorporated a vehicular connection back to Old Hall Lane as described above (23.3). CEC have been consulted on this proposal and agree it will be effective in addressing the issue.

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response
<p>CEC Continued....</p>	<p>b) CEC are concerned the amended layout at Mere Junction may increase vehicle speeds and increase the risk of conflict. They therefore requested full access to review the design to ensure optimal solution is achieved, stating this should include MOVA³⁶ operation, remote monitoring and LED technologies.</p>	<p>To manage any associated increase in speed, it is proposed to narrow the carriageway/lane widths on approach to Mere Junction to promote driver caution, as well as retaining the existing 50mph speed limit. This, together with additional measures such as provision of segregated right turn lanes and signalised Non-Motorised User (NMU) crossings, is expected to significantly improve safety at the junction when compared to the existing situation.</p> <p>We will also consult CEC further throughout the detailed design stage in respect of Mere Junction design. Any comments received will be considered when finalising the layout, including any requirements for provision of intelligent signal control.</p>
	<p>c) Recommended a retained de-trunked road width of 7.3m north of Mere Junction to cater for events traffic</p>	<p>The preferred junction strategy, with an off-slip in the Millington area only, limits the use of Chester Road (Central Link) by Tatton Park events traffic. As such, the original proposal to retain a carriageway width of approx. 6m is considered more appropriate.</p>
	<p>d) Agreement of construction/material specification for areas of new construction</p>	<p>Agreed. CEC will be consulted on the proposed construction / material specifications for the local road network during the detailed design of the scheme.</p>
	<p>e) Require information on the condition of existing carriageway to inform negotiations of a suitable maintenance 'defects period'.</p>	<p>Agreed. Negotiation of a maintenance 'defects period', and detailed specification of carriageway condition, to be conducted / provided during the detailed design stage, and upon fixity of the road layout.</p>
	<p>f) CEC noted they are against the proposal for them to adopt ownership of Bowdon Roundabout. They stated this will be most effectively managed as part of the strategic road network.</p>	<p>Although no longer part of the strategic road network, in response to this issue we have amended our proposals to now retain ownership of Bowdon Roundabout, and all associated maintenance activities.</p>
	<p>g) Asked that we assess existing street lighting to be retained as part of the scheme to ensure it aligns with Cheshire East Street Lighting Strategy.</p>	<p>Where existing lighting is to be retained on the de-trunked road, this will be amended such that it aligns with the Cheshire East Street Lighting Strategy. The specification regarding this issue will be confirmed during the detailed design of the scheme.</p>
	<p>h) Wish to approve design specification of the proposed Cherry Tree Lane retaining wall, and any other 'special' structures to become the responsibility of CEC.</p>	<p>We have provided CEC with preliminary design drawings for the proposed Cherry Tree Lane Retaining Wall. Detailed specifications will be developed during detailed design stage, and in light of any comments received from CEC.</p>
	<p>i) Requested that we consult them fully in developing the landscaping / planting strategy along the de-trunked A556. Details to be agreed include access for maintenance and measures to prevent the verge being used by illegal occupiers.</p>	<p>The current design proposes a linear planted mound adjacent to the de-trunked carriageway to prevent unauthorised usage (more details provided in the Environmental Statement (ES)). We have also implemented a shared use NMU track in response to the consultation. This will provide restricted access to services along the existing road for maintenance vehicles only.</p> <p>The full specification for the above proposals will be developed throughout the detailed design stage. This will be done through close consultation with CEC to ensure the final design effectively addresses the issues.</p>

³⁶ Microprocessor Optimised Vehicle Actuation (MOVA). MOVA operation reacts to traffic conditions at signalised junctions, amending signal phasing to minimise delay.

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response
CEC Continued....	23.6 Concerned that, due to low traffic levels and a straight alignment, Chester Road (Southern Link) may be subject to abuse by speeding drivers.	<p>A similar concern has been raised by a number of other consultees regarding this issue. We have therefore implemented the following changes to the design in order to address this issue, as below:</p> <ul style="list-style-type: none"> • Chester Road Roundabout: We have introduced a new roundabout on Chester Road to interrupt traffic flow and reduce the length of the potentially high speed section. This will also have added benefits in relation to junction capacity during large Tatton Park events. • Old Hall Lane Connection: A local vehicular connection between Old Hall Lane and Chester Road has been provided as part of the modified Tabley Junction. This will retain a higher level of background traffic along the southern section of the de-trunked road, discouraging high vehicular speeds. • Chester Road (Tabley Link): An existing bend in the alignment has been retained along the section of de-trunked A556 to the south of the new roundabout, now termed Chester Road (Tabley Link). Although traffic levels will be low along this section of road, provision of the bend will restrict visibility and promote driver caution. This, together with its relatively short length, is expected to significantly reduce the risk of misuse by speeding drivers. <p>Original aspects of the design such as the narrowed carriageway, warning signs and provision of road markings to prohibit overtaking have also been retained, further reducing the likelihood of misuse.</p>
	23.7 Due to the proposed nature of Chester Road (Central Link), CEC believe that drivers will not conform to the proposed 30mph speed limit. It was therefore recommended that we propose a 40mph speed limit that will be more likely adhered to.	We have now amended the proposed speed limit along Chester Road (Southern Link) to 40mph.
	23.8 Raised concern that high vehicle flows may cause vehicle and NMU conflict along the Chapel Lane / Millington Link Road.	This issue has been addressed through provision of junction Option 1, and removal of the previously proposed link road from the scheme design.
	23.9 Requested that we consider provision of an arrester bed at the tight horizontal bend along the proposed Cherry Tree Lane Link road.	<p>Arrester beds are essentially a linear gravel trap, usually provided adjacent to long stretches of carriageway with a steep downward gradient. This allows errant vehicles whose brakes have failed to pull off the road and come to a stop. Provision of this roadside feature is not typically associated with tight bends.</p> <p>In light of the comment made by CEC, we have reviewed the design along Cherry Tree Lane Link to consider the benefits of providing an arrester bed. However, due to restricted space, and the proximity of the proposed A556 to the hazard, we concluded it would not effectively address the safety issue. Provision of safety barrier, advance warning and chevron signs, as per the original proposal, is considered to be more appropriate.</p>
	23.10 Believe retaining the existing footway away from the de-trunked road (i.e. behind the proposed mound) is not appropriate due to lack of natural surveillance and maintenance issues. It was requested that the footway be retained adjacent to the carriageway.	We have retained the existing footway away from the de-trunked road. However, the post consultation design proposes a shared use NMU track adjacent to the existing footway. Consequently, the height of the earth mound will be reduced (approx. 0.5m high) such that adequate natural surveillance of the track is achieved. The NMU track will also be of sufficient width to accommodate restricted access for maintenance vehicles.
	23.11 Requested that crossing provision for cyclists be provided at Mere Junction, and to the north of Bucklow Hill Junction.	In response to this issue, we have amended our design to provide signalised crossing facilities for cyclists at both Mere and Bucklow Hill junctions.
	23.12 Suggested that we upgrade the NMU provision along Bowdon Roundabout Link Road to a shared use facility.	Only pedestrians and disabled users would be permitted to use NMU facilities at the M56 Junction (including Bowdon Roundabout Link Road). Cyclists would be required to dismount and use pedestrian facilities, or remain on the carriageway, to access the M56 Junction. This is similar to the existing situation, although reduced traffic volumes at the junction, wider lanes at the roundabouts and provision of nearside hard strips on the link road is considered to improve provision for cyclists.

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee	Summary of Response / Issue	Regard Had to Response
<p>CEC Continued....</p>	<p>23.13 CEC suggested that careful design will be required to ensure that safe access / egress between Mere Hall and the A50 is achieved.</p>	<p>In response to this issue, we have implemented a road marking strategy to improve the access arrangements into the Mere Hall estate. It is proposed to extend the central hatch area and provide a right turn lane, removing the conflict between through traffic and vehicles turning right. The inclusion of a 'KEEP CLEAR' road marking is also proposed to facilitate right turn movements out of the junction.</p>
	<p>23.14 CEC also provided a number of detailed comments on our environmental impact assessments and mitigation proposals, as below.</p>	<p>Comments have been considered, and incorporated where appropriate, when conducting our impact assessments for the amended scheme design. Further details can found within the ES, with main issues raised responded to below.</p>
	<p>a) Suggested that landscaped area of the de-trunked road should be used to create a linear habitat to improve ecological connectivity.</p>	<p>The ecological benefits of the landscape mound are limited due to its narrow width and location between two strips of existing pavement i.e. between the NMU track and retained carriageway. Although we are proposing extensive shrub planting along the mound, these will mostly be ornamental and therefore will not offer a significant ecological benefit. We will review these proposals through future consultation with CEC to ensure that an appropriate planting strategy is agreed.</p>
	<p>b) Stated that the impact on woodland will be significant due to the presence of ancient woodland indicator species. Believed tree planting is inadequate mitigation and we should consider trans location of woodland soils and plants.</p>	<p>Although ancient woodland indicator species have been identified, our desk studies confirm that that none of the woodland affected by the scheme is ancient. The benefits of trans location of woodland soils and plant propagules are however acknowledged. Full details of our mitigation proposals can be found within the ES.</p>
	<p>c) CEC support our 'Green Bridge' proposals, commenting that A556 provides a good example for other road schemes.</p>	<p>Comment noted - no response necessary.</p>
	<p>d) CEC welcome our proposals to replace all Great Crested Newt (GCN) ponds on a 3:1 basis. They advised that all other ponds should be replaced on a 2:1 basis.</p>	<p>As mentioned, we are proposing to replace ponds containing GCN on a 3:1 basis. All other ponds would be replaced on a 1:1, 2:1 or 3:1 basis, depending on the degree of fragmentation and the number and quality of ponds lost. Full details of our mitigation proposals are provided within the ES.</p>
	<p>e) Regarding mitigation for barn owls, CEC noted that our proposals deal solely with reducing traffic collisions and not loss of habitat. It was suggested that loss of foraging habitat and impacts on breeding should be compensated through provision of additional roosting sites and foraging habitat beyond the influence of the new road. Without this, CEC stated that the impact on barn Owls cannot be 'not significant' by the design year.</p>	<p>Impacts on barn owls have been fully assessed and the results are contained in the ES. This includes details of all our proposals for the mitigation of identified impacts.</p>
	<p>f) Requested we consider air quality impacts of the scheme in future years. Noted that vehicle emissions are not reducing as expected, and that we should therefore carry out a 'sensitivity analysis' using base year emission levels i.e. assuming no improvement in vehicle emissions over time.</p>	<p>Relevant guidance requires air quality assessments for the opening year, and the worst years within the first 15 years of the scheme operation. Our assessments show that the worst year for air quality will be the opening year, therefore no future year assessments have been carried out.</p> <p>It is acknowledged that vehicle emissions are not decreasing as expected. However, since the Preliminary Environmental Information (PEI) was published, the tool kit used to calculate future year emissions has been updated to account for the reduced rate at which vehicle emissions are falling. Using this updated tool kit, our assessments still show that the opening year will be the worst year for air quality.</p>
	<p>g) Expect that further noise and visual mitigation will be provided at locations where impacts are greatest.</p>	<p>Following selection of a preferred junction strategy we have updated our mitigation proposals for noise and visual impact. This ensures that proposed mitigation is proportional to the impact for a given receptor i.e. the greater the impact, the greater the amount of mitigation. We have also made several changes to our mitigation proposals based on response to the consultation. This includes increasing the height of earth bunding to provide more effective noise and visual mitigation. Full details of our mitigation proposals are shown on the Environmental Masterplan within the ES.</p>

Table 20 - Regard had to response from Prescribed Consultees and Local Authorities

Consultee		Summary of Response / Issue	Regard Had to Response
24	Trafford Council (TC)	24.1 TC stated their support for the scheme, making particular reference to the benefits of the proposed free flow link between the A556 and M56 Spur.	Comment noted - no response necessary.
		24.2 Emphasised the importance of considering the potential for induced traffic on the local road network, particularly the A56 to Altrincham Town Centre.	A similar issue was also raised by Transport for Greater Manchester. For response, refer to issue 18.2 above.
25	Shropshire Council (SC)	25.1 A short response was received from SC stating they have no observations on the proposed scheme.	Comment noted - no response necessary.

9 Non Statutory Consultees (Consultation Outside the Requirements of The Planning Act 2008)

9.1 Introduction

9.1.1 This Chapter summarises consultations that were undertaken with Non Statutory Consultees (that is, those not included in Schedule 1 of The APFP Regs – see glossary). These consultees are those we were not legally required to consult under the Planning Act 2008 (PA 2008), but considered it beneficial to do so. Replies were also received from some non statutory bodies who were not initially contacted. These have also been included within the analysis.

9.1.2 The Chapter comprises two tables. The first (Table 21) describes all the consultees, and the nature of their interests. It goes on to define whether the Consultee was contacted along with prescribed consultees under section 42 of the PA 2008. This does not relate to the legal requirement, but is intended to inform the reader of the type of information that was sent. This included the Consultation Summary Document (see Appendix 16) and a supporting covering letter that differed slightly to that sent to prescribed consultees (see Appendix 13). The table also defines whether a response was received, and includes factual data about the form of consultation e.g. whether meetings were held.

9.1.3 The second table (Table 22) sets out the comments made by the consultees who chose to respond, and describes the regard had to the comment in the finalisation of the scheme post consultation. It should be noted by readers that these comments have typically been abridged or combined for the purposes of this report.

Table 21 - Schedule of Non Statutory Consultees

Ref	Consultee	Description of Consultee ³⁷ / Additional Information	Contacted under section 42?	Response Received?	Form / Date of Consultation	
					Formal Response	Meeting
1	Local MP (Tatton)	George Osborne MP	Y	N		
2	Adjacent MP (Altrincham and Sale West)	Graham Brady MP	Y	N		
3	Adjacent MP (Wythenshawe and Sale East)	Paul Goggins MP	Y	N		
4	Adjacent MP (Warrington South)	David Mowat MP	Y	N		
5	Greater Manchester Local Enterprise Partnership	The Greater Manchester LEP is a voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within Greater Manchester.	Y	N		
6	National Trust	The National Trust works to preserve and protect the coastline, countryside and buildings of England, Wales and Northern Ireland.	Y	Y	Email: 16/04/12	

³⁷ Descriptions of consultees have been obtained from various sources. This includes descriptions provided on the consultees own website, descriptions provided along with responses to consultation and descriptions drafted by the author based on knowledge of the consultees interaction with the scheme.

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					Formal Response	Meeting
7	Tatton Park (Cheshire East)	Tatton Park is a large historic estate near the scheme, which is owned by the National Trust and managed by them in partnership with Cheshire East Council. They host a variety of events including the Royal Horticultural Society's show, which attracts almost 290,000 visitors each year (based on 2011 figures).	N	Y	Questionnaire: 13/04/12	Meeting: 26/03/12
8	Campaign to Protect Rural England (Cheshire Branch)	The Campaign to Protect Rural England are a membership organisation which campaigns for a sustainable future for the English countryside, considering it to be a major asset which is consistently undervalued. CPRE head office was contacted at the start of consultation. However, the Cheshire Branch was later added as a contact on the 1 st of February 2012, and a copy of the Consultation Summary Documents was sent via email.	Y	Y	Letter: 16/03/12	
9	Transport Activists' Roundtable (North West)	The North West Transport Activists Roundtable (NW TAR) is one of eight regional roundtables run under the auspices of the Campaign for Better Transport. They are an umbrella organisation who promote sustainable transport. They operate mainly by engaging in transport and planning policy work and by serving on a number of regional and sub-regional bodies.	Y	Y	Letter: 11/04/12	
10	VOSA	The Vehicle Operator and Services Agency (VOSA) are an Agency of the Department for Transport who oversee road safety by administering vehicle safety checks and issuing licences to hauliers and public service vehicle operators, and enforcing the law in relation to vehicle operation.	Y	Y	Questionnaire: 04/04/12	
11	High Legh Ward Councillor	The Cheshire East Councillor with responsibility for the High Legh Ward	Y	Y	Email: 13/04/12	
12	Mobberley Ward Councillor	The Cheshire East Councillor with responsibility for the Mobberley Ward	Y	N		
13	Cheshire Local Access Forum	Local access forums provide independent advice on public access to land for open air-recreation. A single forum has been established by Cheshire East Council and Cheshire West and Chester Council to cover their combined areas. They are responsible for access to open access land; production and implementation of the Rights of Way Improvement Plan; proposals for strategic highway schemes that will impact on access to the countryside and consultations from local or national governmental bodies.	Y	Y	Letter: 13/04/12	
14	North and Mid Cheshire Ramblers Association (RA)	Part of the Ramblers, Britain's largest association representing walkers, and campaigning for walkers' rights and matters relating to access in the countryside, particularly the safeguarding of paths. The North and Mid Cheshire area has four groups – under 40's, Halton, Warrington and Vale Royal & Knutsford. The Ramblers' Head Office was contacted at the start of consultation. However, replies were received from local area groups for North and Mid Cheshire and East Cheshire. The response from East Cheshire Ramblers simply stated the scheme was outside their area of responsibility, and therefore has not been included separately within this table.	Y	Y	Letter: 10/04/12 & 12/04/12	
15	Cyclists Touring Club (Local Representative – Trafford)	Cyclists Touring Club (CTC) is a national charity who aim to promote the use of the bicycle, in whatever form, on or off road. They aim to remove barriers to cycling, particularly by provision of help and advice for individuals and communities.	Y	N		
16	Cyclists Touring Club (Local Representative – Warrington)	See 15	Y	N		

Table 21 - Schedule of Non Statutory Consultees

Ref	Consultee	Description of Consultee ³⁷ / Additional Information	Contacted under section 42?	Response Received?	Form / Date of Consultation	
					Formal Response	Meeting
17	Cyclists Touring Club (Local Representative – Cheshire East)	See 15	Y	Y	Questionnaire: 12/04/12	
18	Cyclists Touring Club (Regional Representative – North West)	See 15	Y	Y	Email: 16/04/12	
19	Sustrans	A sustainable transport charity which aims to promote alternatives to the use of the private car, including walking, cycling and the use of public transport. Their flagship project is the National Cycle Network, which now covers over 10,000 miles of signed cycle route.	Y	Y	Email: 27/01/12	
20	British Horse Society	A charity working to increase participation in equestrian activities, and also working in welfare for horses. They also campaign in relation to the Bridleway Network, and operate an equestrian qualification and approvals scheme.	Y	N		
21	Mere Residents Association	A group of local residents from the Parish of Mere, formed to address issues within the local community.	Y	Y	Letter: 12/04/12	Meeting: 05/03/12
22	Mere Hall Management Company	The management company which looks after Mere Old Hall.	Y	N		
23	BP Petrol Station, Bucklow Hill	A Petrol Filling Station located at the Bucklow Hill Junction.	Y	N		
23	Premier Inn Knutsford	A hotel and Public House (The Swan) located at the Bucklow Hill Junction. Both the Premier Inn Knutsford and the Head Office were contacted. A response was received from Whitbread plc (operators of Premier Inn Hotels) concerning the hotel at Bucklow Hill, as well as a hotel located at Hoo Green.	Y	Y	Email: 16/04/12	
24	Dairy House Farm Businesses	A collection of questionnaire responses which originate from a single location, and were therefore responded to collectively.	Y	Y	Questionnaire: 13/04/12 & (x2) 14/04/12	
25	Mere Golf Resort and Spa	A luxury hotel and golf club located directly adjacent to the existing Mere Junction.	Y	N		
26	The Windmill Public House, Tabley	A Public House near the scheme	Y	Y	Letter: 12/03/12	
27	Bucklow Garage	A garage providing sales of second hand vehicles with servicing and repair facilities.	Y	N		
28	Fisher German	The owners and operators of a pipeline which crosses the route of the proposed road.	Y	Y		Meeting: 20/03/12
29	Manchester International Airport	The North West's largest airport, which is located approximately 6km (in a straight line) from the site.	Y	N		
30	Road Haulage Association	A trade association representing the interests of road hauliers and associated trades. They support members with access to advice and training on a range of matters related to road haulage.	Y	N		
31	Freight Transport Association	A Trade association representing the interests of over 13,000 companies involved in the transportation of freight by road, rail, water and air.	Y	N		
32	British Motorcyclists Federation	A motorcycle riders rights organisation which aim to improve the image of motorcyclists in the UK.	Y	Y	Questionnaire: 15/04/12	

Table 21 - Schedule of Non Statutory Consultees

Ref	Consultee	Description of Consultee ³⁷ / Additional Information	Contacted under section 42?	Response Received?	Form / Date of Consultation	
					Formal Response	Meeting
33	National Express PLC	The UK's main provider of long distance public coach services, who also have interests in rail franchising.	Y	N		
34	RAC Limited	A provider of roadside assistance and breakdown services, as well as a range of services related to motoring such as insurances.	Y	N		
35	The Automobile Association	A provider of roadside assistance and breakdown services, as well as a range of services related to motoring such as insurances.	Y	N		
36	National Farmers Union	A national union for those involved in farming and related industries. This is the largest body representing the interests of the farming community in the UK.	Y	N		
37	The Cheshire County Show (Cheshire Agricultural Society)	Cheshire's Agricultural show, which takes place near Knutsford on a showground to the south of the M6. The show typically occurs on two days in June.	Y	Y	Letter: 10/04/12	
38	Greater Manchester Chamber of Commerce	A body with over 5,000 members which seeks to influence decision making in government, and also acts as a focal point for the local business community.	N	Y	Letter: 14/02/12	
39	Mere Post Office and General Stores	A shop and post office located with a former filling station and garage facilities, on the A50 to the west of the proposed scheme.	N	Y	Questionnaire: 06/02/12	Meeting: 14/03/12
40	St Paul's Church, Over Tabley	A Parish Church located in Tabley Superior and directly adjacent to the existing A556. This is a Church of England Parish Church, and continues to host regular services. The building itself is Grade II listed.	N	Y	Questionnaire: 21/02/12	
41	GHA Coaches	An operator of public bus services which access routes in the area of the scheme. It should be noted that GHA coaches was added as an additional contact after the start of official consultation.	Y	N		
42	Rainbow Day Nursery	A provider of nursery and day care for children located at the Mere Junction of the existing A556 and the A50. It should be noted that Rainbow Day Nursery was added as an additional contact after the start of official consultation.	Y	Y	Email: 14/03/12	
43	The Kilton Public House, Hoo Green	A Public House near the scheme. It should be noted that the Kilton Public House was added as an additional contact after the start of official consultation.	Y	N		
45	Cheshire Wildlife Trust	Cheshire Wildlife Trust manage 44 nature reserves in the County, and attempt to represent the interests of wildlife in the area. They have particular interest in linking areas of wildlife using features such as hedgerows and watercourses.	N	Y	Email: 16/04/12	
46	A556 Lobby Group	A local group formed in opposition to the proposals in the DCO. The Lobby Group hired the transport consultant CBO Transport to conduct a review of our proposals and a feasibility assessment of alternative schemes on their behalf. A response was received from CBO which represents the view of the Lobby Group, and has therefore been responded to in this manner.	N	Y	Email: 15/04/12	
47	Cycle Wilmslow	Cycle Wilmslow represent cycle users in the Wilmslow area, and are affiliated to the Cyclists Touring Club.	N	Y	Email: 12/03/12	
48	Friends of the Bowdon Bollin	A community based voluntary organisation set up to promote and develop public access to the River Bollin and surrounding countryside in the Green Belt between Bowdon and Hale and the M56 motorway	N	Y	Email: 16/04/12	

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					Formal Response	Meeting
49	Friends of the Earth England, Wales and Northern Ireland	Friends of the Earth campaign for solutions to environmental problems. They representing over 100,000 members and over 200 active local groups.	N	Y	Email: 17/04/12	
50	Peak and Northern Footpaths Society	A registered charity dedicated to preserving public rights of way - it claims to be the oldest outdoor amenities organisation in the country	N	Y	Letter: 19/03/12	
51	Seamons Cycling Club	A cycling club based in Altrincham with approximately 170 members	N	Y	Email: 15/04/12	
52	Wirral and Cheshire Badger Group	The local Badger Group	N	Y	Letter: 16/04/12	

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
1 National Trust (NT)	1.1 NT believe our dialogue with them in the lead up to the consultation was inadequate, particularly in respect of the scope of the Preliminary Environmental Information (PEI).	For our response to key issue 'Adequacy of the Consultation Process' see section 6.5 of the 'Key Issues Arising and Actions Taken' Chapter.
	1.2 Believed our environmental study areas are limited, particularly in relation to Cultural Heritage, with little or no consideration of impacts on wider settings including Tatton Park and Dunham Massey.	We complied with relevant guidance as laid out in the Design Manual for Roads and Bridges (DMRB) when defining all our environmental study areas. In relation to Cultural Heritage, the DMRB specifies that impacts should be assessed for a study area extending at least 200m in all directions from the proposed scheme. We extended this to 1km to ensure that all potential impacts on protected heritage sites were identified and assessed within the PEI. This included part of Dunham Massey Park but our assessments concluded there would be no associated impacts in relation to cultural heritage. In response to concerns of NT, we have extended our cultural heritage assessments to now include all of Dunham Massey estate, including a number of listed buildings previously outside the original study area. Full details of our assessments and any residual impacts are provided within the Environmental Statement (ES).
	1.3 Stated that our assessments for Cultural Heritage have not adopted Trafford Core Strategy (e.g. Objectives RC014 and RC015, Policy R1-R4 and R6), and give no consideration to Trafford Councils Supplementary Planning Document relating to A56 corridor.	The policy documents and specific policies referred to have been taken into account in finalising our assessment, and those considered relevant are referenced in the Heritage Chapter of our ES.
	1.4 Raised concern that our noise and air quality assessments are limited to residential receptors, and it is unclear what the implications are likely to be for users of leisure resources such as Tatton Park and Dunham Massey.	We have followed prescriptive DMRB guidance when identifying potential environmental receptors for noise and air quality. This naturally puts focus on those who will experience environmental impacts on a daily basis, rather than recreational visitors who will not be subject to long term effects. We can conclude from our assessments that the designated parkland area of Dunham Massey is outside any area that will be adversely affected by noise and air quality impacts of the scheme. It is therefore considered that recreation users of Dunham would not experience any adverse impacts. Regarding Tatton Park, we will be moving the majority of traffic away from the historic parkland by realigning the A556. There may be slight impacts however due to the park's proximity to the A50, which is expected to carry more traffic as a result of the scheme. These are considered to be minimal as our assessments show the parkland is outside the area within which any notable impacts would occur. We have however assessed the impact on a number of residential receptors which lie between the A50 and Tatton Park. Full details of these assessments, and any residual impacts, are provided within the ES.
	1.5 NT considered the Zone of Visual Influence (ZVI) to be limited, with little regard given to the views from Dunham Massey, especially along the designed Vistas. Concern was also raised that no visual receptors or photomontages have been identified at Dunham or Tatton.	The ZVI is objectively assessed to identify potential visual receptors that may be affected as a result of the scheme. Dunham Massey was included within this assessment, but our landscape architects did not consider there to be any notable impacts on views from the parkland. However, in response to concerns of NT, we have extended our ZVI to now include Dunham Massey, as well as generating a photomontage along one of the designated vistas that looks towards the scheme (location of photomontage identified during a meeting with NT at Dunham Massey). Full details of our assessments, photomontages and any residual impacts are provided within the ES.
	1.6 Stated the Landscape Character Areas (LCA) assessment in the PEI does not record the Registered Historic Park and Garden at Tatton Park. They also note that no assessment is made of their particular qualities e.g. vistas or borrowed landscapes.	Although the summary text within the PEI did not explicitly mention the Registered Historic Park and Garden at Tatton Park, we are fully aware of this designation and this has been considered within our assessments.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
<p>NT Continued...</p>	<p>1.7 In relation to our Green Belt assessments, NT noted we do not demonstrate our conclusion that the 'balance of openness and enclosure' would be unchanged. They also raised concern that only two of the five purposes of Green Belt land have been assessed, stating that 'safeguarding the countryside from encroachment' is particularly relevant to our proposals (e.g. in relation to Bowdon Link Overbridge).</p>	<p>The statement that 'the balance of openness and enclosure' will not be affected accurately represents our assessments.</p>
	<p>1.8 Concerned about the visual impacts on Dunham Massey due to the height of the proposed new roundabout and overbridge at the M56 Junction.</p>	<p>In response to concerns of NT, we have amended our mitigation proposals to screen the proposed roundabout and link road (including traffic and lighting) from distant Dunham Massey views. The visual impact from a viewpoint within the Dunham Massey parkland, selected in consultation with the NT, has been illustrated in a photomontage in the ES, and shows very little visibility of the scheme.</p>
	<p>1.9 Concerned with the visual impact of proposed new embankments, as well as vehicles on embankments. It was also stated that any increase in embankment height along the existing road would be a 'major concern'.</p>	<p>Our environmental assessments consider all features of the amended landscape, including any proposed embankments and the vehicles using them, when assessing the visual impacts for a given receptor. In relation to Dunham Massey, this concludes that although there will be a 'slight adverse' effect during construction and at scheme opening, this will be reduced to 'neutral' in the design year once proposed mitigation has matured. Full details of our assessments are provided within the ES.</p> <p>Regarding the online section of works, the proposed A556 will run along the level of existing road and we will not therefore be increasing the heights of existing embankments.</p>
	<p>1.10 NT questioned the requirement for gantries and lighting at the M56 junction. Particular reference is made to:</p>	<p>Gantries are required on the A556 northbound approach to the M56 junction as, unlike the approach to M6 Junction 19, the road feeds directly into a motorway standard link road (M56 Spur). It should be noted however that our proposals already incorporate a departure from standard which minimises the number of required gantries. A fully compliant design would necessitate provision of three portal gantries on the northbound approach to the junction.</p> <p>Our impact assessments for landscape character and cultural heritage consider the cumulative effects of the scheme (including proposed gantries), and do not focus on any one individual feature. As mentioned above, these assessments have now been extended to cover impacts on Dunham Massey. Full details are provided within the ES.</p>
	<p>a) Proposed Portal Gantry³⁸: NT believe this to be an over-engineered solution as a similar provision is not required at the M6 Junction 19. They considered the proposed location to be especially damaging to Dunham Massey, and noted that no assessment of impacts has been carried out in relation to cultural heritage or landscape character.</p>	<p>The location of MS3 was determined based on DMRB guidance, as well as operational requirements in relation to Junction Option 0. Following selection of junction Option 1, we have reviewed and amended the location of the gantry, taking into account the concerns of NT. The MS3 has been relocated approximately 150m further south, and will sit in a deep cutting of approximately 6m. Our landscape architects deemed this to be the least intrusive location, whilst remaining within a 200m tolerance zone specified within the DMRB.</p> <p>Provision of the MS3 gantry is a key mitigation measure for the departure from standard mentioned above. Omission altogether is therefore not considered feasible as both the safety of road users and operational capabilities of the proposed scheme would be compromised.</p>
<p>b) MS3 Gantry³⁹: Questioned the choice of location as it 'appears to be on one of the highest areas of land affected by the scheme'. They requested we review the need for this gantry, or give additional consideration to its proposed location to minimise impacts.</p>		

³⁸ Portal Gantry: Gantry with a minimum of two upright supports.

³⁹ MS3 Gantry: Cantilever gantry with one upright support. This type of gantry can display variable messages to inform road users.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
NT Continued...	<p>c) M56 Junction Lighting: Believe additional lighting would be intrusive, especially around the proposed new roundabout. Comparison was again made with Junction 19 where NT noted a much more limited extent of new lighting is proposed.</p>	<p>In general, we have tried to minimise the provision of new lighting wherever it is safe to do so. We are however proposing to light both motorway junctions and their immediate approaches, as per the existing situation. This was identified as a minimum requirement from a detailed lighting appraisal carried out in accordance with TA 49/07 of the DMRB. Applying this to M6 Junction 19, only a small amount of additional lighting is required as we are proposing a single new tie-in to the existing junction. In comparison, the M56 Junction 7 is to be extended to include an additional roundabout, as well as several new tie-ins, thus the necessary requirements for lighting are greater.</p> <p>Although some new lighting is proposed, we will also be removing a significant amount of existing lighting from the A556, including the section north of the M56 that currently ties in to Bowdon Roundabout which is closer to Dunham Massey than the proposed new lighting. We have also designed landscape works to the north west of the roundabout to provide visual screening for views from Dunham Massey. The ES contains a photomontage of the expected views from within the Dunham Massey parkland.</p>
	<p>1.11 Requested that we make adequate replacement/additional provision of signage for Dunham Massey visitors.</p>	<p>We will ensure that our proposed signing strategy accommodates adequate replacement/additional signage for Dunham Massey. For example, new signage for Dunham Massey will be provided from the A556 northbound carriageway.</p>
	<p>1.12 Concerned that the proposed Cheshire Lounge Access Track would be an additional 'hard' feature in the rural landscape, and is directly in line with the principal vista from Dunham Massey. It was stated that provision of this track will require removal of existing vegetation, and replacement/mitigation planting will be difficult due to proximity to A556.</p>	<p>We have amended the design of Cheshire Lounge access track to now run immediately adjacent to proposed or existing roads. As such, it is considered the track will not stand out as a new 'hard feature' in the landscape. Although part of the track remains in line with the principal vista from Dunham Massey, the considerable distance from the parkland, extremely low traffic flows and private, rural nature of the track is such that any visual impacts are considered to be negligible. This is confirmed by our visual impact assessments and photomontages, as described within the ES.</p>
	<p>1.13 NT mentioned that views from Dunham Massey are aided by existing woodland in the centre of Bowdon Roundabout, as well as woodland to the southwest of Yarwood Heath Farm. Concern was raised that the proposed slip road (A556 Southbound Merge Interchange Link), roundabout and link road of the M56 junction would obscure this woodland backdrop.</p>	<p>The proposed scheme will retain existing woodland in the centre of Bowdon Roundabout. Although the proposed roundabout and slip road will be partially visible in long distance views from Dunham Massey, our assessments conclude the associated visual impacts will be minimal. We have however amended our mitigation proposals to include a raised mound to the north of the slip road, and west of the roundabout. The mound will be planted with trees which, once matured, will create a new woodland backdrop in front of these new highway features. Full details of our environmental assessments, proposed mitigation and residual impacts are provided within the ES.</p>
	<p>1.14 Requested we give particular consideration to the implications of the proposed Non-Motorised User (NMU) overbridge at Rostherne Lane.</p>	<p>The NMU Overbridge at Rostherne has now been upgraded to accommodate vehicles in response to consultation, principally to provide suitable access for some farmers to the west of the route. We have sought to minimise the associated visual impact through sensitive design of a compact alignment, as well as minimising the height of the bridge through amendments to the mainline vertical alignment. When defining our mitigation measures, we have kept the northern/western embankment free of planting to ensure that long distance views from properties immediately adjacent to the overbridge are retained. Our visual assessments do not identify the bridge as an impact in relation to Dunham Massey.</p>
	<p>1.15 Requested we perform visual impact assessments for gantries and overbridges for views from Tatton Park.</p>	<p>Our objective assessments for the Zone of Visual Influence have not identified Tatton Park as a potential visual receptor. During a meeting with representatives from Tatton Park, it was confirmed that visual impact was less of an issue, and their main concern related to potential noise impacts from increased traffic. We have however assessed the impacts on the Tatton Landscape Character Area which concludes there will be a slight benefit in the Design Year.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
<p>NT Continued...</p>	<p>1.16 Suggested that the ecological status of the River Bollin should be reviewed (currently classified as moderate) in light of recent and proposed works to provide fish passes. It was stated that careful assessment is required to ensure water quality is maintained or improved.</p>	<p>Although the actual ecological status of the River Bollin is classified as 'moderate', our water risk assessments already assume that the river will be in 'good' ecological status by the time the scheme opens i.e. is a conservative assessment. This is a result of an ambitious target set by the European Commission to ensure that all Europe's Rivers are in 'good' ecological status by the year 2015. The results of our assessments conclude that none of the proposed outfalls will compromise this assumed 'good' ecological status.</p> <p>It should be noted that the current drainage strategy outfalls untreated water directly in to the River Bollin or one of its tributaries. Under our proposals, discharge rates will be restricted and water will be retained in two attenuation ponds allowing settlement to occur. This will result in much cleaner water entering the Bollin when compared to the existing situation.</p>
	<p>1.17 Stated planting, where practicable, is preferred to the use of bunding which is uncharacteristic of the landscape in the vicinity of the scheme. Requested that space for new landscaping should be provided at key locations such as new lengths of highway, Cheshire Lounge Access Track and related infrastructure installations (assumed gantries and lighting).</p>	<p>Our environmental mitigation proposes a mixture of new planting and bunds to integrate the scheme into the surrounding landscape. The proportion of bunds to planting has however been increased in response to consultation, principally based on discussions with land owners and local residents who will be more effected than Dunham Massey.</p> <p>Our mitigation proposals have been defined where necessary based on the results of our environmental impact assessments. This includes extensive landscaping proposals adjacent to various lengths of new highways, as well as at certain locations to screen impacts of installations such as gantries and lighting (e.g. additional bunding at MS3 gantry). Our assessments have not identified Cheshire Lounge Access Track as a significant impact, and therefore no additional landscaping is proposed in this location.</p> <p>Regarding the portal gantry, potential for additional mitigation is limited due to layout constraints at the proposed location. However, existing woodland to the north of the A56 is considered to provide adequate screening from Dunham Massey (see relevant photomontage in ES Chapter 9).</p>
	<p>1.18 Concern was raised that Yarwoodheath Lane Access Track, as realigned to tie-in with the proposed M56 Junction 7/8 South Roundabout, would be used at a rat-run.</p>	<p>Yarwoodheath Lane Access Track will remain a private road and will not be open for public use. The design will prevent unauthorised vehicle access, whilst allowing unhindered NMU access (e.g. bridlegate provided adjacent to vehicular access gate). However, the exact proposals will be confirmed during the detailed design of the scheme.</p>
	<p>1.19 NT gave a preference for Junction Option 0 in relation to traffic management of Tatton Park Events. It was requested we consider traffic flows, junction capacity and access/egress routes within our design. Particular concern was raised regarding the use of inappropriate routes (e.g. Rostherne Lane / Clamhunger Lane) as well as the form of the tie-in between Chester Road and Tabley Junction.</p>	<p>Traffic management plans for large events have been discussed at length with Tatton Park, both in lead up to and during the recent consultation. Any concerns in relation to the proposed scheme (including those associated with provision of junction Option 1) have been addressed in section 2 of this table.</p> <p>It should be noted however that our proposed signing strategy will direct vehicles to use the same routes implemented for current traffic management, differing only in that safer (albeit longer in some cases) access will be provided from the A556. We have also amended our proposals to now include a roundabout between Chester Road and Tabley Junction, improving capacity at the junction.</p>
<p>2 Tatton Park (TP)</p>	<p>2.1 TP confirmed that visual impact is not a significant issue due to the setting of the park. Concern was raised however regarding the potential noise impacts from increased traffic and raised embankments.</p>	<p>TP lies on the fringe of our noise modelling area. However, those parts of the park that lie within our modelling area show negligible impacts (see the noise contour plots, Figures 7.6 and 7.7 in the Environmental Statement (ES)). This is primarily due to the westerly shift of the majority of traffic, although increases in traffic on the A50 also have an influence.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
<p>TP Continued...</p>	<p>2.2 TP stated a preference for Junction Option 0 as it provides the greatest flexibility for traffic management. They noted the benefits of providing two junctions to draw traffic from either end of the A556 heading towards the Rostherne entrance, providing connectivity with both the A5034 at Bucklow Hill and the A50 at Mere.</p> <p>Regarding exiting traffic, concern was raised in relation to Option 1 as traffic would be focused on the right turn from the A5034 to A50, creating a potential bottleneck and significant traffic management issues. It was noted that this issue would be exacerbated through provision of Option 2 or 3.</p>	<p>Option 1 was selected as the preferred junction strategy for the reasons given in Chapter 5. Although this was not TPs first choice, the benefits of split access from the north and south will be provided in the same manner as Option 0.</p> <p>Regarding exiting traffic, it is acknowledged that provision of Option 1 presents flexibility issues for traffic management when compared to Option 0. However, it is considered that any issues can be effectively managed through appropriate amendments to the current traffic management strategy (e.g. use of alternate gates for exiting traffic such as Knutsford or Mereheath Gates etc). This is to be developed through close consultation with Tatton and Cheshire East Council (CEC) throughout the detailed design stage. We are also proposing to remove the existing right turn ban at Mere Junction. This provides the option to route traffic north along the A5034 Mereside Road, before heading southbound on the de-trunked Chester Road to join the A50, reducing the impact on the A5034/A50 junction.</p> <p>It should also be noted that traffic management on exiting the park will, in general, be less of an issue due to reduced concentrations of traffic i.e. people leaving at different times. This is also the opinion of Tatton Park, as confirmed during a meeting we held as part of the recent consultation. Junction Option 1 also provides benefit when compared to the other options represented at consultation, as mentioned by Tatton within their formal response.</p>
	<p>2.3 TP were concerned that all junction options restrict access to Cherry Tree Lane, which is used as a key route towards Rostherne Gate for large events.</p>	<p>Although direct access from the A556 will be severed, it can still be used as an access route via Millington Junction. Traffic exiting the A556 would do so in a safer manner than present, and would then use the proposed Cherry Tree Lane Link Road to access the existing Cherry Tree Lane. Although this represents a diversion from the existing situation, the solution has added benefits in that traffic flow on the A556 for non events traffic will be less affected.</p>
	<p>2.4 TP asked we give serious consideration to retaining a wider carriageway width on the de-trunked road to cope with events traffic, particularly from the Millington exit to Bucklow Hill and from Tabley to Mere.</p> <p>It was also requested we provide right and left turn filter lanes at Mere and Bucklow Hill junction respectively, as well as provision of 'intelligent' signals to allow greater flexibility for traffic management.</p>	<p>Provision of additional or wider lanes on the existing carriageway is considered to have significant safety implications for day to day operation of the road. The narrow carriageway has been intentionally implemented to promote driver caution, as well as allowing space for a segregated Non-Motorised User (NMU) track away from the carriageway. Wider/additional lanes would encourage high vehicular speeds, particularly along the section between Tabley and Mere, compromising the safety of NMUs and road users. There would also be limited space (depending on the width of retained carriageway) for provision of the segregated NMU track. During events, any associated benefits of wider carriageway retention would be limited due to the single lane 'bottlenecks' at either end of the de-trunked Chester Road (Southern Link). This is also the case between Millington and Bucklow Hill, with single lane roads of the A556 southbound Off-Slip and A5034 Mereside Road restricting the flow of traffic.</p> <p>As requested by TP, we are proposing to retain the existing left turn filter lane at Bucklow Hill. This allows dedicated signal phasing for Chester Road southbound to the A5034 Mereside Road southbound, which is considered to offer benefits both during day to day operation as well as during events. Detailed requirements for 'intelligent' signal control will be developed through close consultation with Tatton Park during the detailed design of the scheme.</p> <p>On the northbound approach to Mere Junction, provision of a right turn filter lane is not considered to offer any significant benefit. Although there will be a dominant right turn movement during large events, these conditions will be best accommodated through reactive signal phasing, extending priority to facilitate a continuous flow of both left and right turn movements. Details of such phasing are to be confirmed at the detailed design stage, and through further consultation with Tatton Park.</p>
	<p>2.5 Stated the design of both Tabley and Millington Junctions should facilitate a smooth flow of traffic towards Tatton, and should discourage any use of inappropriate routes (e.g. Rostherne Lane). It was suggested this should be reinforced with appropriate and flexible signing.</p>	<p>We have considered the impacts on Tatton Park when designing all junctions proposed as part of the scheme. Following the consultation, we have also made some amendments to our designs to facilitate events traffic movements to and from Tatton Park. For example, we have amended the layout of the junction between Chester Road and Tabley Junction to provide a roundabout (previously a ghost island junction). This is considered to significantly improve capacity both for access to and egress from the park.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
TP Continued...	2.6 Requested that a 'commuted sum' be provided to CEC to address any issues that arise once traffic patterns have settled down.	We are engaged in ongoing consultation with CEC regarding this issue.
	2.7 TP stated they would be happy to liaise with the Highways Agency to develop a Brown and White (i.e. tourist) signing strategy for Tatton Park. They mentioned this would also need to work effectively with the Yellow signing strategy for Tatton run and 3 rd party events (e.g. Royal Horticultural Society Flower Show).	We plan to take TP up on their offer to liaise and discuss the most appropriate and flexible signing strategy for the park. This will be completed during the detailed design of the scheme.
	2.8 Requested we improve signage from the M56 J 6 & 9 and M6 J20/20A to replace some flexibility lost for major events traffic management.	See section 2.7
	2.9 To ensure access needs during construction are retained, TP requested we consult them fully to identify relevant requirements.	As above, we will discuss these issues with TP during consultations to be held during the detailed design stage.
3 Campaign to Protect Rural England (CPRE)	3.1 CPRE stated their objection to the proposed scheme on environmental grounds, instead giving a preference for an Online Improvement Scheme.	Provision of a partial offline improvement scheme is considered to be the only viable solution to address existing environmental, safety and traffic related issues. For our response to key issue 'Online Improvement' see section 6.9 of the 'Key Issues Arising and Actions Taken' Chapter
	3.2 CPRE did however give their support for the proposed free flow link between the A556 and M56 Spur.	Comment noted - no response necessary.
4 Transport Activists' Roundtable North West (NW TAR)	4.1 NW TAR stated they do not support the current scheme as they believe the environmental impacts to outweigh the benefits. They are instead in favour of a package of 'multi-modal' or 'smart measures'	Provision of 'multi-modal' or 'smart measures' are not considered to sufficiently address problems on the existing A556. Such measures (e.g. park and ride, improved cycling facilities) are typically associated with promoting sustainable transport choices for local or shorter distance journeys. As the primary use of the A556 is for longer, strategic traffic, these measures would not effectively reduce traffic volumes on the existing road. Provision of the improvement scheme will however promote sustainable transport choices on a local scale. Removal of strategic traffic through communities, narrowing of the existing road, and improved NMU facilities will make non-vehicular local journeys much easier and more attractive.
	4.2 NW TAR raised the key issue 'Conflict with Government Policy'.	For our response to key issue 'Conflict with Government Policy' see section 6.2 of the 'Key Issues Arising and Actions Taken' Chapter.
	4.3 Noted that hard shoulder running schemes, the Manchester Airport Enterprise Zone and the SEMMMS have not been modelled.	Adjacent hard shoulder running schemes have been considered if confirmed within the forward program for Major Projects (e.g. M60 and M62). In line with guidance on forecasting uncertainty, other potential schemes which may emerge in the future, for example on the M56, are not included. However, our latest traffic model does incorporate the effects of future developments at the Manchester Airport Enterprise Zone and the proposed SEMMMS A6 to Manchester Airport Relief Road.
	4.4 The reliability of our economic assessment was also questioned, raising the issue that effects on community severance, Green Belt and agricultural production have not been considered.	Our economic appraisals have been carried out using the industry standard Transport User Benefits Appraisal (TUBA) program. However, as a full environmental assessment had yet to be carried out, the economic performance used to inform the consultation omitted some environmental indicators. This has since been updated following a full Environmental Impact Assessment. Within the ES, the topic formerly reported as 'Community and private assets' has been retitled 'People and communities'. As before, it gives full consideration to agricultural effects, community severance and other local community effects, but it has also been expanded to cover much wider socio-economic issues and a larger geographic study area.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
NW TAR Continued...	4.5 NW TAR provided comments on each of the scheme's 4 key objectives, as below:	See below.
	a) Improve local environment in Bucklow Hill and Mere: Stated this 'merely results in depreciation of the local environment' somewhere else, together with the natural environment, farmland and traffic impacts from beyond the scheme area.	We acknowledge that some smaller communities to the west of the existing route will experience some adverse environmental effects as a result of the scheme. However, we have sought to address the impacts on these communities both in lead up to and following the public consultation. This includes measures such as provision of junction Option 1, amending the mainline alignment and significant alterations to our environmental mitigation proposals (e.g. increasing bund heights, relocating planting etc). Regarding the natural environment and farmland, we have taken measures to ensure the adverse effects of the scheme are minimised. For example, we are proposing an innovative combined green/accommodation bridge to re-establish habitat connections as well as maintaining access to farmland. In some instances it has also been possible to deliver a net improvement, for example, better treatment of highway drainage will result in an overall improvement for the water environment. We acknowledge, however, that our assessments do show that there will be some adverse impacts. These are described, alongside mitigation proposals, in the Air Quality chapter of the Environmental Statement (ES). It is important to note that changes to the road network are likely to result in adverse impacts in some locations, but we consider that the benefits are sufficient to justify the scheme. Full details of our environmental mitigation proposals, and any residual impacts, are provided in the ES.
	b) Improve Road Safety and Journey Time Reliability: Suggested this could be better achieved through more modest measures such as G-turns (see glossary), together with Park and ride facilities and extension of the Metrolink.	All of these measures were considered as part of the Route Management Strategy (RMS) study carried out in 2005. This concluded that, although these measures would improve the situation in the short term, any longer term solution would necessitate provision of a dual carriageway standard road over the length of the route. For our response to key issue 'Online Improvement', which considers this issue in more detail, see section 6.9 of the 'Key Issues Arising and Actions Taken' Chapter
	c) Reduce conflicts between long distance and local traffic: Stated a preference for a Junction 20 scheme in order to achieve this objective.	For our response to key issue 'M6 Junction 20' see section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter.
	d) Minimise environmental impacts of the scheme: Concerned that the proposed scheme will encourage additional development to take place in severed pockets of unusable farmland, despite it being on Green Belt Land.	The scheme has been designed such that the creation of severed pockets of farmland has been minimised. Where this has been unavoidable, suitable farm access to the otherwise severed land has been provided or, if the land is deemed to be unusable, it will be purchased as part of the scheme for environmental mitigation purposes.
	4.6 NW TAR questioned whether or not we have carried out recent origin and destination studies in relation to our claim that the majority of traffic is 'strategic'.	The term 'strategic traffic' refers to any vehicle that uses the scheme to make medium or long distance trips using the strategic road network. Based on origin and destination surveys carried out in 2009, our forecasts models show that approximately 66% of traffic on the proposed A556 will be strategic in nature.
	4.7 NW TAR mentioned the poor accident record of the existing A556. They questioned why, given this accident record, we (the Highways Agency) withdrew previous safety schemes to provide G-Turn junctions.	Provision of a G turn ⁴⁰ junction at Bucklow Hill was considered as part of the Route Management Strategy published in 2005. However, this was a short term (0-3 years) solution only, and full dual carriageway provision was recommended in the long term (10-15 years). The G-turn layout was dropped in favour of an alternative proposal to implement 'intelligent' signal control at the junction. These works were carried out in 2007, which also included provision of additional right turn facilities, safer crossings for pedestrians and provision of low noise surfacing. Similarly, this was considered a short term measure to improve safety/capacity prior to upgrade to full dual carriageway standard.
	4.8 Questioned why the PEI makes no reference to alternatives to road building.	The PEI and ES reference the MIDMAN study, which was a multi-modal study of transport needs and considered both road based and other types of schemes.

⁴⁰ The proposed G-Turn at Bucklow hill was proposed as a reversed D-shaped loop on land opposite the Swan Hotel. It would have been used by northbound traffic to access Mereside Road, restricting right turns from the A556. Southbound drivers would have accessed Bucklow Hill Lane or Chapel Lane from a right turn filter Lane on Chester Road.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
NW TAR Continued...	4.9 Stated we have given little consideration to hard shoulder running. It was suggested we ensure the M56 and M6 Junctions are designed to incorporate provision for future hard shoulder running schemes, rather than rebuilding when the need arises.	Our proposals do not include any works to the M56 Junction, and as such would have no impact on any future Managed Motorways (MM) proposals. At the M6 we are including amendments to the junction, but these amendments will not limit any future potential for amendments to the M6, such as MM schemes.
	4.10 NW TAR challenged the environmental objectives of the scheme, as below:	
	a) Improve Chester Road Air Quality Management Area (AQMA): Believe the line of A556 will become a worse AQMA for Millington, Hoo Green and Mere Hall. They also considered that, as a result of the prevailing wind, only marginal benefits would be experienced by Mere and Bucklow Hill.	This is not supported by our air quality modelling, which shows significant benefits for Mere and Bucklow Hill. There will also be no new exceedences (therefore no new AQMA) to the west.
	b) Eliminate existing adverse drainage effects in to Rostherne Mere and The Mere RAMSAR/SSSI sites: Suggested there should already be plans to address this issue, and that it should be dealt with before improvements to the highway are made.	The proposed scheme incorporates plans to address this issue, significantly improving the situation when compared to the current conditions.
	c) Reduce traffic related noise and vibration for local residents: Believe this objective could be achieved through provision of an online improvement scheme, together with low noise surfacing.	For our response to key issue 'Online Improvement' see section 6.9 of the 'Key Issues Arising and Actions Taken' Chapter. It should also be noted that, even if an Online Improvement Scheme could be implemented, provision of low noise surfacing would only reduce noise levels by a maximum of 3db. In comparison, moving the majority of traffic away from properties results in noise benefits up to ten times this value.
	d) Relieve community severance caused by heavy traffic on existing A556: Stated this will still exist with our proposals, and there will be new severance issues for Millington and Over Tabley	For communities along the line of the existing road the scheme provides unambiguous benefits in relation to community severance. To the west, although some local lanes will be severed, this will be offset by a much easier and safer crossing of the A556. In response to consultation, we have also reduced the number of local roads to be stopped up as part of the scheme. This has been achieved through provision of Millington Overpass (reducing severance in Millington), as well as a vehicular connection to Old Hall Lane as part of the modified Tabley Junction (reduced severance for Over Tabley).
	4.11 Concerning the approach taken for our environmental assessments, it was questioned why DMRB is referenced and not NATA or WebTAG.	Both the PEI and ES are Environmental Impact Assessment (EIA) documents. The EIA precedes and informs the appraisal carried out under WebTAG (which includes/supersedes NATA) and therefore was not carried out when completing the PEI. Now that our environmental assessments have been completed, we will be carrying out an appraisal using WebTAG.
	4.12 Stated that the Do-Minimum Scenario does not take in to account the 'flattening' out of traffic growth.	Traffic modelling for the Do-Minimum Scenario is based on national guidance which does take account of national trends in traffic growth. It should also be noted that the recent 'flattening' is a product of the recession, and is expected to be reversed as soon as there is economic recovery.
	4.13 NW TAR challenged the air quality benefits of the scheme, noting that the proposed scheme would increase CO ₂ emissions. It was questioned why, despite the PEI noting other AQMAs exist within the study area; a detailed assessment has only been carried out within 200m of the new road.	It is acknowledged that the proposed scheme will result in an increase in CO ₂ emissions. However, this is not considered to conflict with the Climate Change Act 2008, as described in key issue 'Conflict with Government Policy' at section 6.2 of the 'Key Issues Arising and Actions Taken' Chapter. Following the issue of the PEI, relevant guidance in relation to air quality assessments has been updated. This now stipulates a much larger assessment area to account for wider impacts for a given scheme. This new guidance has been incorporated within our air quality assessments for the ES, which includes associated scheme impacts on a number of other AQMAs outside the immediate scheme area.
	4.14 Query a number of statements in the PEI 'Landscape Chapter' relating to Green Belt impacts, as below:	See below.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
NW TAR Continued...	a) 9.3.3 (Existing Environment): Suggested this paragraph is inadequate as it 'merely provides the recognised definition of the purpose it serves'.	This paragraph is within a section that describes the existing (baseline) environment. Therefore, a description of the Green Belt and the purpose it serves is considered adequate. More detail on potential impacts is provided in subsequent sections.
	b) 9.4.4 & 9.4.5 (Predicted Environmental Effects): Stated we erroneously claim the impact on Green Belt would be short term. In relation to our statement that the scheme does not undermine the purposes of Green Belt, NW TAR also commented that we have given no consideration to the likely development of un-farmable pockets of land.	9.4.4: The statement that the impact would be 'short term' refers specifically to the openness and visual amenity of the green Belt. This accurately reflects our assessments taking in to account proposed mitigation measures. Further details are provided within the ES. 9.4.5: The scheme has been designed such that the creation of severed pockets of farmland has been minimised. Where this has been unavoidable, suitable farm access to the otherwise severed land has been provided or, if the land is deemed to be unusable, it will be purchased as part of the scheme for environmental mitigation purposes. All remaining fields are considered to be viable; however, it is acknowledged that some farmers may wish to amalgamate fields to improve the ease in which they can be farmed. This has been suitably accounted for within the ES.
	4.15 When describing the existing environment for the Landscape Chapter, NW TAR suggested paragraph 9.3.7 (Land Use) is inadequate as we do not distinguish between different qualities of agricultural land. They noted however that Chapter 14 (People and Communities) acknowledges that most of the land is 'good quality', although it was queried why Figure 14.4 (Agricultural Land Classification) does not separately highlight Grade 3a land.	9.3.7: In relation to Landscape, the classification of agricultural land is not relevant. The quality of agricultural land is addressed within a separate Chapter (People and Communities) and it would therefore not be appropriate to double count this issue. Figure 14.4: The PEI is a preliminary document only, and therefore the Agricultural Land Classification (ALC) takes account of published information and walk over survey. A detailed ALC survey has taken place for the environmental assessments described within the ES. This now sub divides Grade 3 land into Grade 3a and 3b.
	4.16 NW TAR stated that light pollution is not properly addressed as we are vague on the amount of lighting proposed (Paragraphs 9.4.28 & 9.4.29 of the PEI).	As mentioned above, the PEI is a preliminary document only. It is therefore carried out prior to the final design fix using the most accurate information available. A more detailed assessment is provided within the ES now that the preliminary design has been finalised. It should be noted however that our assumptions within the PEI (i.e. that we will light only motorway junctions and their approaches, as well as Mere/Bucklow Hill Junctions and the link between) are correct in relation to the preliminary design fix.
	4.17 NW TAR questioned our conclusion that the impact on all species included within our environmental assessments would be 'not significant' by the year 2030.	As mentioned, the 'not significant' impact refers to the long term prognosis taking in to account mitigation works and a 15 year recovery time. This conclusion was made using best practice methods and accurately reflects our assessments. Full details of our updated ecology assessments are provided within the ES.
	4.18 Queried paragraph 10.3.24 that states 'No hedgerows meet the criteria for being 'important'...'	This paragraph is correct in that none of the hedgerows surveyed meet the criteria for being 'important' in line with the Hedgerow Regulations 1997. However, the ES does acknowledge that there are some species-rich hedgerows within the study area.
	4.19 Stated that the PEI 'maintains that the RAMSAR sites and SSSIs (including Rostherne Mere) would be hardly impacted (10.4.6). This, despite admitting (in Chapter 11 – Road Drainage and the Environment) that some run-offs from the present road system discharge into Rostherne Mere and Tabley Mere and these would be affected by the new road.'	In relation to ecology, there would be no loss of habitat from any of these sites, and thus assessments conclude there will be no significant direct effects as a result of the scheme. This is outlined in more detail within the ES, as well as a separate report ⁴¹ which presents our assessments on whether significant effects on the integrity or favourable status of the European designated sites are likely to occur. The conclusions of this report have been agreed with Natural England. In relation to the water environment, the scheme will bring benefits to these sites when compared to the existing situation. Currently, the drainage of the existing road outfalls directly into the Rostherne Mere. Under our scheme proposals, the amount that discharges into the Mere will be significantly reduced as well as the water quality improved. It should also be noted that no drainage from the new road will enter any of the sites mentioned.

⁴¹ Assessment of Implications on European Sites: Habitat Regulation Assessment (HRA) Screening Report (Highways Agency, April 2013)

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
<p>NW TAR Continued...</p>	<p>4.20 In relation to Chapter 15, NW TAR believe public transport has been dealt with in 'a totally inadequate manner'. They raised the issue that no reference is made to the Mid-Cheshire railway line, Metrolink or the MIDMAN recommendation that there should be a park and ride facility.</p> <p>4.21 Raised issue that there would be impacts on cyclists and walkers, especially during construction.</p> <p>4.22 NW TAR quoted some adverse impacts referenced in the PEI 'Cumulative Effects' Chapter.</p> <p>4.23 In relation to the Cumulative Effects Chapter, NW TAR raised the issue that no reference is made to Manchester 'Airport City' development or M56 to A6 Manchester Airport Link Roads, which may bring on pressure for hard shoulder running on the M56.</p> <p>4.24 In summary, NW TAR stated the scheme needs re-appraising from first principles to take in to account the following issues:</p> <p>a) WebTAG's recommended initial approach and the development of a package of measures.</p> <p>b) The landscape, traffic and air quality impacts of hard shoulder running on the M6 and M56.</p> <p>c) The possible construction of all or part of the SEMMMS roads and the Enterprise Zone.</p> <p>d) The flattening out of traffic growth.</p> <p>e) The 2008 Climate Change Act, 2011 Transport White Paper and 2012 National Planning Policy Framework.</p>	<p>The PEI and ES are environmental impact assessment reports for the A556 project only, and do not therefore include a strategic study into modal alternatives. Separate schemes such as Metrolink extensions and park and ride facilities are outside the remit of the Highways Agency, and any queries should be directed to the relevant local authority or transport operator.</p> <p>We acknowledge that there will inherently be some localised adverse impacts for Non-Motorised Users (NMUs) during the construction of the scheme. However, once complete, the scheme will bring significant improvements to cyclists and walkers (and equestrians) through reduction of traffic on the existing road, better crossing facilities and provision of a segregated NMU track along the length of the de-trunked road.</p> <p>It is acknowledged in the PEI that some receptors are subject to cumulative effects of two or more environmental impacts. These impacts are described within the PEI, and in more detail within the ES.</p> <p>The PEI is a preliminary document, and a wider more comprehensive assessment of cumulative impacts has been carried out for the ES. This now considers any associated impacts from both the Airport City development and the SEMMMS A6 to Manchester Airport Relief Road.</p> <p>See below.</p> <p>See response to reference 4.1 and reference 4.11</p> <p>See response to reference 4.9</p> <p>See response to reference 4.23</p> <p>See response to reference 4.12</p> <p>For our response to key issue 'Conflict with Government Policy' see section 6.2 of the 'Key Issues Arising and Actions Taken' Chapter</p>
<p>Vehicle and Operator Services Agency (VOSA)</p>	<p>5.1 Asked to be kept informed of any impacts the scheme will have on the operation of the existing site at Rostherne.</p>	<p>We have been engaged in ongoing dialogue with VOSA throughout the preliminary design stage. They are aware of the proposal to relocate the existing site within Bowdon Roundabout, and agree that it will bring operational benefits through provision of additional access from the A56 and M56, as well as the A556. The final specification for the site will be developed at the detailed design stage and through further consultation with VOSA.</p>
<p>High Legh Ward Councillor (HLWC)</p>	<p>6.1 Raised concerns with severance of communities, requesting that connections along Chapel Lane and Old Hall Lane be kept open for local traffic.</p> <p>6.2 HLWC raised the key issue 'Traffic Impacts Along Country Lanes'</p> <p>6.3 Requested that we provide Cheshire East Council (CEC) with a commuted sum to manage potential impacts on the local road network post scheme.</p>	<p>We have amended our proposals to now include both a local crossing along Chapel Lane, as well as at Old Hall Lane as part of the modified Tabley Junction.</p> <p>For our response to key issue 'Traffic Impacts Along Country Lanes' see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter.</p> <p>We are engaged in ongoing consultation with CEC regarding this issue.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
HLWC Continued...	6.4 Concerned that the straightness of the de-trunked Chester Road will encourage high vehicular speeds.	<p>Due to the high level of access and a proposed 40mph speed limit, this is not considered to be an issue on the de-trunked Chester Road (Central Link).</p> <p>We have however implemented a number of changes to address this issue along the de-trunked Chester Road (Southern Link). This includes provision of a Chester Road roundabout to reduce the length of the high speed section, retention of an existing bend in the alignment, and provision of a connection to Old Hall Lane to retain a higher level of background traffic on the de-trunked road. Original aspects of the design such as the narrowed carriageway, warning signs and provision of road markings to prohibit overtaking have also been retained, further reducing the likelihood of abuse by speeding drivers.</p>
	6.5 Requested that existing lighting along the de-trunked road be removed to create 'a more rural' appeal, other than where it is required for safety reasons.	<p>We are proposing to remove the majority of existing lighting along the existing A556. We do however intend to retain lighting along the Chester Road (Central Link) due to its residential nature, as well as at the junctions of Mere and Bucklow Hill for safety reasons.</p>
	6.6 Raised concern that retention of existing footway behind the proposed earth mound will present safety issues.	<p>We have amended the design to include a shared use Non-Motorised User (NMU) track running adjacent to the existing footway. As a result, the height of the earth mound will be reduced such that adequate natural surveillance of the track would be achieved, effectively eliminating any associated safety risk.</p>
	6.7 Concerned that Chester Road (Tabley Link) cul-de-sac, as well as stopped upside roads, will be subject to misuse by and create places for illegal fly-tipping.	<p>In order to discourage misuse of Chester Road (Tabley Link), a linear planted mound (more details provided in the Environmental Statement (ES)) is proposed adjacent to the carriageway, preventing vehicles from pulling on to the verge. A stable level of background traffic will also be maintained as traffic uses Chester Road (Tabley Link) to access residential properties, businesses and local amenities. This is enhanced through provision of Old Hall Lane vehicular connection, facilitating the ease in which these local journeys can be made.</p> <p>Where the two side roads are to be stopped up, turning heads will be located such that public access to the redundant length of carriageway will be restricted. The back of turning head will be gated, allowing private access only to fields off the existing carriageway. It should also be noted that the number of side roads to be stopped up as part of the scheme has been reduced (when compared to the pre-consultation design) through provision of Millington Overpass.</p>
	6.8 Gave a 1 st and 2 nd preference for a 'hybrid' junction Option 0 and 1 respectively, taking into account points detailed above.	<p>Option 1, the Councillors 2nd preference, was selected at the preferred junction strategy for the reasons given in Chapter 5.</p>
Cheshire Local Access Forum (CLAF)	7.1 Stated that the de-trunking of the existing A556 is a 'major environmental gain'. However, they believe there is further opportunity to provide a segregated 3m wide shared used facility for pedestrians and cyclists, together with a 2m verge for horse riders. They requested this segregation should be continued through Mere and Bucklow Hill junctions.	<p>This issue was also raised by a number of other consultees. In response, we have proposed a shared use Non-Motorised User (NMU) track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556. Segregation is continued through Mere Junction and adjacent to Bucklow Hill Junction.</p>
	7.2 Also requested that controlled crossings for NMUs are provided at the M6 Junction 19 and M56 Junction 7/8 roundabouts.	<p>Controlled crossings have not been provided at either M6 Junction 19 or M56 J7. We are however proposing to construct an NMU underpass beneath the new road, immediately to the north of M6 Junction 19. This will reduce the number of conflict points at the junction, significantly improving the situation when compared to existing conditions.</p>
	7.3 Requested confirmation that 'proposals for Chester Road will be included in the package submitted to the Infrastructure Planning Commission (or its successors)'.	<p>We can confirm that the proposals to de-trunk the existing Chester Road will be included in our application to the Planning Inspectorate for a Development Consent Order.</p>
	7.4 Stated a preference for junction Option 3 as it is most effective in reducing traffic volumes on the de-trunked A556, improving the situation for NMUs.	<p>Option 1 has been selected as the preferred junction strategy for the reasons given in Chapter 5. This Option still results in a notable decrease in traffic using the existing A556, representing a significant improvement on the existing situation for NMUs.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
CLAF Continued...	7.5 Stated a preference for either overpass Option A or B as, unlike Option C, both would be provided with an additional crossing at Rostherne.	Option B has been selected as the preferred Overpass Option, together with an additional crossing at Rostherne.
	7.6 CLAF were concerned at proposals to remove the existing footpath that crosses the M56 over Chester Road Bridge.	Due to cross-section restrictions, as well as safety implications of retaining the footway adjacent to the live carriageway, the existing footpath over Chester Road Bridge has been removed. Appropriate diversion routes are however in place, with access across the M56 made via Coe Lane overbridge to the west, or Yarwoodheath Lane Accommodation Bridge to the east.
	7.7 Requested that the proposed underpass at Old Hall Lane be made 'welcoming' to NMUs, and asked that mounting blocks be provided for use by horse riders.	Provision of low maintenance lighting and an appropriate planting strategy will ensure that the underpass is made welcoming for NMUs. Mounting blocks for use by horse riders will also be provided at either end of the underpass.
	7.8 Wanted to ensure that our application for a Development Consent Order (DCO) allows for diversion of the existing Public Right of Way (PRoW) along Old Hall Lane. This is to ensure that Ordnance Survey maps do not show a 'gap' in the PRoW.	Our application for a DCO will include appropriate provisions for diversion of existing PRoW. This will ensure any changes are reflected in future Ordnance Survey mapping publications.
North and Mid Cheshire Ramblers Association (RA)	8.1 The RA requested that access into the Bollin Valley along Rostherne Footpath 9 (Ros FP9 - see 110 series drawings) be retained in 'as convenient and safe a manner as at present'.	The proposed M56 junction would sever the existing access route over Yarwood Heath Farm Access Bridge for Ros FP9. It is therefore proposed to divert the Public Right of Way (PRoW) northwards to connect to new footpath provision over Bowdon Roundabout Link Overbridge. Access in to the Bollin Valley could then be made via a new access track connecting Bowdon Roundabout Link with the existing Yarwood Heath Farm Access Bridge. In response to consultation we have also implemented a signalised crossing for pedestrians to cross the M56 Westbound Off-Slip. This eliminates any potential interaction with vehicular traffic, as per the existing situation.
	8.2 Safe and convenient access to the A56 Bowdon Roundabout was also requested in relation to Rostherne Footpath 13 (Ros FP13 - see 110 series drawings).	The proposed M56 junction would sever current access to Bowdon Roundabout for Ros FP13, currently made via an existing pedestrian/cycle way adjacent to the southbound carriageway of the A556. As with Ros FP9, it is therefore proposed to divert the existing PRoW northwards to tie in with new footpath provision over Bowdon Roundabout Link Overbridge, providing safe and convenient pedestrian access to the A56 Bowdon Roundabout.
	8.3 The scheme proposes to remove direct access from Millington Footpath 10 (Mill FP10 - see 110 series drawings) to an existing footpath adjacent to the A556. The RA were concerned that this will become a dead end unless safe and convenient access remains to Bowdon Roundabout and to Millington Footpath 7 (Mill FP7 - see 110 series drawings) further south.	Mill FP10 currently joins existing footpath provision adjacent to the northbound carriageway of A556, and immediately to the north of the M56. Although access to the existing A556 is removed, the PRoW will be diverted northwards along Cheshire Lounge Access Track before connecting to Bowdon Roundabout. This ensures Mill FP10 remains a 'through route', as well as providing a safer access than exists currently. To the south, access to Mill FP7 is currently made via a footpath over the existing Chester Road Bridge. Due to cross-section restrictions, as well as safety implications of retaining the footway adjacent to the live carriageway, it is proposed to remove this existing facility as part of the scheme. Appropriate diversion routes are however in place, with access across the M56 to the south made via Coe Lane overbridge to the west.
	8.4 The RA acknowledged the benefits of the proposed de-trunking works. However, they requested we consider making separate provision to accommodate pedestrians, cyclists and equestrians within the space available.	This issue was also raised by a number of other consultees. In response, we have proposed a shared use Non-Motorised User (NMU) track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556.
	8.5 Stated a preference for junction Option 3 as it results in the biggest reduction in traffic volumes on the existing A556.	Option 1 has been selected as the preferred junction strategy for the reasons given in Chapter 5. This Option still results in a notable decrease in traffic using the existing A556, representing a significant improvement for NMUs when compared to the existing situation.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
Cyclists Touring Club Local Representative: Cheshire East (CLC LR)	9.1 The CLC gave a preference for junction Option 3, noting if the main goal is to link the M6 and M56, they see no point in a junction at Millington.	Although one of the primary aims is to provide a strategic link between the M6 Junction 19 and M56 Junction 7/8, the solution must also accommodate sufficient local access to the trunk road. This is considered to be best achieved through provision of Option 1. Full details of why Option 1 was selected as the preferred Junction Strategy are provided in Chapter 5.
	9.2 Requested that we provide segregated facilities for pedestrians, cyclists and equestrians along the de-trunked road.	This issue was also raised by a number of other consultees. In response, we have proposed a shared use Non-Motorised User (NMU) track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556.
	9.3 Requested that a north-south facility at M56 Junction 7/8 for use by pedestrians, cyclists and equestrians be provided.	<p>The scheme proposes facilities for pedestrians and disabled users at the M56 Junction. Cyclists would be required to dismount and use pedestrian facilities or, as for equestrians, remain on carriageway to access the junction. This is similar to the existing provision, with the added benefit that cyclists and equestrians can make use of wider lane widths on the roundabouts and hard strips on the link between. Access from the south will also be improved as it is proposed to upgrade Ros FP13 so that it is suitable for cyclists, providing better north-south access over the M56.</p> <p>In response to consultation we have also implemented a signalised pedestrian crossing of the M56 Westbound Off-Slip. This provides a continuous link for pedestrians in to the Bollin Valley without any interaction with vehicular traffic.</p>
	9.4 Wanted the existing refuge at The Windmill/Tabley Hill Road to be clearly signed as a crossing point for cyclists.	The existing refuge at The Windmill/Tabley Hill Lane is not appropriate (i.e. it does not meet prevailing design standards) to be formally signed as a crossing point for cyclists.
Cyclists Touring Club - Regional Representative (CTC RR)	10.1 The CTC RR referenced the response provided by the NW TAR, which argues that problems on the A556 could be more effectively tackled by a package of sustainable multi-modal and 'smart' measures. Specific suggestions made by the CTC RR included: <ul style="list-style-type: none"> • Improvements to Public Transport (e.g. improving rail rolling stock and increasing cycle spaces on trains) • Improvements to adjacent motorway junctions • Safe crossings of the A556 for cyclists and pedestrians • Restrictions on traffic using surrounding lanes • Range of 'smart' measures to reduce private car use 	<p>Provision of 'multi-modal' or 'smart measures' are not considered to sufficiently address problems on the existing A556. Such measures (e.g. Park and ride, improved cycling facilities) are typically associated with promoting sustainable transport choices for local or shorter distance journeys. As the primary use of the A556 is for longer, strategic traffic, these measures would not effectively reduce traffic volumes on the existing road.</p> <p>Provision of the improvement scheme will however promote sustainable transport choices on a local scale. Removal of strategic traffic through communities, narrowing of the existing road, and improved Non-Motorised User (NMU) facilities will make non-vehicular local journeys much easier and attractive. Specific suggestions addressed by CTC RR are addressed below:</p> <ul style="list-style-type: none"> • Improve Public Transport: As mentioned above this would not effectively reduce strategic traffic use of the existing A556. • Improvements to adjacent motorway junctions: We will be implementing improvements to both M6 Junction 19 and M56 Junction 7/8, as described in our response to key issue 'M6 Junction 19 Capacity Issues' at section 6.6 of the 'Key Issues Arising and Actions Taken' Chapter, and key issue 'M56 Junction 7 Capacity Issues' at section 6.7 of the same Chapter • Safe Crossings of the A556 for cyclists and pedestrians: A number of crossings of the A556 are proposed as part of the scheme. This includes 'local crossings', crossings as part of junctions and a segregated NMU underpass. All are considered to be safe for use by both pedestrians and cyclists. • Restrictions on Traffic using surrounding lanes: Provision of junction Option 1 reduces the associated traffic impacts on local lanes. As such, additional restrictions are not considered necessary. • Range of smart measure to reduce private car use: As described above, removing strategic traffic from communities and additional measures proposed as part of the de-trunking works will make non-vehicular local journeys much more attractive.
	10.2 Stated a preference for junction Option 3 as it keeps traffic on the A50 rather than on country lanes.	Option 1 was chosen as the preferred junction strategy as described in Chapter 5. This was considered to be a 'balanced' solution, reducing the impact on country lanes whilst minimising any associated increase in traffic on the A50.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
CTC RR Continued ..	10.3 Believe de-trunking the A556 provides the opportunity to create a two-way cycle track/footway segregated from vehicular traffic.	This issue was also raised by a number of other consultees. In response, we have proposed a shared use NMU track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556.
	10.4 Stated that the scheme should ensure the Cheshire Cycleway remains intact.	Provision of Chapel Lane Overpass (overpass Option B) retains the Cheshire Cycleway along its existing route (see also 10.5 below).
	10.5 Requested a pedestrian/cycle crossing be provided to the north of Bucklow Hill Junction.	We have amended our proposals to now provide a signalised pedestrian/cyclist (Toucan) crossing to the north of Bucklow Hill Junction. We have also proposed to widen the footway on the A5034 Mereside Road approach to the crossing to allow sufficient width (3m min.) for cyclists and pedestrians to pass. This maintains a continuous link for cyclists between Cicely Mill Lane to the east and Chapel Lane to the west, without the requirement to dismount.
	10.6 Requested provision at the M56 junction for pedestrians and cyclists, improving access in to the Bollin Valley, as well as to and from Bowdon.	Existing facilities to the north (Bowdon) and east (Bollin Valley) of the M56 junction cater for pedestrians only. As such, the benefits of segregated facilities for cyclists would be limited as there would be no existing route for them to continue their journey. In comparison, the cost implications would be significant through provision of a widened structure over the M56, as well as additional crossing facilities at the junction conflict points. Based on the above, the scheme proposes facilities for pedestrians and disabled users only at the M56 Junction. See also response to issue 9.3 above. In response to consultation we have also implemented a signalised pedestrian crossing of the M56 Westbound Off-Slip. This provides a continuous link for pedestrians in to the Bollin Valley without any interaction with vehicular traffic.
10.7 Would like to see pedestrian/cycle facilities extended to the south of M6 Junction 19, as far as the crossing point at Tabley Hill Lane.	The area to the south of M6 Junction 19 does not form part of this scheme. Therefore we propose to retain existing pedestrian facilities at, and to the south of, M6 Junction 19. We will however be providing a shared use NMU underpass beneath the proposed A556 to the north of the junction, eliminating an existing conflict point and significantly improving east-west movements along Old Hall Lane and Swains Walk. Should cyclists wish to access the junction, they will be required to dismount and use existing pedestrian facilities. Alternatively, they can continue along Old Hall Lane to cross the M6 further west, before accessing the existing crossing point at Tabley Hill Lane via Pickmere Lane.	
11 Sustrans	11.1 Raised concern that the straight alignment of the existing Chester Road will be subject to abuse by speeding drivers, compromising the safety of Non-Motorised Users (NMUs). Requested that a 'good quality two-way cycle track/footway away from motor traffic' be provided to address this issue. Alternatively, it was suggested that the alignment should be altered to reduce vehicle speeds.	This issue was also raised by a number of other consultees. In response, we have proposed a shared use NMU track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556. In addition, we have also implemented a number of design changes to reduce vehicle speeds on the southern section of Chester Road. This includes provision of Chester Road Roundabout to reduce the length of the high speed section, retention of an existing bend in the alignment, and provision of a connection to Old Hall Lane to retain a higher level of background traffic on the de-trunked road. Original aspects of the design such as the narrowed carriageway, warning signs and provision of road markings to prohibit overtaking have also been retained, further reducing the likelihood of abuse by speeding drivers.
	11.2 Stated that the proposed NMU underpass to the south of the scheme is welcomed. However, they noted they would like to see facilities for pedestrians and cyclists extended south to the crossing point at Tabley Hill Lane. Alternatively, it was suggested that the surface of Swains Walk be upgraded.	As described above (Reference 10.7) we are proposing to retain existing pedestrian facilities at and to the south of M6 Junction 19. Provision of the underpass will remove an existing conflict point at the junction and significantly improve east-west movements along Old Hall Lane and Swains Walk.
	11.3 Sustrans welcomed the provision of refuges at Mere Junction. However, they noted they would like to see additional facilities for cycle crossings, connected by approach cycle tracks/footways linking to the existing Chester Road.	In response to consultation we have upgraded the proposed crossing facilities at Mere Junction to include separate provision for cyclists. The proposed NMU track (see 11.1) will provide a direct link between this crossing and the existing Chester Road.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
SUSTRANS Continued...	11.4 Queried whether 2 lanes are required on the southbound approach to Bucklow Hill Junction.	A556 southbound to the A5034 Mereside Road southbound will be the predominant turning movement at Bucklow Hill Junction. We have therefore retained the left turn filter lane to allow dedicated signal phasing for left turn only traffic.
	11.5 Requested for a pedestrian/cycle crossing to the north of Bucklow Hill Junction.	We have amended our proposals to now provide a signalised pedestrian/cyclist (Toucan) crossing to the north of Bucklow Hill Junction. We have also proposed to widen the footway on the A5034 Mereside Road approach to the crossing to allow sufficient width (3m min.) for cyclists and pedestrians to pass. This, together with provision of Chapel Lane Overpass, improves the continuity of Cheshire Cycleway between Cicely Mill Lane to the east and Chapel Lane to the west, eliminating the existing requirement to dismount.
	11.6 Noted they would like to see provision at the M56 junction for pedestrians and cyclists, improving access in to the Bollin Valley, as well as to and from Bowdon.	See Reference 9.3 and reference 10.6 above
12 Mere Residents Association (MRA)	12.1 MRA gave their full support for the proposed scheme.	Comment noted – no response necessary.
	12.2 MRA gave a preference for Option 0 as they believe it will provide the most flexibility to keep traffic flowing freely, reduce traffic impacts on local roads and is the best option for traffic management for Tatton Park Events. However, they state that all options meet the following important criteria: <ul style="list-style-type: none"> • Addresses pollution for properties along existing A556 • Will reduce traffic accidents and fatalities • Will accommodate projected increases in future traffic 	Option 1 was chosen as the preferred junction strategy for the reasons given in Chapter 5. This was considered to be a balanced option, reducing impacts on local roads, minimising the increase in traffic on the A50 and still providing flexibility for traffic management during Tatton Park events.
13 Whitbread PLC (Premier Inn)	13.1 In relation to their site at Bucklow Hill, Whitbread PLC were concerned due to the potential loss of passing trade. They noted they would welcome the mitigation measure suggested in the Preliminary Environmental Information (PEI) to provide signing from the new trunk road.	The current design proposals include signage for the local facilities at Bucklow Hill. The detail of the provision will be confirmed at detailed design.
	13.2 Whitbread PLC also noted that another site of theirs, located off the A50 near Hulseheath Lane, had not been included within our environmental assessments for the PEI. It was therefore requested we consider the impacts on this site within the Environmental Statement (ES).	The Whitbread PLC A50 site has been considered within our environmental assessments, And is identified on Figure 14.4 within the ES. Full details of our assessments and any residual impacts are provided in the People and Communities Chapter within the ES.
	13.3 In relation to their A50 site, Whitbread PLC stated a preference for junction Option 3. They noted that the Junction Options Comparative Assessment Report concludes this Option would perform 'slightly better' than the Baseline Design in terms of the environment.	Option 1 was selected as the preferred junction strategy for the reasons stated in Chapter 5. Although this was not the preferred option by Whitbread PLC, appropriate mitigation has been provided to ensure the environmental impacts of the junction are reduced as far as practicable. Full details of the environmental assessment and proposed mitigation measures can be found in the ES. It should also be noted that traffic flows along the A50 are forecast to increase when compared to the Do-Minimum Scenario. It is therefore considered likely that the business would benefit from an increase in passing trade. Suitable access has also been maintained via the proposed Millington and Tabley Junctions.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
14 Dairy House Farm (DHF) Businesses	14.1 All three questionnaires received from DHF businesses stated a preference for junction Option 1, but varied preferences for overpass options. The primary reasons given were that it provided the shortest diversion from the trunk road to access the 3 businesses on site, while minimising the associated impact on A50 traffic.	Option 1 has been chosen as the preferred Junction Strategy based on the logic described in Chapter 5.
	14.2 It was suggested we provide more justification behind the need for the scheme to help people understand why improvements to the A556 are required.	For our response to key issue 'Need for the Scheme' see section 6.4 of the 'Key Issues Arising and Actions Taken' Chapter.
	14.3 Regarding our de-trunking works, the general theme across all three questionnaires was that we ensure suitable access is provided for large commercial and agricultural vehicles. It was also suggested we ensure the de-trunked Chester Road is wide enough to accommodate large volumes of traffic for instances when a diversion is required, as well as providing adequate space for Non-Motorised Users (NMUs).	When designing the de-trunking works we have ensured that all roads and junctions can accommodate the swept paths of Large Goods Vehicles (LGVs) and agricultural vehicles. Individual farm accesses will be tailored at the detailed design stage to ensure that the relevant type of vehicle can gain access. Regarding DHF, we have designed the modification to their access based on the swept paths of several different types of LGVs. The de-trunked road is of sufficient width to accommodate one lane of traffic in each direction. Any additional width is considered to compromise the safety of road users and NMUs by encouraging high vehicular speeds. We are however proposing a NMU facility adjacent to the carriageway which will accommodate pedestrians, cyclists, equestrian and disabled users. The track would be segregated from vehicular traffic and would run the length of the de-trunked Chester Road. It should also be noted that any further widening of the carriageway would compromise the ability to provide this facility.
	14.4 Concern was raised regarding the impact on the existing drainage system and buried services.	As part of the de-trunking works it is proposed to perforate some of the existing road pavement, allowing water to drain through to ground below. This reduces the amount of impermeable road area and would therefore relieve the amount of water that enters the existing drainage system, resulting in an improvement on the current situation. It should also be noted that drainage from the new road will be extensively treated, before being released into existing watercourses. Any buried services affected by the proposed scheme will be appropriately diverted and/or protected. However, we have designed the de-trunking works such that the majority of services along the existing road will remain unaffected. Suitable access to these services would be provided via the proposed segregated NMU track.
	14.5 Requested an increased level of natural vegetation screening to aid with visual impact, noise levels and wildlife habitat.	We have made significant changes to our environmental mitigation proposals in response to consultation. Although the proportion of new planting has been reduced, we have increased bund heights along much of the proposed route to improve the level of visual and noise screening. Full details of our environmental mitigation proposals are shown on the Environmental Master Plans within the Environmental Statement (ES).
	14.8 In one of the questionnaires, the respondents noted that although they object in principle to the scheme, they do not have any detailed alternatives to put forward. They requested that, if there are benefits for the community of Tabley, these should be made clear.	Provision of current A556 scheme is considered the only viable option that effectively meets the scheme's objectives. Alternative schemes have been considered at length, both historically and in response to this consultation. Provision of the scheme will bring a number of benefits for the community of Tabley. The majority of traffic will be removed from the existing road, bringing safety, noise and air quality benefits for a number of properties along the line of the existing route (although DHF may experience slight increases due to its proximity to Junction 19). We have incorporated a link between Chester Road and Old Hall Lane in response to consultation. This will improve connectivity by removal of the existing traffic barrier along the existing road. There will also be improved provision for NMUs in the form of Old Hall Lane underpass. Provision of a landscaped mound along the de-trunked road will also improve the rural appeal of the existing A556.
	14.8 It was suggested we incorporated plans for future widening of the M6 within our current proposals.	At the M6 we are including amendments to the junction, but these amendments will not limit any future potential for amendments to the M6, such as Managed Motorways (MM) schemes.
	15 The Windmill Public House (WPH)	15.1 The WPH provided a short response stating that now a link road has been planned for the A556, they have no further comments.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee		Summary of Response / Issue	Regard Had to Response
16	Fisher German (FG)	16.1 A meeting was held with FG in which requirements to protect and/or divert one of their pipelines was discussed.	Consultation with Fisher German has been ongoing, and will continue to take place as the scheme develops.
17	British Motorcyclists Federation North West Region (BMF)	17.1 The BMF stated they have no preference in relation to which junction option is selected. They did however request that we consider guidance published by the Institute of Highway Engineers regarding the safe design for motorcycles. Particular reference was made to the provision of motorcycle friendly barriers and ensuring appropriate sight lines, road markings and street furniture is provided at roundabouts and junctions.	Consideration has been given to motorcycle friendly design through the development of the proposed scheme. This includes appropriate design of roundabouts and junctions to ensure layouts are safe for motorcyclists and sufficient sightlines are achieved (e.g. by avoiding low angled approaches to roundabouts). It should be noted that specific design features such as motorcycle friendly barriers and provision of 'consistent and high' friction surfacing, as recommended by the IHE, has yet to be confirmed at this Preliminary Design stage. We will however consider such measure as part of our detailed scheme design, with recommendations provided in design standards and other guidance, including the IHE guide, implemented as appropriate.
		17.2 Believe there is an opportunity to create a 'safe corridor' for Non-Motorised Users (NMUs) along the de-trunked road.	This issue was also raised by a number of other consultees. In response, we have proposed a shared use NMU track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556.
		17.3 Requested that we keep them updated of scheme progress, and consulted on as required in relation to specifics for motorcyclists.	Should the application for a Development Consent Order be approved by the Planning Inspectorate, there will be no further 'formal' consultation on our scheme proposals. We will however consider the comments made by the BMF in response to this consultation when completing the detailed design. This may be assisted by further 'informal' consultation with the BMF regarding the safe design for motorcycles.
18	Cheshire County Show (Cheshire Agricultural Society)	18.1 Requested that access to Old Hall Lane be kept open as it is used as a 'pressure release for congested traffic' during the annual Cheshire County Show. It is also currently used as an access route for the many trade stand exhibitors and contractors.	In response to consultation we have modified the original layout of Tabley Junction to incorporate a vehicular connection back to Old Hall Lane. One of the primary reasons for this was to provide an improved access/egress route for the Cheshire County Show.
19	Greater Manchester Chamber of Commerce (GMCC)	19.1 Offered strong support for the project and applaud our efforts to mitigate the impact of the new road based on feedback from local residents and other road users. However, they noted they would like to see the project delivered below the upper cost estimate (£212m)	Due to a number of significant changes in response to consultation our central cost estimate has risen from that reported in the Stage 3 Scheme Assessment Report. However, as we now have more certainty in the design, the upper cost estimate has fallen. We will also be looking at value management opportunities during the detailed design stage to ensure efficiencies are identified.
		19.2 GMCC mentioned they interested in whether there is any forecast traffic growth as a result of the improvement as this would have an effect on the M56, which is already very congested.	The proposed scheme results in a forecast increase in traffic on the A556, M56 (to the east) and M6 (to the south) when compared to the Do-Minimum Scenario in both Opening and Design Years. To address this, we are proposing a junction improvement at the M6 southbound merge as part of the scheme, as well as currently undertaking a feasibility study to improve capacity of the M56 eastbound merge. This is covered in more detail in our response to key issue 'M6 Junction 19 Capacity Issues' at section 6.6 of the 'Key Issues Arising and Actions Taken' Chapter, and key issue 'M56 Junction 7 Capacity Issues' at section 6.7 of the same Chapter. Flows on both the M6 and M56 will also decrease the west of the proposed scheme when compared to the Do-Minimum scenario.
20	Mere Post Office and General Stores (MPO)	20.1 Regarding junction option preference, MPO gave 'Other' as their response, instead stating a preference for a Junction 20 scheme.	For our response to key issue 'M6 Junction 20' see section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
MPO Continued...	20.2 The main concern raised by MPO was ensuring suitable access was maintained to the business, both during construction and operation. It was noted that if Chapel Lane and/or Bucklow Hill Lane were closed at the same time, while the right turn ban remain at Mere Junction, customers from Bucklow Hill and Millington would be unable to gain access.	<p>Although Bucklow Hill Lane would be stopped up relatively early on in the construction of scheme, it is proposed to keep Chapel Lane open for the duration. As such, those who would usually access the Post Office via Bucklow Hill Lane would only have a short diversion (via Hulseheath Lane) from their normal route during construction. Although Hulseheath Lane is a narrow country lane, it is considered suitable for use by these types of local journeys.</p> <p>Once construction of the main works is complete, we will begin work de-trunking the existing road. Part of these works will involve removing the existing A556 southbound to A50 eastbound right turn ban at Mere Junction, significantly improving access to the Post Office when compared to the current situation.</p> <p>It should also be noted that flows along the A50 are forecast to increase as a result of the scheme. As such, it is likely MPO will benefit from an increase in passing trade.</p>
	20.3 Believe no consideration has been given to small local businesses affected by the scheme.	<p>Throughout the design of the scheme we have sought to minimise the impact on local businesses as far a possible. For example, a key reason for implementing Tabley Junction was to minimise the impact on local facilities in Over Tabley. We have also included the impact on local businesses within our environmental assessments, proposing mitigation as required. Full details of these assessments, proposed mitigation and residual impacts are provided within the Environmental Statement (ES).</p>
21 St Paul's Church, Over Tabley	21.1 St Paul's Church gave a preference for Option 0 as it provides the safest access for Over Tabley Parishioners.	<p>Option 1 was chosen as the preferred Junction Strategy based on the logic described in Chapter 5 'Selection of the Preferred Option'. Although this was not the preferred option by the Church, local access within Tabley will be similar due to the provision of Tabley Junction. We have also amended our proposals following consultation to incorporate a vehicular link back to Old Hall Lane, significantly improving access to/from the Church within Tabley.</p>
	21.2 Regarding our de-trunking proposals, St Paul's requested additional car parking space and access for a hearse to draw up at the gate.	<p>In response to this issue we have considered whether additional car parking space for the Church could be provided. A suitable location was identified to the south of the Church; however, this has been marked for further consideration at the detailed design stage (as noted on the preliminary drawings) to ensure a layout can be provided that would not be subject to misuse. It should be noted however that access to the Church will be much improved as a result of the proposed scheme. Narrow carriageway widths and reduced traffic volumes will make use of the existing car park, located on the opposite side of the road, much more feasible.</p>
	21.3 Requested that access to the church be maintained throughout the construction of the scheme.	<p>Exact access details of all our construction proposals have yet to be finalised by our contractor. However, we will ensure that suitable access would be maintained to the St Paul's Church throughout the duration of the works.</p>
	21.4 St Paul's raised an issue with the existing drainage system. They noted that water often runs from the existing road and floods the cellar of the church.	<p>The de-trunking proposals are anticipated to improve flooding issues at St Paul's Church when compared to the existing situation. As we are proposing to retain the carriageway on the opposite side of the road, the majority of drainage will flow away from the church. On the western side, a significant proportion of the existing carriageway will be perforated and planted, allowing water to be absorbed by vegetation, or flow through the sub base to the ground below. Due to this reduction in impermeable road pavement, the amount of water entering the drainage system will be reduced, thus minimising the likelihood of flooding.</p>
22 Rainbow Day Nursery (RDN)	22.1 RDN noted they welcome our proposals to make the existing A556 quieter, as well as removing the right turn bans at the A50.	<p>Comment noted – no response necessary.</p>
	22.2 Concerned that the decrease in traffic could affect passing trade. However, they noted they would not want to get in the way of progressing the scheme and the creation of many jobs in the area whilst the project is carried out.	<p>Although passing trade may be affected, the nature of the business is such that this is not considered to be a significant impact. There will also be a number of benefits for the nursery as a result of the scheme. For example, access to/from the nursery will be improved by removing the existing right turn ban at Mere Junction. The nursery also prides itself on its rural setting, which would only be enhanced through the shift of traffic away from the property, as well as provision of the de-trunking works to improve the rural appeal of the existing road. We have included RDN within our environmental assessments, which conclude the scheme will be significant benefits for the business.</p>
23 Cheshire Wildlife Trust (CWT)	23.1 Raised key issue 'Adequacy of the Consultation Process'	<p>For our response to key issue 'Adequacy of the Consultation Process' see section 6.5 of the 'Key Issues Arising and Actions Taken' Chapter.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
<p>CWT Continued...</p>	<p>23.2 Noted the conclusions of the Preliminary Environmental Information (PEI) and question its completeness, stating that it is not possible to come to a reasoned view based on the data contained therein</p>	<p>The PEI is a preliminary document, and a wider more comprehensive assessment of impacts has been carried out for the Environmental Statement (ES). The ES is published as part of the scheme documentation required for the Development Consent Application. As a result a number of our responses below refer to that document.</p>
	<p>23.3 Raised concern that no reference is made to white-clawed crayfish surveys. It was asked whether we judged that these were not required.</p>	<p>Our initial assessments indicated that there was a low probability of White Clawed Crayfish populations, and therefore these surveys were removed from our scope.</p>
	<p>23.4 Commented that numbers of Great Crested Newt carrying ponds in PEI seem very low.</p>	<p>Our surveys are carried out using standard methods by licensed practitioners.</p>
	<p>23.5 Noted that some surveys (including GCN) are outstanding</p>	<p>These surveys have been completed and their results are contained in the ES.</p>
	<p>23.6 It was noted that 2 of the 4 woodland Sites of Biological Interest (SBI), are important for breeding birds and one SBI is important for wintering birds. CWT stated they are concerned regarding the impact on woodland SBIs and that the severance of Tabley Pipe Wood SBI from the rest of the woodland and broader fragmentation is also a significant negative impact. CWT does not agree that impact on woodland SBIs would be 'insignificant' after 15 years.</p>	<p>The outline of a response to this issue is contained in key issue 'Environmental Impact' at section 6.3 of the 'Key Issues Arising and Actions Taken' Chapter. As stated therein, the amount of tree and shrub planting on the scheme significantly exceeds the amount lost. Our assessments show that the significance of impacts will decrease over the 15 year assessment period, with no individual impact assessed as having significance beyond the local landscape at that time. The full detail of our assessments and associated mitigations are in the ES.</p>
	<p>23.7 CWT noted they are concerned about losses of grassland, watercourses and ponds. It was stated that no account is given under the heading 'Aquatic Ecology' of the impacts on rivers and streams.</p>	<p>No account was given in the PEI, reflecting its preliminary nature. Impacts on these areas are assessed and detailed in the relevant Chapters of the ES.</p>
	<p>23.8 CWT noted they are concerned about the predicted impacts on GCNs, bats, Barn Owls, breeding birds, (especially farmland birds with the loss of more than 40 hectares of arable land) and wintering birds. Nearly half the species recorded are red- or amber-listed birds.</p>	<p>Impacts on all these species have been fully assessed and the results are contained in the ES. This includes details of all our proposals for the mitigation of identified impacts.</p>
	<p>23.9 It was stated that, if run-off water quality from the existing A556 is a threat to Rostherne Mere, it should already have been dealt with, irrespective of any proposals to de-trunk the road. Clarification on the possible benefits to 'certain plant communities' was also questioned.</p>	<p>The runoff from the new A556 will be treated in accordance with current design guidelines, and the discharges from the system will be agreed with the Environment Agency, meaning that there will be very little residual risk to Rostherne Mere.</p>
	<p>23.10 Raised concern about 'contaminated discharges' being permitted to enter the watercourses or the ponds.</p>	<p>The drainage discharges from the scheme will be treated by use of settlement ponds and oil interceptors. The exact details of the treatment will be agreed with the Environment Agency during detailed design, but our current proposals are described in the ES.</p>
	<p>23.11 CWT considers that SBIs should not be directly impacted by the proposals, and therefore disagree with the proposition that the scheme 'has been designed to avoid terrestrial habitats of known ... nature conservation interest' It was noted that local wildlife sites (SBIs) are an important natural asset within the county and are not disposable.</p>	<p>As stated in key issue 'Environmental Impact' at section 6.3 of the 'Key Issues Arising and Actions Taken' Chapter, it is not possible to build a new road through countryside without adverse effects on the natural environment. We recognise that the scheme has both beneficial and adverse environmental effects, but we consider that the adverse environmental effects are not unacceptable and are outweighed by the overall benefits of the scheme.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
CWT Continued...	23.12 CWT noted that a green bridge could have relatively localised benefits around the chosen position, stating mitigation proposals should wait for a robust analysis of these impacts has been completed.	The Highways Agency has built green bridges in the past, and the design of this one builds on lessons from those facilities. We believe that the green bridge is an effective mitigation for the reasons set out in the ES.
	23.13 CWT is concerned about fragmentation of the land, considering it to be contrary to the efforts of various conservation groups.	We are aware of the implications of fragmentation, but we consider that the connections which are introduced by the scheme, which includes provision of the green bridge, mammal underpasses, linear planting to connect habitats along the line of the new route are effective mitigation for the connectivity which is lost.
	23.14 Stated that the PEI Environmental Masterplan (EMP) shows that the mitigation for loss of terrestrial habitat is focussed on the route of the new road. CWT questioned whether this is the only approach, if alternatives were considered, and whether opportunities for enhancement were taken.	Our approach to the design of mitigation measures is contained in the ES. As stated above, the amount of tree and shrub planting on the scheme significantly exceeds the amount lost. Our proposal is to replace GCN ponds on a 3-for-1 basis.
	23.15 Stated that the choice of location of newly created ponds/GCN terrestrial habitat would depend on where the GCN populations occur.	Agreed. The proposals are set out in the ES.
	23.16 CWT suggested that mitigation should improve sub-optimal aquatic habitats for water voles, such that recolonisation opportunities are not limited in the future by unsuitable habitats.	The scheme will mitigate its impacts on Water Vole population and habitat, but will not seek to deliver wider improvements to potential habitats for Water Vole. Our mitigation proposals are set out in the ES.
	23.17 Concerned that the loss of arable land will impact on wintering birds and will not be alleviated by the measures outlined to protect breeding birds. It was suggested that existing farmland could be managed to be of benefit to wintering birds.	Our proposed mitigation is set out in the ES.
	23.18 CWT noted that the Tables in the PEI find no significance at the Design Year stage for any of the potential ecological impacts of the scheme. It was stated that this places much responsibility on mitigation rather than avoidance of impact and, it could be argued, is implausible given that impact assessment and mitigation detail is outstanding. CWT also disagrees with some of the assessments.	The PEI is a preliminary document, and a wider more comprehensive assessment of impacts has been carried out for the ES. The ES is published as part of the scheme documentation required for the Development Consent Application.
	23.19 CWT is unclear how and when the effectiveness of mitigation will be assessed after the 5 year monitoring period has passed; which agency will be responsible for continued monitoring and management; and what will happen if the outcome of mitigation does not have the predicted neutral impacts on the ecology of the area	Following the 5 year monitoring period the responsibility for the land will remain with the Highways Agency, but will transfer from Major Projects Directorate, who are responsible for the construction of the road, to the Directorate with responsibility for the operation of the network. Their responsibility will be described in the Handover Environmental Management Plan.
	24 A556 Lobby Group (the Lobby Group)	24.1 The Lobby Group made reference to a report produced by CBO Transport (see below), and requested we investigate the alternative J20 scheme they proposed. They would like to hear by public and personal announcement the findings of such an assessment.
24.2 The Lobby Group objected to the proposed scheme based on:		See below.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
The Lobby Group Continued...	a) The increased noise and air pollution levels on the affected properties	It is acknowledged that some properties to the west of the scheme will experience an increase in noise and/or air pollution. However, overall, there would be a significant benefit for the local area. We have sought to minimise any adverse impacts as far as possible through measures such as those outlined below. Full details of our environmental assessments, proposed mitigation measures and residual impacts are provided within the Environmental Statement (ES). Noise: To address any increase in noise, we have implemented measures such as use of cuttings, bunds, noise barriers (where tight layout constraints) and tree planting. Following the consultation we have also implemented a number of changes to further reduce the noise impacts of the scheme. This includes shifting the horizontal and vertical alignment through Millington, as well as increasing the heights of the majority of proposed earth bunding. Air Quality: We have sought to minimise any adverse impacts through sensitive design of the route alignment away from properties where possible. The alignment shift through Millington also reduces the air quality impacts for some of those most affected when compared to the pre-consultation alignment.
	b) The overall lack of improvement to journey time which would be hindered by leaving and entering the motorway at either M56 J7 or M6 Junction 19.	We have performed more detailed traffic assessments to accurately model potential delay at the M6 Junction 19 and M56 J7 using the industry standard VISSIM software. This did identify some capacity issues at the M6 Junction 19 southbound Merge and M56 J7 Eastbound Merge. We have therefore extended the scope of our scheme to address some of these issues, as described in key issue 'M6 Junction 19 Capacity Issues' in section 6.6 of the 'Key Issues Arising and Actions Taken' Chapter, and key issue 'M56 Junction 7 Capacity Issues' at section 6.7 of the same Chapter.
	c) The fact the scheme would not be progressed had the Chancellor of the Exchequer not been the local MP.	The scheme has been assessed on its merits, independently of any political objective.
	d) The increased traffic levels on country lanes as a result of the scheme	Provision of junction Option 1 has significantly reduced the forecast traffic flows along narrow local lanes adjacent to the scheme. For our response to key issue 'Traffic Impacts Along Country Lanes see section 6.11 of the 'Key Issues Arising and Actions Taken' Chapter
	e) The fact that the current A556 satisfies its purpose, and is by no means one of the worst roads in Britain, either by incident rate or congestion.	For our response to key issue 'Need for the Scheme' see section 6.4 of the 'Key Issues Arising and Actions Taken' Chapter.
	f) The fact that when choosing a junction option Parishioners were forced into choosing the best of the worst for their 'back yard', thus pitting Parish against Parish when most would like nothing to happen at all.	We understand that each option has a differing impact on local communities. The purpose of the consultation is to seek the public's views on the proposals and how they might be improved. We have made our decision based on a balance of the issues which have been highlighted as part of the consultation, and have amended the proposals in line with suggestions made in a number of areas.
	g) The fact that the majority cannot understand the reluctance to revisit an M6 J20 scheme as it is the most obvious and rational choice.	As mentioned above (Reference 24.1), we have carried out extensive assessments in to the J20 proposals put forward by CBO Transport. For our response to key issue 'M6 Junction 20' see section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter
25 A556 Lobby Group (CBO Transport)	25.0 General Note	During the course of the Consultation CBO Transport made requests under the Freedom of Information Act 2000 for a number of reports, documents and calculations, mostly in relation to the modelling of traffic. A number of the points raised in this section are in relation to that information, which is in some instances highly technical in nature, and as such may not be familiar to readers.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
CBO Transport Continued...	25.1 The following key issues were raised: <ul style="list-style-type: none"> • M6 Junction 20 • Environmental Impact • M6 Junction 19 Capacity Issues • M56 Junction 7 Capacity Issues • Need for scheme • Adequacy of the Consultation Process • Conflict with Government Policy • Online Improvement • Traffic Impacts Along Country Lanes 	A response to each of these key issues is provided in Chapter 6, Key Issues Arising and Actions Taken.
	25.2 During the consultation, CBO Transport requested we provide them with a number of reports, documents and calculations. Concern was raised that, due to the time taken to provide this information, there was minimal time to provide a comprehensive response to the consultation.	All requested information was provided to CBO Transport within the 20 working day timescale specified under the Freedom of Information Act 2000.
	25.3 CBO requested a statement on how the Government's intention to involve the private sector in new road building schemes will affect the A556.	There are currently no plans to involve the private sector in the tendering or procurement of the A556 Improvement Scheme. We have procured the services of private Construction Contractors and Consulting Engineers, as is the normal practice for the construction of new roads.
	25.4 It was considered highly likely that a solution could be developed which focuses on junctions, possibly involving the provision of G-Turns (see glossary).	Stop-gap measures, such as provision of G-Turns, on the current A556 route will not address scheme objectives in the long term. Whilst discrete measures such as improvements to Bucklow Hill junction have a small immediate impact on traffic flows, these are not long term solutions and do little to accommodate predicted increases in traffic over the next 30 years. Delays at the Bucklow Hill and Mere junctions are anticipated to increase causing more traffic to route onto rural links in the future if the scheme does not go ahead. Further information is provided in response to key issue 6.4 'Need for the Scheme'.
	25.5 Regarding peak journey times quoted in the Local Model Validation Report (LMVR), CBO queried that the difference between peak, inter peak and off peak times are very small, suggesting there is no evidence of congestion.	The journey times are used to validate the traffic model and therefore a large number of routes are surveyed. The Journey Times for the route of the A556 (route 1) do show a differential between peak and interpeak journey times between Northwich and J6 of the M56.
	25.6 CBO stated that their traffic models showed flow breakdown at the M56 J7 eastbound merge. It was queried why this is not reflected in our figures, and suggested that the timing of our surveys may be the reason.	The data used in the development of the A556 Traffic Model shows a delay on the M56 Merge. As the A556 Traffic Model is an average hour model (an average of 3 hours in the Morning Peak) it is designed to smooth out transient queues which could unduly effect the Value for Money Assessment.
	25.7 It was stated that SATURN traffic model (used for the A556) is limited in its ability to accurately model delays at motorway merges. It is considered that, if these were modelled correctly, the economic benefits of the scheme would be reduced.	It is not possible to know if the use of a more detailed motorway merge modelling tool would increase or decrease the scheme benefits as produced in the SATURN model. The approach used is a standard method which is considered to be appropriate for this situation.
	25.8 Queried why the M6 J19 southbound merge is not included within any of the journey time modelling, given that it is a notorious delay hotspot.	The Journey Time Survey routes were agreed with HA TAME to provide a suitable basis for testing the ability of the model to represent local conditions. The routes chosen allow a large number of trip movements to be assessed and show that the model is valid.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
CBO Transport Continued...	<p>25.9 CBO state that the coding of the M56 Spur is incorrect as is has been assigned a 65mph speed limit on a section where the proposed speed limit is 50mph. It is therefore considered that journey time savings will be an over estimate.</p>	<p>The traffic modelling used at the time of the Public Consultation included the higher speed limit for this section, but we would note that this has a minimal effect on the benefits of the scheme.</p>
	<p>25.10 It was stated that our Traffic Forecasting Report is light on specific information such as:</p>	<p>The Traffic Forecast Report has been developed in line with the Best Practice guidelines set out by the HA and the DfT and has been approved by the HA Technical Assurance team – TAME. As such we consider that it contained the necessary level of detail for the time that it was produced.</p>
	<p>a) Only providing changes in traffic flows, speeds and delays for a small area immediately surrounding the A556.</p>	<p>As part of the consultation material traffic flow information for the wider area was included. Speeds and Delay information have now been calculated and are being used in the Economic Assessment of the scheme.</p>
	<p>b) Omission of ‘screenlines’ showing flows on the wider network</p>	<p>Screenline data is not normally produced for Traffic Forecast analysis, as its purpose is to validate the Base Year Models. Traffic flow information for the wider area has now been produced and is being used in the Economic Assessment of the scheme..</p>
	<p>c) Only providing select link analysis in four locations</p>	<p>Key locations for the assessment of the model performance were selected in line with the DfT and HA Published Guidance.</p>
	<p>25.11 A number of other issues were raised regarding the TFR, as below:</p>	<p>The Traffic Forecast Report has been developed in line with the Best Practice guidelines set out by the HA and the DfT and has been approved by the HA Technical Assurance team – TAME. As such we consider that it contained the necessary level of detail for the time that it was produced.</p>
	<p>a) No information (traffic flows, delay etc) is provided in relation to local roads linking the scheme, particularly in the High Legh area where roads link to the A50 and M6 Junction 20.</p>	<p>As part of the consultation material traffic flow information for the local roads in the vicinity of the scheme was included.</p>
	<p>b) The effects on key routes in the wider area are not considered (e.g. the A34).</p>	<p>An assessment of Strategic Routing from the A34 is included in the work which has continued during the consultation period.</p>
	<p>c) No detailed junction capacity assessments are provided for the two motorway junctions, or any of the new junctions along the line of the route.</p>	<p>More detailed analysis of the performance of the motorway junctions (including Micro-Simulation) and junctions along the link is being completed as part of the further development of the scheme.</p>
	<p>d) No merge or diverge information is provided for the M6 or M56 junctions, although CBO stated that by inspection it can be seen that these would be over capacity.</p>	<p>See Key Issues 6.6 and 6.7</p>
	<p>25.12 Consider that, for a scheme of strategic/national importance, the area over which to determine whether or not the scheme has a traffic benefit is constrained.</p>	<p>The Traffic Model includes the M6 motorway as far south as Birmingham and routes into Greater Manchester. This is sufficient to understand the strategic impacts of the scheme.</p>
	<p>25.13 Our models show a slight drop in traffic using the M56 motorway to the west of Junction 7. CBO state that removing traffic from a motorway on to an all-purpose road represents a significant dis-benefit in wider network terms, not a benefit as implied in the TFR.</p>	<p>There is a benefit in terms of travel time to those vehicles that remain on the M6 North of Junction 19 and the M56 West of Junction 7.</p>
	<p>25.14 In relation to Tabley Junction, CBO queried the low forecast traffic flows on the slip roads, believing this to represent a problem with the traffic model (i.e. the flows should be higher).</p>	<p>It is unclear on what evidence this statement is made. The model has been developed in line with DfT guidance and has been approved by HA TAME.</p>

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
CBO Transport Continued...	25.15 Concern was raised regarding the forecast increase in traffic to the north of the scheme through Hale and Altrincham.	There are benefits to both local and strategic trips in the form of travel time savings which attract more vehicles to the route.
	25.16 Query why, for the select link analysis, only information on the AM Peak is provided and not the PM Peak.	AM Peak information is included so that routing through the network can be identified to ensure the assignment model is performing as expected. The network coding is the same in the Interpeak and PM Peak, and therefore there is no need to analyse them separately.
	25.17 The following observations were made regarding our select link analysis within the TFR:	See below.
	a) On the M6 southbound there is very little difference in the amount of traffic coming from the A556 with and without the scheme in place, despite its intended function of enhancing the strategic link to the south.	The merge modelling of M6 Junction 19 meters traffic joining the M6. The HA have developed proposals to improve this junction and increase its capacity, as described in Key Issue 6.6
	b) On the A556 northbound there is proportionally a much bigger increase in traffic from the A556 to the south of J19 (from the Northwich area) than from the M6. It was asked whether, in this context, this represents a benefit as is implied.	There are benefits to both local and strategic trips in the form of travel time savings which attract more vehicles to the route.
	25.18 CBO made some observations on the journey time / delay comparison table (for the Design Year) presented in the TFR, as below:	See below.
	a) Suggest the journey time savings (i.e with and without the scheme) are very small in real terms	The journey time savings are significant when multiplied across the high levels of traffic using the A556. The scheme provides good value for money.
	b) State the reduced delay times are even more negligible, suggesting majority of benefit is derived form increased speeds on new link, rather than bypassing the traffic signals at Mere and Bucklow Hill.	The benefits of the scheme arise due to a number of factors including both the increase in speed limit (due to the increased road standard) and the removal of at grade junctions.
	25.19 Concern was raised regarding the safety implications of the substandard weaving length proposed between Tabley Junction and M6 Junction 19.	It is acknowledged that the location of the proposed Tabley Junction requires a departure from standard for reduced weaving length. However, weaving traffic flows on the stretch of the A556 between Tabley and the M6 Junction 19 are minimal and appropriate mitigation measures have been proposed, such as a robust signing and road marking strategy, to ensure that any associated risks are reduced to safe and acceptable levels. The departure has been approved by the relevant Highways Agency specialist, meaning that, with proposed mitigation, any associated risks are considered to be As Low as Reasonably Practicable.
	25.20 Concern was raised regarding the departures from standard proposed along the online section of works over Chester Road Roundabout.	All departures from standard through the online section of works have been approved by the relevant Highways Agency specialist. The design solution is therefore considered to be safe, and any associated risks are considered to have been managed to a level As Low as Reasonably Practicable.
25.21 Stated that the radius of the M56Spur free flow link is too tight and question whether the proposed 50mph speed limit is sufficient.	Taking into account the proposed 50mph speed limit, this departure has been approved by the relevant Highways Agency specialist. The design solution is therefore considered to be safe, and any associated risks are considered to have been managed to a level As Low as Reasonably Practicable.	
26 Cycle Wilmslow	26.1 Advocated a quality cycle / footway along the line of the de-trunked Chester Road	After reviewing consultation responses, we have proposed a shared use Non-Motorised User (NMU) track to cater for pedestrians, disabled users, cyclists and equestrians. The track will be segregated from vehicular traffic and will run the entire length of the de-trunked A556.

Table 22 - Regard had to response from Non Statutory Consultees

Consultee	Summary of Response / Issue	Regard Had to Response
Cycle Wilmslow Continued...	26.2 Consider that access across Chester Road south of M6 Junction 19 into Tabley Hill Lane is important.	The area to the south of M6 Junction 19 does not form part of this scheme. Therefore we propose to retain existing pedestrian facilities at, and to the south of, M6 Junction 19. We will however be providing a shared use NMU underpass beneath the proposed A556 to the north of the junction. This will allow cyclists to continue along Old Hall Lane to cross the M6 further west, before accessing the existing crossing point at Tabley Hill Lane via Pickmere Lane, and existing links within the network of lanes will remain.
	26.3 Welcomed the inclusion of refuges at the A50 and suggested they be linked to the cycle / footway and designed for cyclists.	In response to consultation we have upgraded the proposed crossing facilities at Mere Junction to include separate provision for cyclists. The proposed NMU track (see Reference s 26.1 and 11.1) will provide a direct link between this crossing and the existing Chester Road.
	26.4 Stated the scheme should ensure that the Cheshire Cycleway remains intact	Response combined with Reference 26.5 below
	26.5 Requested a cycle crossing to the north of the Bucklow Hill Junction	We have amended our proposals to now provide a signalised pedestrian/cyclist (Toucan) crossing to the north of Bucklow Hill Junction. We have also proposed to widen the footway on the A5034 Mereside Road approach to the crossing to allow sufficient width (3m min.) for cyclists and pedestrians to pass. This, together with provision of Chapel Lane Overpass, improves the continuity of Cheshire Cycleway between Cicely Mill Lane to the east and Chapel Lane to the west, eliminating the existing requirement to dismount.
	26.6 Advocated improved NMU access to the Bollin Valley	Existing facilities to the north (Bowdon) and east (Bollin Valley) of the M56 junction cater for pedestrians only. As such, the benefits of segregated facilities for cyclists would be limited as there would be no existing route for them to continue their journey. In comparison, the cost implications would be significant through provision of a widened structure over the M56, as well as additional crossing facilities at the junction conflict points. Based on the above, the scheme proposes facilities for pedestrians and disabled users only at the M56 Junction. See also response to issue 9.3 above. In response to consultation we have also implemented a signalised pedestrian crossing of the M56 Westbound Off-Slip. This provides a continuous link for pedestrians in to the Bollin Valley without any interaction with vehicular traffic.
27 Friends of the Bowdon Bollin (FBB)	27.1 The FBB were concerned that the impacts of the scheme in relation to Non-Motorised Users (NMUs) have not been fully evaluated, and recommended a detailed assessment. In particular:	See below.
	a) Adverse Visual Impact of the Bowdon Roundabout Link Overbridge	The visual impacts of the scheme are considered in detail in the relevant Chapters of the Environmental Statement (ES). This issue is partially addressed in Key issue 'Environmental Impact'. See section 6.3 of the 'Key Issues Arising and Actions Taken' Chapter.
	b) Increased noise and air pollution arising from the elevated Bowdon Roundabout Link Overbridge	The noise and air implications of the scheme are considered in detail in the relevant Chapters of the ES. This issue is partially addressed in Key issue 'Environmental Impact'. See section 6.3 of the 'Key Issues Arising and Actions Taken' Chapter.
	c) Increased noise and air pollution arising from free-flow links between A556 and M56	See Reference 27.1 b) above
	27.2 Suggested provision of a footpath / cycleway across the A56 to improve access along the River Bollin to Dunham Park	This area lies outside the scheme boundaries, and we are therefore unable to comment on this request.
27.3 Commented generally that the scheme requires a significant amount of land to benefit a small number of properties	While the improvements for properties in Bucklow Hill and Mere are welcome, the benefits of the proposed scheme are broader than the statement suggests. The benefits in relation to traffic flows in particular are the main justification for the scheme.	

Table 22 - Regard had to response from Non Statutory Consultees

Consultee		Summary of Response / Issue	Regard Had to Response
28 Friends of the Earth England, Wales and Northern Ireland (FE)	28.1	Stated that they do not support any of the options and contend that the scheme should not be progressed. Raised Key issue 'Need for the Scheme'.	For our response to key issue 'Need for the Scheme' see section 6.4 of the 'Key Issues Arising and Actions Taken' Chapter
	28.2	Raised key issue 'Environmental Impact', particularly in relation to CO ₂ , Green Belt, landscape, biodiversity, farmland and air quality.	For our response to key issue 'Environmental Impact' see section 6.3 of the 'Key Issues Arising and Actions Taken' Chapter
	28.3	Stated that the scheme fails to take account of the fall in traffic growth.	Traffic modelling for the Do-Minimum Scenario is based on national guidance which does take account of national trends in traffic growth. It should also be noted that the recent 'flattening' is a product of the recession, and is expected to be reversed as soon as there is economic recovery.
	28.4	Raised key issue 'Conflict with Government Policy'.	For our response to key issue 'Conflict with Government Policy' see section 6.2 of the 'Key Issues Arising and Actions Taken' Chapter.
29 Peak and Northern Footpaths Society	29.1	Provided a brief response asking that there be planning conditions preventing the obstruction of rights of way.	All the footpaths and other Rights of Way on the scheme will be maintained, or will not be closed until alternative routes are in place.
30 Seamons Cycling Club (SCC)	30.1	Noted their observation that the A556 as it exists is a barrier to cyclists.	Comment noted - No response required.
	30.2	Stated that they are unclear on the need for the scheme, and their membership is divided, but if the scheme is to go ahead they prefer Option 3.	Option 1 was chosen as the preferred Junction Strategy based on the logic described in Chapter 5. Although this is not the option preferred by Seamons Cycling Club, we have made a number of amendments which we believe enhance the scheme for Non-Motorised Users (NMUs), including cyclists.
31 Wirral and Cheshire Badger Group	31.1	Raised concerns about impacts on Badger Setts.	The scheme will impact on one main Badger Sett. Our proposed mitigation is to replace this with two artificial Setts. Outline details are provided in the Environmental Statement (ES), but are limited as a result of confidentiality. Once the design is finalised we will, however, be willing to share this information in confidence with the Badger Group.

10 Consultation under Section 42(d) of the Planning Act 2008 (Land Interest)

10.1 Introduction

10.1.1 The purpose of this section is to respond to the representations made by those with an interest in the land, as consulted under section 42(d) of the Planning Act 2008 (PA 2008). These consultees have been provided in a separate Chapter to ensure they are clearly identified as a distinct element of the wider section 42 consultation. Consultees with an interest in the land are defined under section 44 of the PA 2008 and include:

- owners, tenants, lessees or occupiers of the land
- people with an interest in the land or with the power to sell, convey or release the land, or
- people who would or might be entitled to make a relevant claim for compensation as a result of the development going ahead

10.1.2 In preparing this Chapter we have focussed on issues raised by these specific consultees which relate to their own specific land interests. This means that any statements the same consultees made referring to preferred Options, or other matters which were also covered in the Consultation Questionnaire, are included in Chapter 7 - Section 47 Consultation (Local & Wider Community – Questionnaire Response), or considered when selecting a preferred junction option as described in Chapter 5 - Selection of the Preferred Option.

10.1.3 Broad issues of design, policy or preference which are not related to a specific landholding are also included in the appropriate sections of this report, and not repeated in this section.

10.1.4 Furthermore, some of the issues raised by those with an interest in the land relate to detailed design and construction details. All matters of this nature will form part of the discussions required during the later detailed design stage, and are likely to be closely related to discussions about compensation. Neither of these matters are the subject of this report, and therefore those matters are not responded to individually. Similarly, any discussion related to the form, nature or value of compensation is removed.

10.1.5 In the main, this Chapter comprises two tables. The first (Table 23) lists all the land interest consultees that were contacted under section 42(d) and section 44 of The PA 2008. It goes on to define the nature of their interest (e.g. owner or occupier), whether compulsory acquisition is required or whether they may be entitled to make a relevant claim (either Part 1 or Section 10 – see 10.3.3). The table also provides information on whether a response was received, and what form of consultation was held (e.g. meetings).

10.1.6 The second table (Table 24) sets out the comments made by the consultees who chose to respond, and describes the regard had to the comment in the finalisation of the scheme post consultation. It should be noted by readers that these comments have typically been abridged or combined for the purposes of this report. To assist the reader, figures have also been provided (Figure 22 and 23) that show the location of all farm units, land holdings and properties included within this table (i.e. those who responded).

10.1.7 It should also be noted that all Part 1 land interests were written to as 'To the Occupier' and have therefore been denoted 'Occupiers' within Table 19. However, they are also likely to comprise owners, tenants, trustees, leaseholders and other type of land interest.

10.2 Responses included within Section 47 Analysis

10.2.1 A number of land interest consultees provided only general scheme comments that did not relate to their specific property / land holding. These are listed below, and their comments have been included in the section 47 analysis within Chapter 7.

- **Hulseheath Lane:** Hulseheath Barn
- **Bucklow Hill Lane:** Malt Kiln House
- **Chapel Lane:** Brook Cottage, Burnside Farm, Chapel Lane House, Ivy Cottage, no.20, no.22, no.24, no.26, no.28, no.30, no.32, no.34 and no.36
- **Whitehouse Road:** no.21, no.23, no.25, no.27, no.29 and no.31
- **The Crescent, Chapel Lane:** no.1, no.2, no.3, no.4, no.5, no.6, no.8, no.9, no.10, no.11, no.12, no.13 and no.14
- **Millington Hall Lane:** 1 Denfield Cottage (owners response considered in Table 24, reference 9.20), 2 Denfield Cottage, Denfield Cottages and Stables, Rose Cottage and The Croft
- **Millington Lane:** Holly Cottage, Three Oaks (also raised issue specifically relating to property, see Reference 24 in Table 24) and no.2.

10.2.2 Furthermore, a number of land interest Consultees sent identically worded responses to the consultation. This requested that the Chapel Lane Overpass be provided, and aligned to the south. Relevant properties have been identified within Table 23, and issues within this 'bulk response' considered as part of the section 47 analysis described in Chapter 7.

10.3 Compensation

Compensation for Land Acquisition

10.3.1 The Highways Agency's normal approach is to refer any claims for compensation received during the relevant period of entitlement to their contracted valuer. This is so that the valuer can validate the entitlement to compensation and carry out the negotiation of the compensation package with the land interest or their representative on the Highways Agency's behalf. Compensation may include monetary compensation and / or work done - for example new fencing - for the benefit of a land interest's retained land during the construction period (known as 'Accommodation Works').

10.3.2 Matters taken into account in determining compensation for land acquisition include, but are not limited to:

- Loss of Land

- Loss of Income through activity (such as loss of crop, loss of ability to use the land for a given purpose such as shooting or fishing)
- Severance of services such as water supplies and other public or private utilities
- Severance of and injurious affection to the value of retained land
- Reasonable fees incurred in dealing with the claim for compensation

Compensation for 'Relevant Claims'

- 10.3.3 Within the bulleted list provided in 10.1.1, a 'relevant claim' (as defined by s57(6) of The PA 2008) means:
- a claim under section 10 of the Compulsory Purchase Act 1965 (compensation where satisfaction not made for the taking, or injurious affection, of land subject to compulsory purchase)
 - A claim under Part 1 of the Land Compensation Act 1973 (c.26) (compensation for depreciation of land value by physical factors caused by use of public works)
- 10.3.4 It should be noted that inclusion as a s42(d) consultee does not mean that the consultee has a valid claim which will be accepted by the Highways Agency. The consultees who have valid claims will be identified following submission of a claim. These claims must be made in accordance with the relevant section(s) of legislation. For example, for Part 1 claimants, entitlement only arises a year after the scheme has been open to traffic. Moreover, the validity of any claim will be in relation to the final design, rather than the preliminary design as submitted in the Development Consent Order (DCO) application.

10.4 Consultation Following Scheme Development

- 10.4.1 Since the conclusion of the formal consultation period in April 2012 the Highways Agency has continued to engage and discuss issues with concerned and interested parties.
- 10.4.2 Throughout this report we have demonstrated that changes to the scheme design have been made as a direct result of our dialogue with the local and wider community and stakeholders. Our post-consultation scheme design therefore differs from the Baseline Design presented as part of our initial consultation.
- 10.4.3 Chapter 4 discussed in detail our obligations under the Planning Act 2008 to consult on our proposed application, in particular those people or organisations that have been identified as having an interest in the land required for the scheme, powers to sell, convey or release this land or who might be able to make a claim for compensation. Chapter 10 summarises all the relevant responses we received during the formal consultation.
- 10.4.4 However, as a consequence to the scheme design changes, the Highways Agency has reviewed the land required to construct, mitigate and operate the scheme for this post-consultation design. We have refreshed the information about which people or organisations (under section 42(d) of the Planning Act 2008) may now be affected.
- 10.4.5 As a result of this refreshment, several land interests came to light that had always been affected by the project but were not consulted during the main consultation exercise. Only one landowner came to light who was not previously affected by the project – the owner of a 7 square metre plot of land adjacent to the highway that was now to be used.

- 10.4.6 So that all landowners who are listed in the Book of Reference were given an opportunity to comment on the proposals, the consultation that took place in January-April 2012 was extended to include these previously undiscovered landowners, who were provided with the latest information about the project and given an opportunity to comment. The landowners previously consulted were also given this information to keep them updated and any comments they made were also taken into account.
- 10.4.7 Accordingly, in early February 2013, the Highways Agency issued a total of 349 letters to landowners, enclosing a Schematic Design layout, to those that had been identified as part of this process. Of these 89 letters were issued to individuals or organisations whose land was required for the scheme (see Appendix 22 for a copy letter and Appendix 23 for a list of consultees). These letters also included drawings showing the extent of their land required for the scheme's application for development consent. 11 letters were copied, for information purposes, to land interests agents. 249 letters were issued to those whose land is close to the scheme (see Appendix 24 for a copy letter and Appendix 25 for a list of consultees).
- 10.4.8 The 5 week consultation period concluded on the 18th March 2013. During this period a total of 35 responses were received. Appendix 26 summarises the issues and concerns raised by the consultees. Most of these issues and comments have been addressed throughout this consultation report. Some of these issues will be taken forward through to the next stage of development when the project undertakes detailed design. Further discussions and negotiations will continue with the affected parties in order to resolve any outstanding issues during the next stage.

Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
1	Pownall Green Farm	Owner / Occupier		Acquisition	Y		29/03/12	
2	Tabley Parish Council	Occupier		Acquisition	Y (see additional information)	Letter	20/03/12	A single response was received from Tabley Parish Council as both a land interest and Prescribed Consultee. This has been responded to in Chapter 8 above.
3	Over Tabley Development Land / West Register (Realisations) Ltd.	Owner / Occupier	Indigo Planning and Sanderson Weatherall	Acquisition	Y	Email	30/03/12	Formal response by Representative Indigo Planning
4	Over Tabley Hall	Owner / Occupier	See additional info	Acquisition	Y	Letter	15/02/12	It was understood that this property had a representative, who was contacted. However, the response was from the Owner Occupier.
5	Tabley Hill Farm	Owner / Occupier	Wharfe Consultancy	Acquisition	Y	Questionnaire (x2) and Letter	21/03/12	A questionnaire response was received directly from the owners. A questionnaire response and a letter were received from the owner's representative.
6	Church Farm	Owner / Occupier		Acquisition	N			
7	Mere Estate	Owner / Trustees	Meller Braggins	Acquisition	Y	Letter	10/04/12	There are three different trustees/owners that make up the Mere Estate. These were contacted separately, but a single response was received from the representative on behalf of all three trustees/owners. These have therefore been grouped.
8	Knowlespit Farm / Bentleyhurst Farm	Occupier	Chris Harvey	Acquisition	Y	Letter	16/04/12	Knowlespit / Bentleyhurst Farm is tenanted as a single farm unit. However, the tenant operates this single farm unit as two separate farms, Knowlespit Farm and Bentleyhurst Farm. Formal written response was from the representative Chris Harvey.
9	Cheshire East Council	Owner		Acquisition	Y (see additional information)			A single response was received from Cheshire East Council as both a land interest and Prescribed Consultee. This has been responded to in Chapter 8 above.
10	Hulme Barns Farm	Owner / Occupier	Meller Braggins	Acquisition	Y	Letter	10/04/12	Meeting with and formal written response by representative Meller Braggins.
11	Winterbottom Farm	Occupier		Acquisition	N			Although the occupiers did not respond, Winterbottom Farm has been included within Figure 22 as it forms a large part of the Mere Estate, the owners of which did respond.

Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
12	Millington Estate	Owners / Trustees	HOW Planning / Meller Braggins	Acquisition	Y	Email	29/03/12	The Millington Estate includes a number of farms / properties to the north of Chapel Lane and west of existing road (see Figure 23). Formal response provided by Representative Meller Braggins with input from CBO Transport. Meeting held with Meller Braggins and CBO Transport.
13	Millington Hall Farm	Occupier		Acquisition	Y	Questionnaire (x2)	23/03/12	
14	Sandhole Farm	Owner / Occupier		Part 1	Y	Questionnaire (x2) with Web Form comments	23/03/12	Provision of Option 1 removes the need to acquire land from this farm.
15	Mere Hall Farm	Owner / Occupier		Acquisition	Y	Questionnaire (x2) and Letter	14/03/12	
16	Secretary of State for Transport	Owner / Occupier	Smiths Gore	Acquisition	N			
17	Denfield Smithy	Owner / Occupier		Acquisition	Y	Questionnaire	29/03/12	
18a	Newhall Farm	Occupier	Frank Marshall & Co.	Acquisition	Y	Questionnaire	12/04/12	The occupier of New Hall Farm is also the owner of 1 Millington Lane. These have therefore been combined in Table 24.
18b	1 Millington Lane	Owner		Acquisition	Y	Questionnaire	12/04/12	The owner of 1 Millington Lane is also the occupier of New Hall Farm. These have therefore been combined in Table 24.
19	1 Newhall Cottage	Occupier		Part 1	Y		22/03/12	
20	Mereside Farm	Occupier		Acquisition	Y		22/03/12	
21	Bucklow Manor Nursing Home	Occupier / Occupier		Acquisition	Y	Email	21/03/12	Letter addressed 'To the Occupier' sent direct to premises, as well as Springcare Ltd head office contacted. The meeting and formal written response was with/received from a representative from Springcare Ltd.
22	Bucklow Manor Nursing Home	Owner		Acquisition	Y	Email	21/03/12	Letter addressed 'To the Occupier' sent direct to premises, as well as Springcare Ltd head office contacted. The meeting and formal written response was with/received from a representative from Springcare Ltd.
23	1 Millington Lane	Occupier		Acquisition	Y	Questionnaire	23/03/12	
24	Tatton Estate	Owner / Trustee	Meller Braggins	Acquisition	Y	Email	29/03/12	Tatton Estate includes a number of farms and properties to the north of Cicely Mill Lane and east of the existing road (see Figure 23). Formal response by Representative.
25	Monckton Properties	Owner	Meller Braggins	Acquisition	Y	Email	29/03/12	Monckton properties includes Cherry Tree Farm and Mereside Cottage, located on Cherry Tree Lane. Formal response by Representative Meller Braggins
26	Cherry Tree Farm	Occupier		Acquisition	N			

Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
27	Spode Green Farm	Occupier		Acquisition	Y		14/03/12	
28	Denfield Hall Farm	Occupier		Acquisition	N			
29	Yarwood Heath Farm	Occupier		Acquisition	Y	Questionnaire and Letter		A meeting was arranged and cancelled by the land interest.
30	Cheshire Lounge	Owner		Acquisition	N			D T Property Investments head office contacted, who own Cheshire Lounge. Letter addressed 'To the Occupier' also sent direct to premises
31	United Utilities	Owner Occupier		Acquisition	Y (see additional information)	Y (See additional information)		A single response was received from United Utilities as both a land interest and Prescribed consultee. A response to this consultee has been provided in Chapter 8.
32	Moss House Farm	Owner		Part 1	Y (see additional information)		23/03/12	Land acquisition was previously required. However, removal of the Millington / Chapel Lane Link road eliminates the need to acquire land from this property,
33	Thornedge	Owner		Part 1	N			Land acquisition was previously required. However, amending the alignment of Chapel Lane to the south removes the need to acquire land from this property.
34	Aysgarth	Owner		Part 1	Y (see additional information)	Questionnaire		Land acquisition was previously required. However, amending the alignment of Chapel Lane to the south removes the need to acquire land from this property. Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
35	Dairy Farm Cottage	Occupier		Part 1	N			
36	Rose Cottage	Occupier		Part 1	N			
37	1 Church Cottages	Occupier		Part 1	N			
38	2 Church Cottages	Occupier		Part 1	N			
49	Cobblestones	Occupier		Part 1	N			
40	Apartments 1 – 11 inclusive, Mere Hall	Occupiers		Part 1	Y (see additional information)	Questionnaire (x6)		Responses received from apartments 7, 8, 10, 11. Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
41	Hulse Heath Barn	Occupier		Part 1	N			
42	Hulse Heath Farm	Occupier		Part 1	N			
43	Simons Thatch	Occupier		Part 1	N			
44	1 Burnthouse Cottage	Occupier		Part 1	N			
45	2 Burnthouse Cottage	Occupier		Part 1	N			

Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
46	Malt Kiln House	Occupier		Part 1	Y (see additional information)	Questionnaire		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
47	Brook Cottage	Occupier		Part 1	Y (see additional information)	Questionnaire (x2)		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
48	Burnside Farm	Occupier		Part 1	Y (see additional information)	Questionnaire and copy of a Letter to IPC of 29/02/12		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
49	Chapel Lane House	Occupier		Part 1	Y (see additional information)	Questionnaire with Web Form Comments		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
50	Ivy Cottage	Occupier		Part 1	Y (see additional information)	Questionnaire		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
51	20 Chapel Lane	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
52	22 Chapel Lane	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
53	24 Chapel Lane	Occupier		Part 1	Y (see additional information)	Questionnaire (x3)		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
54	26 Chapel Lane	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
55	28 Chapel Lane	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
56	30 Chapel Lane	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
57	32 Chapel Lane	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.

Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
58	34 Chapel Lane	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
56	36 Chapel Lane	Occupier		Part 1	Y (see additional information)	Questionnaire with additional comments		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
60	38 Chapel Lane	Occupier		Part 1	N			
61	21 Whitehouse Road	Occupier		Part 1	Y (see additional information)	Questionnaire (x2), also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. Two further individual responses were also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
62	23 Whitehouse Road	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
63	25 Whitehouse Road	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
64	27 Whitehouse Road	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
65	29 Whitehouse Road	Occupier		Part 1	Y (see additional information)	Questionnaire (x2), also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. Two further individual responses were also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
66	31 Whitehouse Road	Occupier		Part 1	Y (see additional information)	Bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
67	1 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire (x2), also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. Two further individual responses were also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
68	2 The Crescent	Owner / Occupier		Part 1	Y	Questionnaire	15/02/12	
69	3 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.

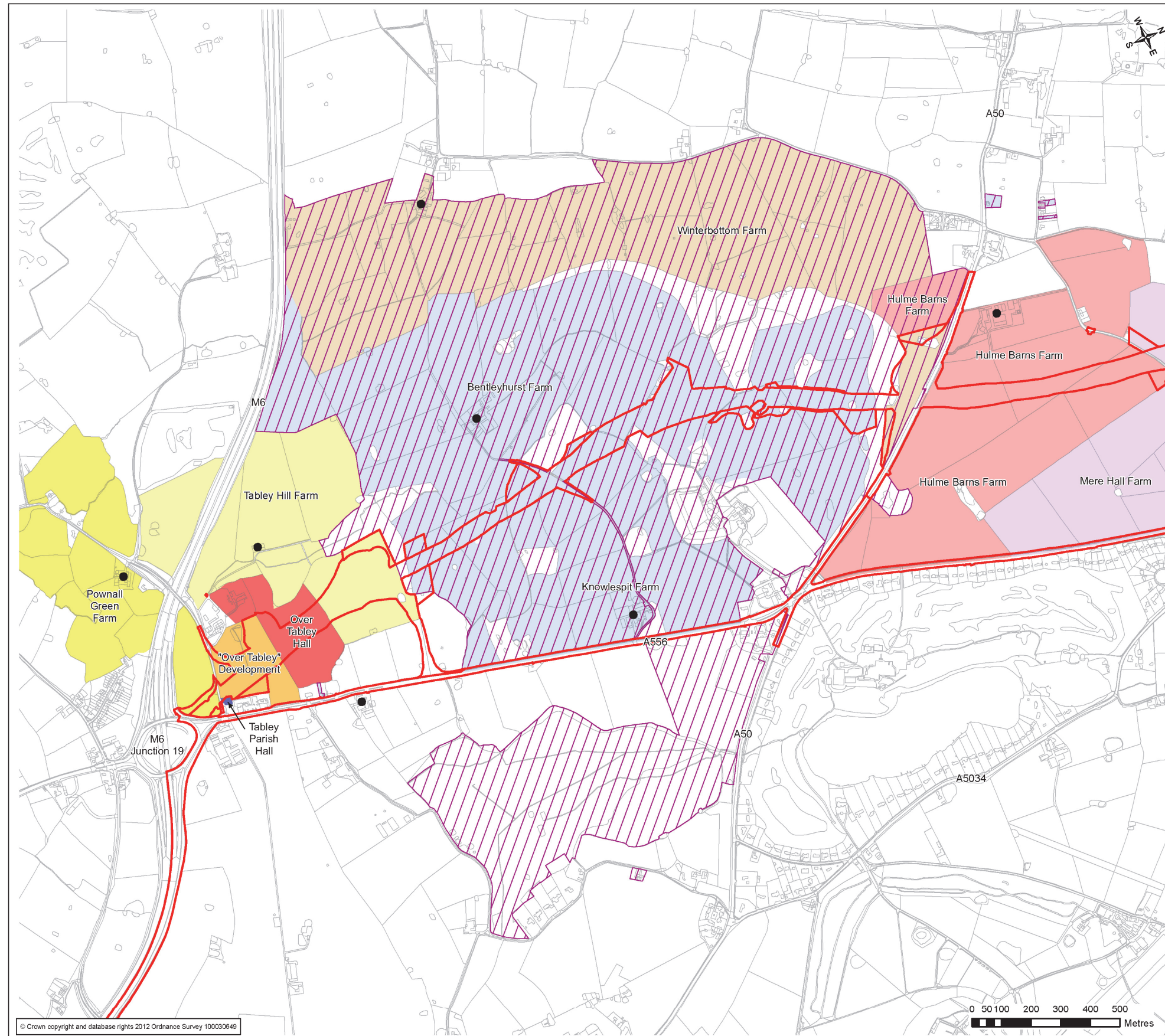
Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
70	4 The Crescent	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
71	5 The Crescent	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
72	6 The Crescent	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
73	7 The Crescent	Occupier		Part 1	N			
74	8 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
75	9 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
76	10 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Six signatures to the bulk response were received. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
77	11 The Crescent	Occupier		Part 1	Y (see additional information)	Bulk Response		Part of a bulk response. See section 10.2.2 at the start of this Chapter.
78	12 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire (x2), also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. Two further individual responses were also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
79	13 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
80	14 The Crescent	Occupier		Part 1	Y (see additional information)	Questionnaire, also bulk response		Part of a bulk response. See section 10.2.2 at the start of this Chapter. A further individual response was also sent, but only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
81	1 Denfield Cottages	Occupier		Part 1	Y (see additional information)	Questionnaire		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.

Table 23 – Schedule of all Land Interest Consultees

Ref	Farm / Property	Interest in Land	Representative?	Compulsory Acquisition, Potential Part 1 or Section 10?	Response Received?	Form / Date of Consultation		Additional Information
						Formal Response	Meeting	
82	2 Denfield Cottages	Occupier		Part 1	Y (see additional information)	Questionnaire (x2)		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
83	Denfield Cottages and Stables	Occupier		Part 1	Y (see additional information)	Questionnaire (x2)		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
84	Rose Cottage	Occupier		Part 1	Y (see additional information)	Questionnaire (x2)		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
85	Rushford Cottage	Occupier		Part 1	N			
86	The Croft	Occupier		Part 1	Y (see additional information)	Questionnaire (x2) with attachment		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
87	Keldan Cottage	Occupier		Part 1	N			
88	Holly Cottage	Occupier		Part 1	Y (see additional information)	Questionnaire (x2)		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
89	Three Oaks	Occupier		Part 1	Y (Table X, section X)	Questionnaire		
90	2 Millington Lane	Occupier		Part 1	Y (see additional information)	Questionnaire (x2) with letter		Only general scheme comments were raised, therefore these have been considered in the section 47 analysis within Chapter 7.
91	BP Service Station, Tabley	Occupier		Section 10	N			Letter addressed 'To the Occupier' sent direct to premises.
92	BP Service Station, Tabley & Bucklow Hill	Owner		Section 10	N			Head office of Malthurst Retail Limited contacted, who own BP Service Stations as Tabley and Bucklow Hill.
93	Little Chef, Knutsford	Occupier		Section 10	N			Letter addressed 'To the Occupier' sent direct to premises.
94	Little Chef, Knutsford	Owner		Section 10	N			Little Chef head office contacted.
95	Travelodge, Knutsford/Tabley	Occupier		Section 10	N			Letter addressed 'To the Occupier' sent direct to premises
96	Travelodge, Knutsford/Tabley	Owner		Section 10	N			Travelodge Hotels Ltd head office contacted.

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Legend

- Permanent Landtake
- Mere Estate
- Farmsteads

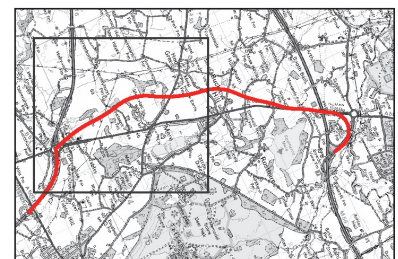
Farm Unit

- Hulme Barns Farm
- Knowlespit/Bentleyhurst Farm
- Mere Hall Farm
- Pownall Green Farm
- Over Tabley Development
- Table Hill Farm
- Winterbottom Farm
- Over Tabley Hall

Other Land Uses

- Tabley Parish Hall

Note: Knowlespit/Bentleyhurst Farm is tenanted as a single farm unit. However, the tenant operates this single farm unit as two separate farms, Knowlespit Farm and Bentleyhurst Farm.



2	FEB 13	For Final Issue of Consultation Report	JenC	TB	TB	AT
1	JAN 13	For Draft Consultation Report Issue	JenC	TB	TB	AT
0	DEC 12	Initial Draft	JenC	TB	TB	AT
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd

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Project
 A556 KNUTSFORD TO BOWDON IMPROVEMENT

Drawing Title
 FARM UNITS/PROPERTIES INCLUDED WITHIN TABLE 24 (SOUTH)

Drawing Status
 PRELIMINARY

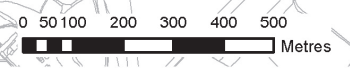
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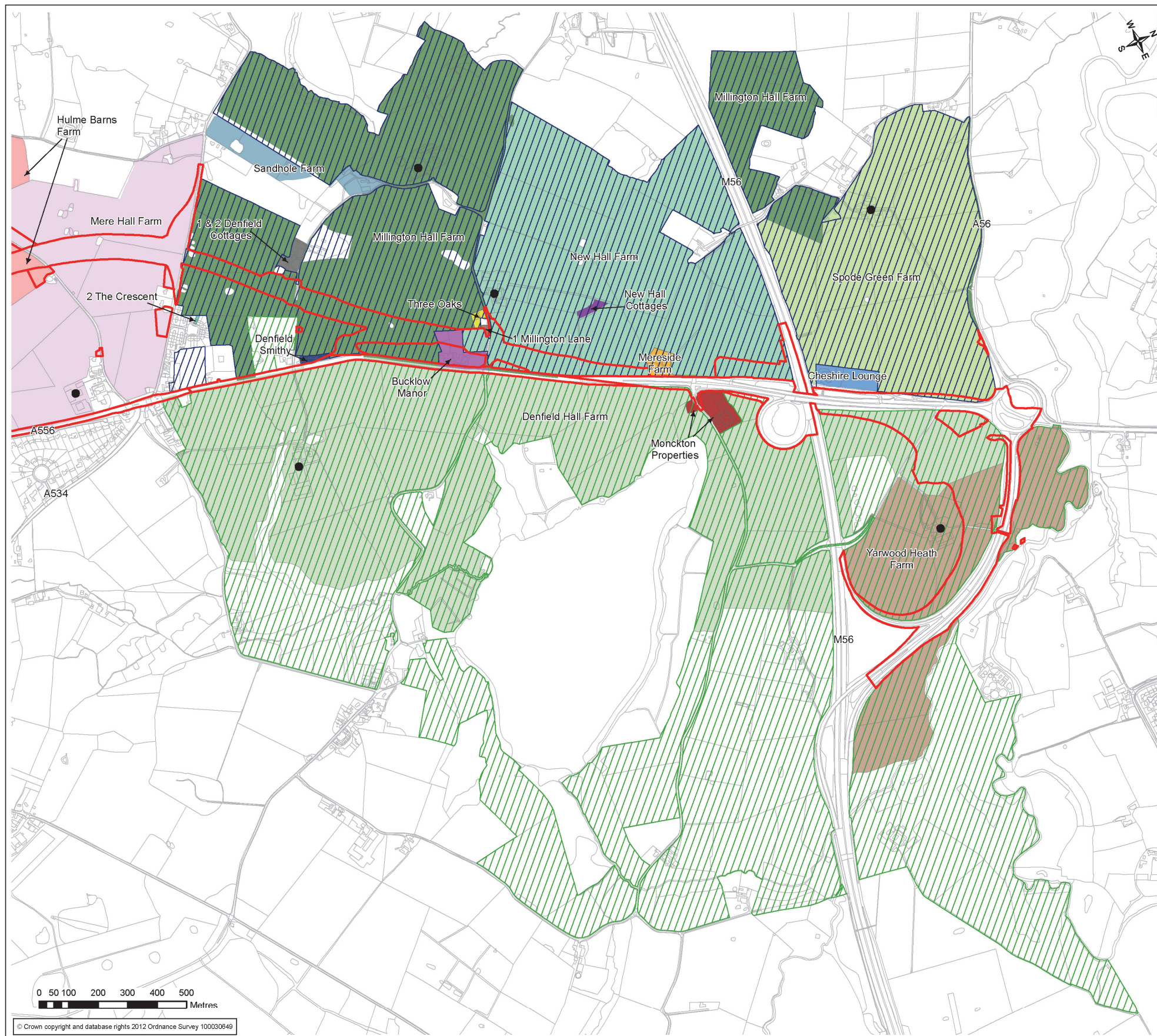
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Drawing No.
 FIGURE 22

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Legend

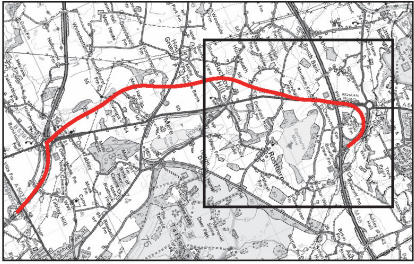
- Permanent Landtake
- Millington Estate
- Tatton Estate
- Farmsteads

Farm Unit

- Denfield Hall Farm
- Hulme Barns Farm
- Mere Hall Farm
- Millington Hall Farm
- New Hall Farm
- Sandhole Farm
- Spode Green Farm
- Yarwood Heath Farm

Other Land Uses

- Bucklow Manor
- Cheshire Lounge
- 1 & 2 Denfield Cottages
- Denfield Smithy
- Mereside Farm
- 1 Millington Lane
- Monckton Properties
- New Hall Cottages
- 2 The Crescent
- Three Oaks



2	FEB 13	For Final Issue of Consultation Report	JenC	TB	TB	AT
1	JAN 13	Draft for Consultation Report Issue	JenC	TB	TB	AT
0	DEC 12	Initial Draft	JenC	TB	TB	AT
Rev.	Date	Purpose of revision	Drawn	Check'd	Rev'd	App'd

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Client: **HIGHWAYS AGENCY**

Project: **A556 KNUTSFORD TO BOWDON IMPROVEMENT**

Drawing Title: **FARM UNITS/PROPERTIES INCLUDED WITHIN TABLE 24 (NORTH)**

Drawing Status: **PRELIMINARY**

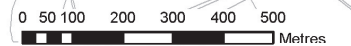
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Client No.:

Drawing No.: **FIGURE 23**

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Table 24 - Regard had to Land Interest Consultees

Note: Only issues that relate to a specific consultees own specific land interests, and could potentially influence the preliminary design of the scheme, have been included within this section. Detailed design, construction and compensation issues have been marked for consideration at the relevant project stage and have not been responded to. Statements of option preference have also been excluded as these have been considered when selecting a preferred junction option, as described within Chapter 5.

Farm / Property Description	Response / Issues	Regard had to Response
1 Owners, Pownall Green Farm (PGF)	1.1 Concerned with the proposed closure of Old Hall Lane and the associated traffic impacts on Pickmere Lane and access to the Cheshire Show. If Old Hall Lane is to be kept open, the owners of PGF would prefer it to be in the form of an underpass.	<p>In response to consultation we have modified the layout of the proposed Tabley Junction to include a vehicular connection back to Old Hall Lane. This relieves the associated impact on Pickmere Lane, and is considered to provide adequate access for the Cheshire Showground.</p> <p>A previous option to provide a vehicular underpass along Old Hall Lane was considered during the development of the scheme design. However, due to tight layout constraints we were unable to develop an option that provides a safe design, avoids significant land take and eliminates the demolition of property. The proposed scheme does however incorporate an Non-Motorised User (NMU) underpass along the line of Old Hall Lane.</p>
	1.2 Requested we improve Pickmere Lane due to existing visibility problems.	<p>One of the reasons for implementing the change at Tabley Junction (see above) was to alleviate the traffic impacts along Pickmere Lane (particularly at its junction with the A556), providing an alternate route for local journeys. This, in part, has reduced the forecast traffic flows along Pickmere Lane when compared to all of the Option presented at Consultation. A slight increase is still forecast when compared to the Do-Minimum Scenario (<20%), the resultant Design Year flow is well within capacity for the standard of existing carriageway.</p> <p>Based on the above, the scheme is not considered to significantly worsen any existing visibility issue on Pickmere Lane. However, it should be noted that we are currently negotiating with Cheshire East Council (CEC) methods of managing the potential impacts of the scheme at a local level, and once actual flows have been observed. We would also note that the Stage 4 Road Safety Audit, which is undertaken after the road has been open for a period of time, will examine any accidents which occur in the area, and provides an opportunity for amendments to be made if it is judged that they are required.</p>
2 Over Tabley Development Land / West Register (Realisations) Ltd (WR)	2.1 In relation to Options 0,1 or 2, WR's main concern was the impact on accessibility due to Old Hall Lane being stopped up. They consider this would affect the amenity for current and future residents as well as the value of their properties.	<p>To address accessibility issues, we have modified the layout of Tabley Junction to now incorporate a vehicular connection back to Old Hall Lane. This is considered to provide improved local connectivity for properties on WR's land due to better access across the A556 i.e. removal of existing traffic barrier.</p> <p>It should be noted that WRRL were shown this design at a meeting held during the consultation. Concern was expressed that it would induce high volumes of 'rat runners' along Old Hall Lane, as well as requiring more of their land. However, our latest traffic model shows very low volumes of traffic along this new link, suggesting use for local journey only. Although additional land take would be required for the new link, we have sought to reduce this as far as possible through design of a compact alignment that runs as close to the main carriageway as possible. Any residual impacts are dealt with fully within the Environmental Statement (ES), with appropriate mitigation measures proposed.</p>
	2.2 WR noted that the proposed road would be on embankment up to 3.5m high in close proximity to the Over Tabley Hall Farm site. They were concerned this will significantly impact on the setting and character of their land, in particular that surrounding the Grade II listed building (former manor house). Significant screening to limit the acoustic and visual impact of the scheme was requested.	<p>To minimise noise and visual impacts of the new road, we are proposing a 2m high earth bund above the level of carriageway. Following the consultation, we have now graded out the back slope of this bund such that it sits better within the existing landscape. The bund will be planted with trees and shrubs, providing further screening to WR's land. Scattered tree planting will help create a 'parkland style' landscape in keeping with the setting of the Over Tabley Hall Farm site. Full details of our environmental mitigation proposals and any residual impacts are provided within the ES.</p>
	2.3 Concerned that the proposed scheme would sever land adjacent to the development in to two small parcels, particularly in relation to land on the east of the new road which they believe will be unusable.	<p>It is acknowledged that the proposed scheme will bring severance issues in relation to WR's land. Layout constraints at and surrounding the existing M6 Junction 19 are such that these cannot be avoided. We have however sought to minimise the impact as far as possible, providing a new access to the field on the east from the existing Chester Road. Provision of a vehicular connection along Old Hall Lane also significantly reduces the diversion required to get to this field when compared to the pre consultation design. Full details of our mitigation measures and residual impacts are dealt with in the ES.</p>

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Farm / Property Description	Response / Issues	Regard had to Response
3 Owner/Occupier, Over Tabley Hall (OTH)	3.1 Requested that we reposition the road closer to the existing A556 to reduce the schemes impact.	Layout constraints at and surrounding the existing M6 Junction 19 limit the mainline alignment to the location currently proposed. Any shift towards the existing road would likely require demolition of Tabley Parish Hall.
	3.2 Would like extensive screening of the new road using a combination of high bunding and tree planting.	A 2m high earth bund is proposed between the proposed A556 and Old Hall Lane Diversion (West). The bund will be planted with trees and shrubs, providing further screening. The back slope will be planted with scattered trees to help create a 'parkland style' landscape in keeping with the setting of Over Tabley Hall. Full details of our mitigation proposals and any residual impacts are provided in the Environmental Statement (ES).
	3.3 Concerned with the proposal to stop up Old Hall Lane, both in terms of access to Over Tabley Hall, and the suitability of the alternative diversion route (via Pickmere Lane) for increased volumes of traffic. Provision of a new access track, leading from the front of the property to Tabley Junction was also requested.	In response to consultation we have amended the layout of the proposed Tabley Junction to now incorporate a vehicular connection back to Old Hall Lane. This provides direct access to Tabley Junction from Over Tabley Hall (via the existing Old Hall Lane as per the existing situation) as well as relieving any associated traffic impacts along Pickmere Lane. Options for a new access track leading directly to/from the front of the property were considered. However, no suitable option could be developed, either due to layout constraints imposed by existing and proposed ponds, or the associated impact on an adjacent land owner could not be justified.
	3.4 The property owner raised concern regarding access to the severed land on the east of the new road.	It is acknowledged that the proposed scheme would bring severance issues in relation to Over Tabley Hall land. However, we have sought to reduce this impact as far as possible through provision of the modified Tabley Junction, allowing access across the new A556 to reach land on the east (via a new Private Means of Access (PMA) from the existing Chester Road). Our assessment shows that the remaining field is sufficiently large to remain viable for agricultural use. Full details of our environmental impact assessments, proposed mitigation and any residual impacts are provided within the ES.
	3.5 Rather than the proposed Pond A (attenuation pond), it was requested we utilise an existing water run-off facility located immediately to the south. Concern was also raised in relation to the visual impact of fencing around then new attenuation pond.	<p>The existing drainage facility to the south of the proposed pond is inadequate to meet the drainage requirements for the scheme. The facility is not a feature of the existing highway drainage network, but is instead used as an outfall for surface runoff from the Little Chef and Garage. This existing outfall has Discharge Consent from the Environment Agency, and we have therefore designed or proposals such that they do not interfere with this existing arrangement.</p> <p>Provision of fencing is essential to restrict unauthorised access to the pond and prevent potential safety risks such as drowning. However, as the pond would border an existing fenced boundary, the additional visual impact is considered minimal as it would be in keeping with the existing landscape. The pond has also been designed with a naturalistic layout and sited so that it integrates within the surrounding landscape. Reed bed and wildflower planting would also contribute to landscape amenity, as well as nature conservation.</p>
	3.6 The owner asked whether he could retain ownership of the land up to and including the earth bunds.	The permanent land take required for the scheme includes the area required for bunding, as well as a narrow maintenance strip at the bottom of the bund slope. It is not possible transfer ownership of the earth bunds back to OTH due to access required to maintain grass, shrub or tree planting on the slopes.
4 Owners/Occupiers, Tabley Hill Farm	4.1 The owners of Tabley Hill Farm raised key issues: <ul style="list-style-type: none"> • Environmental Impact • Need for the Scheme • Adequacy of the Consultation Process 	For our responses to these key issues see sections 6.3, 6.4 and 6.5 respectively of the 'Key Issues Arising and Actions Taken' Chapter.
	4.2 Concern was raised regarding the amount of environmental mitigation land proposed around Tabley Junction. It was requested we relocate planting such that access to farm the field to the west of the junction was retained.	In response to this issue we have reviewed and amended our environmental mitigation proposals. The amount of new planting around Tabley Junction has been scaled back and relocated in order to retain access to the existing field to the west of the junction.

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Farm / Property Description	Response / Issues	Regard had to Response
Tabley Hill Farm Continued...	4.3 During our meeting with the owners, they voiced concerns regarding the significant diversion required to access the field on the eastern side of the proposed Tabley Junction.	Following the consultation we have amended the proposed Tabley Junction to incorporate a vehicular connection back to Old Hall Lane. We have also proposed two new tracks to provide direct access to/from Tabley Hill Farm and Tabley Junction, significantly reducing the diversion length required to access the field to the east.
	4.4 Requested that the mainline alignment be moved further east to reduce severance issues.	Layout constraints at and surrounding the existing M6 Junction 19 limit the mainline alignment to location currently proposed. Any shift towards the existing road would likely require demolition of Tabley Parish Hall.
5 Owners, Mere Estate	5.1 The owners noted they are opposed to the proposed road scheme and wish to lodge a formal objection. It was stated that any further comments have been made without prejudice to this objection.	Comment noted.
	5.2 The following key issues were raised: <ul style="list-style-type: none"> • Environmental Impact • M6 Junction 20 • Online Improvement 	For our responses to these key issues see sections 6.3, 6.8 and 6.9 respectively of the 'Key Issues Arising and Actions Taken' Chapter.
	5.3 It was noted that, although Knowlespit farm/Bentleyhurst Farm is let to a single occupier, the farm is made up of three separate tenancies with three separate owners (see Table 23, reference 8 for additional information). It was therefore requested that the impacts be considered on the tenancies separately, and that the requirements of the owners should take precedence over that of the occupier. It was also noted that consultation held with individual farm proprietors would not have taken account of the individual Estates as a business in their own right.	In line with EIA best practice and DMRB guidance, impacts are assessed in relation to farm businesses as they would be in the baseline year (2017). At present, Knowlespit Farm is a single farm business, notwithstanding the tenancy arrangements, and this is not anticipated to change by the year 2017. The Environmental Statement (ES) therefore assesses impacts based on this whole farm unit. Although impacts have been assessed based on current farm businesses, the consultation process has sought to address issues raised by owners and occupiers alike, as laid out in this table.
	5.4 It was noted that an existing pond to be lost due to the proposed scheme is actively fished. The owners therefore requested we ensure the replacement pond is suitable for fishing and restocked or existing fish relocated.	All of the replacement ponds are provided as habitat for great crested newts (GCNs). As such they are essential environmental mitigation; the land required would be compulsorily acquired and would be managed in the long term by the Highways Agency or Cheshire East Council (CEC), to maximise its long-term habitat value for the newts. This is incompatible with stocking with fish, so none of the ponds would be restocked and there would be no access for the public or for private individuals.
	5.5 The need to replace ponds containing GCNs on a 3:1 basis was questioned. If this is not a legal requirement, it was requested these instead be replaced on a 1:1 basis. The owners also queried who would be responsible for maintenance of these ponds.	Two to one replacement is, in general principle, the bare minimum required, due to the reduced quality of the replacement habitat before it has had several years of establishment. However, it is necessary to obtain a European Protected Species Licence from Natural England, who nearly always ask for 3:1 as a general principle. In practice, the number of ponds provided is determined on a case-by-case basis, taking account of the location of the pond lost, the amount of surrounding habitat lost, the nature, quality and distribution of habitat, severance effects and the size of the newt population.
	5.6 Raised concern that the increase in traffic on the A50, together with the change in priority, will make access and egress to the Mere Hall complex, difficult and hazardous.	In response to this issue we have implemented a road marking strategy to improve the access arrangements into the Mere Hall complex. It is proposed to extend the central hatch area and provide a right turn lane, removing the conflict between through traffic and vehicles turning right. The inclusion of a 'KEEP CLEAR' road marking is also proposed to facilitate right turn movements out of the junction.

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Farm / Property Description	Response / Issues	Regard had to Response
Mere Estate Continued...	<p>5.7 Concern was raised that two fields in the Knowlespit Farm tenancy would be severed (adjacent to Tabley Pipe Wood and Square Wood) and one in another tenancy adjacent to Belt Wood.</p>	<p>We are no longer proposing environmental mitigation planting in fields to the west of the new road, and north east of Tabley Pipe Wood. We have therefore proposed a new private means of access (PMA) to link Bentleyhurst Lane with these fields. Access to land east of the proposed road would be achieved by passing through adjacent fields, as per the existing situation.</p>
	<p>5.8 Concern was raised that a field adjacent to Belt Wood would be severed. The proposed access track to reach this field is considered to be too long to walk livestock to/from the farmstead. It was also queried who would own / maintain this access track.</p>	<p>This issue was raised by both the owners and occupiers of the land. We have amended our proposals to provide an accommodation overbridge adjacent to Belt Wood, providing a more direct route between the field in question and the farm. This new structure over the proposed A556 will serve a dual purpose, providing farm access and a safe wildlife crossing, in the form of an ecologically innovative Green Bridge.</p> <p>It should be noted that this solution was discussed in a meeting with the landowners Agent at concept stage. Due to the visual impact of the structure they were not supportive of the proposal. The proposal has been incorporated, but designed to minimise visual impact as far as possible through careful location between two areas of woodland, alongside extensive planting around the structure. Further details are provided within the ES.</p>
	<p>5.9 Concern was raised regarding the noise, air quality and visual impacts on Kennelwood, Faraway and Sawpit Cottages. It was considered that the impacts would be significant due to the proximity of the proposed road to these properties.</p>	<p>It is acknowledged that there would be some adverse noise, air quality and visual impacts on these properties as a result of the proposed scheme. However, we have sought to minimise these impacts as far as possible through some of the measures outlined below:</p> <ul style="list-style-type: none"> • Alignment change: Following the 2010 preferred route announcement (PRA), we reviewed the alignment in this area to see what could be done to reduce the impact on these sensitive receptors. This resulted in an amendment to the alignment to pass up to 70m further from the properties, reducing the noise, visual and air quality impacts of the scheme. This alignment shift also reduced the amount of woodland to be taken. • Noise Fencing: A vertical noise barrier has been proposed adjacent to Kennel Wood to reduce the noise levels for nearby properties and retain as much woodland as possible. • Bunding and planting: Earth bunds 4m above road level are provided adjacent to these properties. To address the issue raised, we are also proposing to round the top and bottom of the earth bund to 'soften' the appearance of the slope. The bund will also be planted with hedgerows and scattered trees to integrate with the surrounding landscape, further reducing the visual impact on these properties. <p>Further details of these mitigation proposals, together with any residual impacts, are provided within the ES. A photomontage showing views towards the new road from Faraway and Sawpit cottages is also included within the ES.</p>
	<p>5.10 A number of issues were raised regarding the need / size for proposed areas of environmental planting, as below:</p>	<p>See below.</p>
<p>a) Queried that the area of woodland to be lost from the Estate is significantly less than the areas proposed for new planting, and should therefore be scaled back accordingly.</p>	<p>It is standard good practice to replace woodland with more than the amount lost, to compensate for the time taken for this new woodland habitat to mature. In addition, provision of new planting is not simply a direct replacement, but provides multiple environmental mitigation functions, which require more land. All areas of planting are considered to be essential mitigation, as laid out in the ES.</p>	
<p>b) Concerned that new tree planting would adversely affect field drainage systems.</p>	<p>The specific details regarding the scheme's interaction with private farm drainage systems will be addressed at the detailed design stage, and through further consultation with the farm owners / occupiers. However, drainage ditches are proposed at the bottom of embankment or top of cutting slope (where necessary) to intercept natural catchments, conveying the runoff through culverts and into an appropriate watercourse. This intercepting drainage system seeks to maintain natural drainage patterns as far as possible.</p>	

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Farm / Property Description	Response / Issues	Regard had to Response
Mere Estate Continued...	<p>c) Consider that proposed planting between Tabley Pipe Wood and Square Wood is not justified as they are not currently linked. Planting/bunding as visual mitigation for Bentleyhurst Farm was not considered necessary in this location as existing farm buildings would provide adequate screening.</p>	<p>In response to this issue, we have scaled back the proposed environmental planting in this area. This allows two fields to the west of the new road, previously to be taken for environmental mitigation purposes, to be retained as farmland in the ownership of the estate. We have also proposed a new PMA to access these fields.</p> <p>We have, however, retained proposed woodland planting in the field to the south of Bentleyhurst Lane, and west of the proposed route. This is required to help mitigate for the loss of woodland and hedgerows and improve habitat connectivity, in particular the linkage between the new woodland and an existing hedgerow which contains bat roosts.</p> <p>Full details of our environmental mitigation proposals and any residual impacts are provided within the ES.</p>
	<p>d) The need for environmental planting and new ponds in the field to the north of Belt Wood, and south of A50 was questioned. It was requested this be removed so the field can continue to be farmed.</p>	<p>Proposals for environmental mitigation in this area are essential to compensate for the loss of great crested newt habitat and potential severance. The location between the A50 and Belt Wood has the least adverse effect on the Mere Estate farmland, whilst still achieving its environmental aims.</p> <p>It should also be noted that the junction strategy, together with the amended slip road alignment at the A50, results in more land required from this field for highway purposes when compared to the PEI. As such, the remaining part of the field would have reduced viability as an agricultural holding.</p>
	<p>e) Queried the need for 'open grassland' as part of our environmental mitigation proposals. It was requested this designation be removed so these areas can be retained as farmland within the ownership of the estate.</p>	<p>Areas of open grassland are proposed in order to integrate the road scheme with the surrounding landscape, assist in the creation of pleasant, safe driving conditions, retain the open characteristics of the landscape and to retain the visual amenity of the Green Belt.</p>
	<p>5.11 It was mentioned that the formal lay-by on the A50, which is to be removed as part of the scheme, should be replaced as this is used by fishing club members.</p>	<p>We are not proposing to retain the existing formal lay-by on the A50. This represents the preference of Cheshire East Council (CEC) who confirm that this lay-by has a history of inappropriate use.</p>
	<p>5.12 Requested confirmation that a culvert is to be provided between Tabley Pipe Wood and Square Wood.</p>	<p>We can confirm that a new culvert will be provided between Tabley Pipe Wood and Square Wood. The culvert will not carry Highway Drainage, but is likely to pick up runoff from local fields and their associated land drainage, and some runoff from earthworks slopes.</p>
	<p>5.13 Confirmation was requested that the proposed Bentleyhurst Lane overbridge is to be maintained by the Highways Agency.</p>	<p>We (the Highways Agency) will be responsible for the maintenance of the proposed Bentleyhurst Lane Overbridge. The connecting sections of realigned lane will be maintained by CEC.</p>
	<p>5.14 Confirmation of how access to Bentleyhurst Farm will be maintained during the construction phase was requested.</p>	<p>Access to Bentleyhurst Farm will be maintained throughout the duration of construction works. The existing lane will be kept open as long as possible while the proposed Bentleyhurst Lane Overbridge is constructed. There may be temporary restrictions on access while the tie-ins are constructed (likely overnight), before traffic is transferred to the new diversion. Consultation in this regard will continue in lead up to and/or during the construction phase.</p>
	<p>5.15 Wanted confirmation that existing access to Double Wood will be maintained.</p>	<p>The existing pedestrian access to Double Wood will be maintained.</p>
	<p>5.16 It was requested that an existing unofficial lay-by on the A50 be retained as this is currently used by fishermen.</p>	<p>The proposed levels of the A50 match existing levels adjacent to the unofficial lay-by. It would therefore be theoretically possible to retain access, but this is to be confirmed through further consultation with the Highways Authority, CEC, during the detailed design stage.</p>
	<p>5.17 Requested that the new road should be entirely in cutting through the Mere Estate, and to a sufficient depth to screen all vehicles.</p>	<p>Approximately 70% of the proposed A556 is in cutting through the Mere Estate. Any further increase is not considered feasible due to a significant increase in cost to export fill material, and the requirement for a pumped drainage system.</p>

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Farm / Property Description	Response / Issues	Regard had to Response
Mere Estate Constinued...	5.18 A number of issues were raised in relation to the construction phase.	Detailed issues related to our construction activities (e.g. temporary drainage, fencing and compound requirements etc) will be dealt with through further consultation with the land interest. The location and justification for all temporary land requirements is included in the application for a Development Consent Order.
	5.19 It was asked whether there was any legislation / best practice guidance that mandated the agreement of accommodation works.	There is no legislation which mandates the agreement of accommodation works. See the introduction to this Chapter for a general commentary on compensation issues.
	5.20 It was asked whether low noise surfacing will be provided on the proposed road.	It is the current intention to provide low noise surfacing on the proposed A556. However, this is to be confirmed at the detailed design stage.
	5.21 Queried whether, in relation to Options 1-3, the A50 roundabouts could be moved to the north of the A50.	Although technically feasible, locating the A50 roundabout to the north is considered to worsen the environmental impact of the scheme. The vertical profile of the mainline is rising in this area; therefore, moving the A50 Diversion further north would increase the height and associated visual impact of the structure. This would also push the tie-ins to the existing A50 further away than currently proposed, adversely affecting access to Hulme Barns Farm. Furthermore, the field to the south is required for environmental mitigation irrespective of junction location. As such, amending the location to the north would increase the overall land required for the junction. To the south, the proposed junction is located immediately adjacent to Belt Wood. This provides some visual screening and, unlike a location to the north, avoids the junction being a stand alone feature in the landscape. Provision of scattered tree and shrub planting will also help integrate the proposed junction into the woodland backdrop. Further information on environmental impact and proposed mitigation is provided within the ES.
6 Occupier, Knowlespit Farm and Bentleyhurst Farm.	6.1 The occupiers were concerned that the proposed Private Means of Access (PMA) to access a field to the North West of Knowlespit Farm was too long. It was noted that cattle would have to be driven along the entire length of the access track, rather than being allowed to wander across pasture as is currently the case.	This issue was also raised by the owner of the land. Please see the response to reference 5.8 above.
	6.2 Concern was raised regarding access to a field to the north of Tabley Pipe Wood, and west of the proposed road. It was noted that the proposed environmental planting between this field and Bentleyhurst Lane would compound this issue further. The occupiers therefore requested that this environmental planting be removed.	This issue was also raised by the owners of the land .Please see the response to reference 5.7 above.
	6.3 It was noted that an existing field access, located to the south of Bentleyhurst Lane and east of new road, is extremely boggy at present. The occupiers mentioned that current access is gained through an adjacent field and over better ground, but this would not be possible post scheme. It was therefore requested that we provide a short section of new track to overcome these ground conditions.	At this preliminary design stage, we are not proposing any modifications to this existing access. However, consideration will be given to address this issue at a later stage through accommodation works.

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Farm / Property Description	Response / Issues	Regard had to Response
Occupier, Knowlespit Farm and Bentleyhurst Farm Continued...	6.4 Concern was expressed regarding the impact of environmental planting areas on existing drainage systems.	The specific details regarding the schemes interaction with private farm drainage systems will be addressed at the detailed design stage, and through further consultation with the farm owners / occupiers. However, we will be providing drainage ditches at the bottom of embankment or top of cutting slope (where necessary) to intercept natural catchments, conveying the runoff through culverts and into an appropriate watercourse. This intercepting drainage system seeks to maintain natural drainage patterns as far as possible.
7 Owner / Occupier, Hulme Barns Farm (and Burnthouse Cottage)	7.1 The owners stated they are opposed to the proposed road scheme and wish to lodge a formal objection. It was noted that any further comments were made without prejudice to this objection.	Comment noted.
	7.2 The following key issues were raised: <ul style="list-style-type: none"> • Environmental Impact • Need for the Scheme • M6 Junction 19 Capacity Issues • M56 Junction 7 Capacity Issues • M6 Junction 20 • Online Improvement 	For our responses to these key issues see sections 6.3, 6.4, 6.6, 6.7, 6.8 and 6.9 respectively of the 'Key Issues Arising and Actions Taken' Chapter. It should be noted that the owner proposed a variation on the 'Online Improvement' scheme, suggesting that the Mere service road be extended to provide access to all properties on the eastern side of the existing A556. This is not considered feasible with a fully online solution, and has also been considered as part of previous options (e.g. route A presented at consultation) but subsequently rejected.
	7.3 Concern was raised regarding the elevation of the proposed A50 and the associated visual impact. It was requested that the A556 mainline be lowered further such that the A50 could also be provided in cutting. More information on the levels of the proposed A50 was also requested.	Lowering the alignment in this area is not considered feasible. The proposed A556 is in cutting approximately 2m deep at the point it crosses the A50. Any further lowering would affect the ability for drainage to be fed by gravity, instead requiring a pumped system which would have associated noise, cost and maintenance implications. A lower alignment would also increase the amount of surplus material to be exported off-site, again increasing the cost of the scheme (approx. 5x more expensive than reusing on site), as well as the associated environmental impact of transporting and disposing to landfill. The maximum height of the A50 Diversion would be approximately 6m above the existing ground level (located at the western tie-in to the roundabout). However, low ground levels in this area are such that maximum height above the corresponding location on the existing A50 would be half this (approximately 3m). Tree and shrub planting is also proposed to help integrate the junction into the surrounding wooded landscape. This planting would filter views of the embankment, signage and moving vehicles from the farmstead at Hulme Barns Farm. Further details on proposed mitigation measures and residual impacts are provided within the Environmental Statement (ES).
	7.4 During our meeting with the owner's agent, it was explained that the land is currently farmed by moving across fields eastwards from the farmstead. It was stated this would not be possible with the proposed A556 in place, and therefore a new farm access track direct from the A50 was requested to address this issue. An annotated plan proposing the location of this track was provided within the owner's formal response.	In response to this issue we have proposed a new access track based on the requested layout provided within the owner's response. This new PMA would provide direct access from the A50 to two fields to the east of the proposed road, allowing access to the rest of the farm by moving across / through adjacent fields (as per the existing situation).

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Farm / Property Description	Response / Issues	Regard had to Response
Owner / Occupier, Hulme Barns Farm (and Burnthouse Cottage) Continued...	7.5 It was requested that some existing field boundaries / hedgerows be removed to improve the ease in which fields can be accessed and farmed.	We are not proposing to remove any existing field boundaries / hedgerows other than those necessary to construct the scheme. This would create an additional and unnecessary ecological impact and cannot therefore be environmentally justified. It is acknowledged, however, that the owner may wish to carry out these works (subject to adherence to The Hedgerow Regulations 1997), and this has been suitably accounted for within the ES.
	7.6 Concerned that a current field access off Bucklow Hill Lane would be obstructed by proposed new ponds. It was stated that provision of new track from the A50 was preferred over retention of this existing access.	In line with the owner's preference, we have stopped up the existing field access from Bucklow Hill Lane, instead affording access through an adjacent field via a proposed new access track from the A50.
	7.7 Regarding Burnthouse Cottage, the owner raised concern regarding the noise and visual impacts of the scheme. It was also stated that the proposed turning head on Bucklow Hill Lane should be located such that vehicles would not be turning directly outside the property.	In response to consultation we have raised the proposed bund heights from 2.5m to 3.5m adjacent to Burnthouse Cottage, reducing the noise and visual impacts of the scheme. The bund would be planted with scattered trees, filtering views towards moving traffic and helping to integrate the bund into the surrounding landscape. Full details of proposed mitigation measures, together with any residual impacts are provided within the ES. The location of the proposed turning head is of a sufficient distance from Burnthouse Cottage to avoid vehicles turning round in front of the property.
	7.8 Confirmation that existing field gates on to the A50 would be retained was requested.	Existing field accesses from the A50 to Hulme Barns Farm will be either retained (where levels allow) or replacement access provided.
	7.9 Width/height details for the amended track between the proposed A50 and driveway of the farmstead were requested.	The extended track connecting the proposed A50 Diversion (West) to the driveway of the farmstead would be approximately 3m wide. The amended track would tie in to the proposed A50 approximately 1.2m above the level of the existing driveway.
8 Owner / Occupier, Mere Hall Farm	8.1 The proposal to create new ponds and grassland within a field to the north of Bucklow Hill Lane was contested. The owners requested we relocate these ponds to the west of the new road (worse quality land), or on someone else's land.	In response to this issue we have reviewed our environmental mitigation proposals in this area. Although the mitigation has not been removed, we have tried to relocate proposed new ponds/grassland based on the owner's preference as far as possible. As requested, part of the original plot has been relocated to the west of the proposed road on land identified as being of a lesser quality than that to the east. The remainder has been moved to the south of Chapel Lane, but located such that the impact on the farm is minimised as far as possible (e.g. located in irregular sections of field). Planting south of Chapel Lane is required to mitigate for the loss of terrestrial habitat and severance affecting a population of Great Crested Newts. Full details of our environmental mitigation proposals, together with any residual impacts are provided within the Environmental Statement (ES).
	8.2 Concern was raised regarding fly tipping along the stopped up length of Bucklow Hill Lane. The owner would like to see gated turning heads provided immediately after the residential properties. This would allow access for farm and telecoms use only.	As requested, the proposed turning head along Bucklow Hill Lane has been located immediately after the last residential property, restricting public access to the redundant length of carriageway. The back of turning head will be gated allowing private farm access to fields off the existing carriageway, as well as access to maintain an existing telecoms mast.
	8.3 Concern was raised regarding the effect of the scheme on the farms existing land drainage system.	The specific details regarding the scheme's interaction with private farm drainage systems will be addressed at the detailed design stage, and through further consultation with the farm owners / occupiers. However, we can confirm that drainage ditches would be provided at the bottom of embankment or top of cutting slope (where necessary) to intercept natural catchments, conveying the runoff through culverts and into an appropriate watercourse. This intercepting drainage system seeks to maintain natural drainage patterns as far as possible.

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Farm / Property Description		Response / Issues	Regard had to Response
Owner / Occupier, Mere Hall Farm Continued...	8.4	The owners noted the scheme would bring a benefit in that their existing access from Chester Road, which is currently unused, would again become viable due to the removal of strategic traffic.	Comment noted – no response necessary.
9 Owners, Millington Estate	9.1	The following key issues were raised: <ul style="list-style-type: none"> • Conflict with Government Policy • Environmental Impact • Adequacy of the Consultation Process • M6 Junction 20 • Online Improvement • Realign as per the 2010 Preferred Route Announcement • Traffic Impacts Along Country Lanes 	For our responses to these key issues see sections 6.2, 6.3, 6.5, 6.8, 6.9, 6.10 and 6.11 respectively of the 'Key Issues Arising and Actions Taken' Chapter.
General	9.2	Concern was raised regarding the risk of fly-tipping at stopped up side roads.	The one road to be stopped up within the Millington Estate is Millington Hall Lane. On both sides of the road, proposed turning heads have been located such that public access to the redundant stretch of carriageway will be restricted. Natural surveillance of the section of road in operation would therefore discourage inappropriate use.
	9.3	It was requested the proposed mainline be constructed with low noise surfacing.	It is the current intention to provide low noise surfacing on the proposed A556. However, this is to be confirmed at the detailed design stage.
	9.4	It was stated that the requirements of the owners should take precedent over those of individual occupiers.	In line with EIA best practice and DMRB guidance, impacts are assessed in relation to farm businesses / units as they would be in the Opening Year (2017). However, throughout the design of the scheme, and in response to consultations, we have sought to address concerns of both land owners and occupiers. We will also be consulting both farmers and occupiers further on proposed accommodation works (access tracks etc.).
	9.5	The owners stated a general preference to retain ownership of severed fields wherever possible, rather than them being used for environmental mitigation purposes.	We have aimed to minimise the severance of fields, and agree with the preference stated. Planting has been removed from two severed fields in response to this comment. However, it is necessary for us to purchase certain areas of land for environmental mitigation purposes. These areas are described in the Environmental Statement (ES).
	9.6	The owners noted that they support the view of NW TAR and CPRE.	Comment noted. Our responses to comments raised by CPRE and NW TAR are in Chapter 9, Table 22 sections 3 and 4 respectively.
	9.7	Concern was raised regarding the increase in distance to reach the proposed A556. This was raised in relation to the majority of properties within the Millington Estate, particularly to the north.	In order to achieve a core scheme objective to improve road safety, we are reducing the number of junctions between the A556 and local road network. This will result in an increase in distance to reach the strategic road network for some properties, particularly to the north of the scheme. However, the safety benefits of fewer junctions and a higher standard of provision (i.e. grade-separation) is considered to outweigh these impacts. Delay / waiting times at the junctions themselves will also be significantly reduced when compared to existing at grade priority junctions such as that between Cherry Tree Lane or Rostherne Lane and the existing A556.
	9.8	The importance of the proposed Chapel Lane / Millington Lane link road was stressed in order to maintain local/farm connectivity.	The previously proposed Millington / Chapel Lane link road has been removed from the scheme in response to strong objection from the local community, as set out elsewhere in this report. However, to ensure adequate access between the de-trunked road and properties and farms to the west (along Millington Lane and Millington Hall Lane) we have upgraded the proposed Millington Overpass to now accommodate vehicles.

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Farm / Property Description	Response / Issues	Regard had to Response
Owners, Millington Estate Continued...	9.9 It was requested that the proposed A556 be placed in cutting wherever possible.	Although the length of proposed cuttings has not been increased, the vertical profile has been lowered through the Millington Estate, as described in key issue 'Realign as per the 2010 Preferred Route Announcement'. For details see section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter
	9.10 The issue of severed access to the existing A556 during construction was raised in relation to a number of properties.	Access to properties will be maintained at all times during construction. Exact details are to be confirmed at a later project stage when construction proposals have been finalised.
Millington Hall Farm	9.11 It was considered that the proposed environmental planting area to the north of Chapel Lane and east of the new road is excessive (located on Millington Hall Farm land).	In response to this issue, we have reviewed and amended our environmental mitigation proposals in this area. The previously proposed tree planting has been replaced with a raised bund planted with scattered trees. The back slope of this raised bund will be graded out so that the majority can be returned to agricultural use (i.e. retained in the ownership of the estate), as well as further reducing the visual impact on properties.
	9.12 The owners were concerned how access to severed fields on the east of the proposed A556 would be gained.	To ensure suitable access is provided to fields on the east of the road, we have upgraded the previously proposed Non-Motorised User (NMU) Overpass at Millington Lane to now accommodate vehicles. Alternatively, access to the east can also be gained via the proposed Chapel Lane Overbridge. New private field accesses would also be provided from the proposed Chapel Lane, as well as from the de-trunked Chester Road.
New Hall Farm & Millington Hall Farm	9.13 Concern was raised regarding the suitability of local roads for large agricultural machinery, as well as the daily visit by a Milk Tanker (New Hall Farm).	As mentioned above, Millington Overpass has now been designed to accommodate vehicles. This provides a suitable access route from the de-trunked road for large vehicles such as Milk Tankers, avoiding the need to use inappropriate local roads.
New Hall Farm	9.14 The owners were against the proposal to combine the existing New Hall Farm livestock track with the proposed access for Mereside Farm and Newhall Cottages. It was requested that we realign this track to run adjacent to the proposed A556 to remove this conflict.	As requested, we have realigned the proposed access track for Mereside Farm and Newhall Cottages to run adjacent to the new A556. Access would now be gained direct from the proposed Millington Overpass, avoiding the conflict with the existing livestock track at New Hall Farm.
	9.15 Concerned with severance of fields to the east of the proposed road, adjacent to Bucklow Manor.	As described in key issue 'Realign as per the 2010 Preferred Route Announcement', we have amended the alignment of the mainline in this area to run further east. This increases the size of retained fields to the west and reduces the amount of severed land to the east. Suitable access to the one remaining field to the east of the new road is provided via the proposed Millington Overpass and a new PMA. For details of the key issue see section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter
	9.16 The ability for motorists on Millington Lane Overpass to look into the Farmstead was raised as an issue. Similarly, the impact of vehicle headlamps from the proposed overpass was a concern.	This has not been identified as an issue in our visual impact assessment. However, if the residents of the farm are concerned then it is likely that provision of a roadside hedge would provide adequate screening. Such a hedge could be provided by agreement as accommodation works. Discussions on the provision of accommodation works are normally entered into in the detailed design phase.

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Farm / Property Description	Response / Issues	Regard had to Response
Owners, Millington Estate Continued...	9.17 The requirement and size of the proposed attenuation Pond C was questioned, which is located on New Hall Farm land. It was considered this would overload and contaminate the existing drainage system.	The vertical profile of the mainline determines the required location of all proposed attenuation ponds. In relation to Pond C, the vertical profile is constrained in this area by the existing Chester Road Bridge, and therefore alternative locations are not possible. Similarly, there is little opportunity to reduce the size of the ponds as these have been designed to meet minimum requirements of the Environment Agency and HA guidance. It should be noted that a number of other consultees raised concern that the existing watercourse in to which Pond C would drain was prone to flooding. We therefore conducted a site visit to inspect the condition of the existing watercourse. This confirmed evidence of flooding, as well as identifying an existing culvert which was considered unsuitable for the additional flow. The highway drainage strategy has therefore been developed to remove the outfall from Catchment C. Catchment C attenuation facility would now act as online intermediate storage in a combined Catchment C and D. This would discharge at the single outfall location directly into the River Bollin, avoiding the watercourse in question.
1&2 Newhall Cottages	9.18 The issue of noise and visual impacts on the properties was raised due to the increased proximity the proposed road.	Although the proposed scheme would move the A556 closer to Newhall Cottages, the new road will be in cutting and flanked by earth bunds (which have been raised following consultation) adjacent to the properties. As a result, our modelling shows a reduction in noise levels for Newhall Cottages when compared to the exiting situation. In relation to visual impact, it is acknowledged there will be a slight adverse effect during the opening year of the scheme. However, this will continually reduce as proposed tree planting along the bund matures, resulting in a neutral impact in the design year, which is 15 years after opening (i.e. 2032) Full details of our environmental assessment, proposed mitigation and residual impacts are provided within the ES.
Spode Green Farm	9.19 The location of the proposed access track for Cheshire Lounge was raised as a concern. It was considered the track, which passes through Spode Green Farm land, would adversely affect the ability to move livestock between fields.	In response to this issue, we have realigned the proposed access track for Cheshire Lounge to now run adjacent to the A556. The track will form a new junction with the existing A56 Lymm Road, avoiding conflict with an existing track used to access Spode Green Farm.
1&2 Denfield Cottages	9.20 Concern was raised regarding the proximity of the proposed road to these properties. It was requested that the mainline alignment be lowered in this location, with additional noise and visual mitigation put in place.	It is acknowledge that due to the proposed A556 being a new noise source in a mostly rural area, there will be an adverse noise impact at Denfield Cottages in the opening year. However, to ensure this is minimised as far as possible, we have amended the mainline in this area to now pass approximately 20m further from the properties (compared to the pre consultation alignment). The proposed bund heights have also been raised and semi mature trees will be planted, further reducing the noise and visual impacts of the scheme. Full details of our environmental assessments, proposed mitigation and residual impacts are provided within the ES.
Mereside Farm	9.21 The visual impact of headlights from A556 northbound traffic on Mereside Farm was raised as a concern. It was also asked why no noise screening is proposed adjacent to this property.	On the northbound approach to Mereside Farm, vehicle headlamps will be screened as the road is in cutting and flanked by earth bunds. Additional noise screening (e.g. noise fence) has not been proposed as this was considered to adversely affect long distance views from the property. It should be noted however that the proximity of this property to the A556 will remain unchanged with the scheme in place. As such, there will be a negligible difference in terms of noise levels.

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Farm / Property Description		Response / Issues	Regard had to Response
10	Occupier, Millington Hall Farm	10.1 The following key issues were raised: <ul style="list-style-type: none"> • Environmental Impact • M6 Junction 20 • Online Improvement • Traffic Impacts Along Country Lanes 	For our responses to these key issues see sections 6.3, 6.8, 6.9 and 6.11 respectively of the 'Key Issues Arising and Actions Taken' Chapter.
		10.2 The occupiers stressed the importance of the Millington / Chapel Lane Link road in providing access to their fields. It was explained that without this, they would be required to take large agricultural machinery down the existing Millington Hall Lane, which is considered unsuitable.	The previously proposed Millington / Chapel Lane Link road has been removed due to a significant number of requests, principally from residents in the Millington area (See key issue 6.10). However, to ensure suitable farm access, we have upgraded the proposed overpass at Millington to now accommodate vehicles (previously an Non-Motorised User (NMU) overpass in Option 1B presented at Consultation). This retains the ability to directly access fields from Millington Lane, with the rest of the farm (to the west of the proposed road) accessed by passing between these fields (rather than using Millington Hall Lane). This replicates the current situation, as described during our meeting with the occupier.
		10.3 It was queried how access to fields to the east of the proposed route would be gained. Concern was raised that existing narrow lanes would be unsuitable for the large contract vehicles that are used when harvesting crops.	Access to fields to the east of the proposed road would be gained via Chapel Lane or Millington Overpass. This provides a suitable route for use by large agricultural vehicles, avoiding the need to use inappropriate side roads such as the existing Millington Hall Lane. Several new PMA are proposed, located to the east and west of the new road, ensuring suitable access to fields within the Millington Hall Farm unit is retained.
		10.4 Concern was raised that the proposed Millington Junction was located in one of the farm's best fields. It was also requested that the road be provided in additional cutting, as well as provision of more noise and visual screening.	Provision of junction Option 1, with a southbound off-slip at Millington only, significantly reduces the amount of land required from the field in question in comparison to Option 0. We have also relocated the mainline and increased the amount of bunding in this area as described in key issue 'Realign as per the 2010 Preferred Route Announcement'. For details see section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter
		10.5 It was queried how access during construction would be provided.	Access to the farm will be maintained throughout the duration of construction works. The exact details are to be confirmed at a later project stage and through further consultation with the farm owners and occupiers.
11	Occupier, New Hall Farm Owner, 1 Millington Lane	11.1 Key issue 'Realign as per the 2010 Preferred Route Announcement' was raised.	For our response to key issue 'Realign as per the 2010 Preferred Route Announcement' see section 6.10 of the 'Key Issues Arising and Actions Taken' Chapter
		11.2 Regarding 1 Millington Lane, concern was raised that the overbridge at Millington would allow views into the property, affecting the privacy of the occupants.	This has not been identified as an issue in our visual impact assessment. However, if the residents of the farm are concerned then it is likely that provision of a roadside hedge would provide adequate screening. Such a hedge could be provided by agreement as accommodation works. Discussions on the provision of accommodation works are normally entered into in the detailed design phase.
		11.3 It was requested that we lower the proposed mainline alignment through the Millington Area.	As described in key issue 6.10, we have amended the vertical profile through the Millington Area. Adjacent to 1 Millington Lane, the horizontal alignment has been moved to pass up to 13m further from the property, as well as the vertical alignment lowered by approximately 2.5m. Additional bunding has also been proposed such that a road surface to top of bund height of approximately 7.5m is achieved adjacent to this sensitive receptor (previously approx. 3.5 - 4m).
		11.4 The occupier wished for the proposed Mereside Farm access track to be realigned adjacent to the A556, thus avoiding conflict with an existing livestock track. This issue was also raised by the owner of the property (see reference 9.14 above).	In response to this issue, we have realigned the proposed access track for Mereside Farm and Newhall Cottages to run adjacent to the new A556. Access would now be gained direct from the proposed Millington Overpass, avoiding the conflict with the existing livestock track at New Hall Farm.

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Farm / Property Description		Response / Issues	Regard had to Response
Occupier, New Hall Farm. Owner, 1 Millington Lane Continued...	11.5	Concern was raised that the use of Millington Hall Lane by large farm vehicles would be required, which is considered to be unsuitable.	In response to this issue, we have upgraded the proposed overpass along Millington Lane to now accommodate vehicles. This provides a suitable access route from the de-trunked road for large agricultural vehicles, avoiding the need to use inappropriate local roads such as Millington Hall Lane.
12 Occupier, 1 Millington Lane	12.1	Concerned that an existing septic tank in the garden would require relocation.	During our meeting with the occupier, we inspected the garden and identified the location of the existing septic tank to the north east corner. The proposed scheme would only affect a small corner to the south east of the garden, and therefore the existing septic tank will not be affected.
13 Occupier, Mereside Farm	13.1	The occupier agreed that the proposed scheme would bring benefits in terms of access. However, concern was raised that the proposed Mereside Farm access track would adversely affect a small amount of land to the rear of the building, which they currently use for storage. It was requested the track be realigned adjacent to the A556, before running around to access from the north.	As requested, we have realigned the proposed access track to run adjacent to the A556, before running around the back of Mereside Farm to access from the north. This alternative alignment was also preferred by both owner and occupier of the land through which the track would pass (New Hall Farm).
	13.2	The types of vehicles that require regular access to the property were described, including use by Large Goods Vehicles (LGVs). It was stated that suitable access for these vehicles would be required.	When designing the proposed access track for Mereside Farm we have ensured the swept paths and turning requirements for LGVs have been accommodated.
	13.3	The occupier was interested in what potential screening could be provided in front of the property.	Existing layout constraints in front of the property limit the ability to provide additional visual and/or noise screening. It is also considered that provision of screening (e.g. closed boarded fence) would adversely affect long distance views from the property, and has therefore not been proposed. It should be noted that the proximity of Mereside Farm to the A556 will remain unchanged with the scheme in place. As such, the noise and visual impacts of the scheme are considered to be negligible.
14 Occupier, 1 Newhall Cottage	14.1	Access to this property would also be gained via the proposed Mereside Farm access track. The occupiers wish to ensure the track is sufficient to accommodate the swept paths and turning movements of large vehicles.	The proposed access track has been designed to accommodate the swept paths and turning requirements for Large Goods Vehicles (LGVs).
15 Occupier, Spode Green Farm	15.1	The main concern raised was the impact of the proposed Cheshire Lounge Access Track. It was requested this be realigned adjacent to the A556 to avoid adversely affecting cattle movements between fields. The occupier also proposed the track should access directly onto Lymm Road closer to Bowdon Roundabout.	This issue was also raised by the owner of the land. In response, we have realigned the proposed access track for Cheshire Lounge to now run adjacent to the A556. The track will form a new junction with the existing A56 Lymm Road, avoiding conflict with an existing track used to access Spode Green Farm.

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Farm / Property Description		Response / Issues	Regard had to Response
16	Owner, The Tatton Estate	<p>16.1 The following key issues were raised:</p> <ul style="list-style-type: none"> • Conflict with Government Policy • Environmental Impact • Adequacy of the Consultation Process • M6 Junction 19 Capacity Issues • M56 Junction 7 Capacity Issues • M6 Junction 20 • Online Improvement • Traffic Impacts Along Country Lanes 	For our responses to these key issues see sections 6.2, 6.3, 6.5, 6.6, 6.7, 6.8, 6.9 and 6.11 respectively of the 'Key Issues Arising and Actions Taken' Chapter.
	General	<p>16.2 It was stated that the requirements of the owners should take precedent over those of individual occupiers.</p> <p>16.3 The owners noted that they support the view of NW TAR and CPRE.</p> <p>16.4 Requested that all public and private accesses to and across the A556 be retained.</p> <p>16.5 Concern was raised regarding the increase in distance to reach the proposed A556. This was raised in relation to Yarwood Heath Farm, as well as properties owned in the village of Rostherne.</p> <p>16.6 A number of generic issues were raised in relation to the construction phase.</p>	<p>In line with Environmental Impact Assessment (EIA) best practice and DMRB guidance, impacts are assessed in relation to farm businesses / units as they would be in the baseline year (2017). However, throughout the design of the scheme, and in response to consultations, we have sought to address concerns of both land owners and occupiers. We will also be consulting both owners and farmers/occupiers further on proposed accommodation works (access tracks etc.).</p> <p>Comment noted. Our response to comments raised by CPRE and NW TAR are in Chapter 9, Table 22 sections 3 and 4 respectively.</p> <p>In order to improve road safety and journey time reliability, the number of junctions between the A556 and local road network has been reduced. Replacement of all existing accesses to the new road would compromise the ability to achieve this core scheme objective.</p> <p>Regarding access across the proposed road, it would not be feasible to retain all local connections. It should be noted however that the number of local roads to be stopped up as part of the scheme has been reduced in response to consultation. In the Millington area, this has been achieved through provision of a vehicular overpass along Millington Lane. Removing the majority of traffic from the existing A556 is also considered to significantly improve local connectivity when compared to the existing situation.</p> <p>As mentioned above, we are reducing the number of junctions between the A556 and local road network in order to improve road safety and journey time reliability. This will inevitably result in an increase in distance to reach the strategic road network for some properties, particularly to the north of the scheme. However, the safety benefits of fewer junctions and a higher standard of provision (i.e. grade-separation) is considered to outweigh these impacts. Delay / waiting times at the junctions themselves will also be significantly reduced when compared to existing at grade priority junctions such as that between Cherry Tree Lane or Rostherne Lane and the existing A556.</p> <p>Regarding Yarwood Heath Farm, the scheme proposes a new access track direct on to the proposed M56 Junction 7/8 Roundabout. The junction with the roundabout will be signalised, ensuring safe access by potentially slow moving farm vehicles. In terms of access to the trunk road network, this is considered to be an improvement on the existing situation.</p> <p>Detailed issues related to our construction activities (e.g. temporary drainage, fencing and compound requirements etc) will be dealt with through further consultation with the land interest. The location and justification for all temporary land requirements is included in the application for a Development Consent Order.</p>

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Farm / Property Description	Response / Issues	Regard had to Response
Owner, The Tatton Estate Continued...	16.7 A number of generic and/or detailed issues/queries were raised in relation to the proposed scheme.	Detail issues such as specification for fencing etc. will be confirmed at the appropriate project stage and though further consultation with the land interest (where necessary).
Yarwood Heath Farm	16.8 The proposed layout of the M56 Junction was queried. The owners noted that a previous design that proposed a single grade-separated roundabout was preferred.	An internal optioneering exercise was carried out to select a preferred junction option for the M56. The proposed layout performed better than a single grade-separated roundabout in terms of cost, engineering, buildability and the environment (preferred on 7 out of 11 categories), and was therefore selected as the preferred option.
	16.9 Concern was raised regarding the proposed change in access to Yarwood Heath Farm. In particular, the ability to move cattle between the farmstead and pasture land north east of the M56 Eastbound On-Slip. The conflict between other road users and farm vehicles was also raised as an issue.	Current access between the field in question and the farmstead is gained via the existing Yarwood Heath Farm Access Bridge, without the need to interact with other vehicular users. Options were considered (including overpasses and an underpass) to retain this standard of provision but, due to difference in levels between the proposed slip roads and mainline, no solution could be developed that was feasible. Access to this field with the scheme in place would therefore be first via the proposed M56 Junction, then a new farm access track connecting the Bowdon Roundabout Link Road to the existing Yarwood Heath Farm Access Bridge. However, as described above, access to the M56 Junction would be controlled by signals, reducing potential conflict between farm vehicles and other road users.
	16.10 Concerned that the proposed PMA between Yarwood Heath Farm and the M56 Junction 7/8 South Roundabout would be abused by other vehicular traffic. The owners objected to the proposed designation of this access as a Bridleway.	Although it is to be used by Non-Motorised Users (NMUs), the access track between Yarwood Heath Farm and the M56 Junction will remain a private road and will not be open for public vehicular use. The design will prevent unauthorised vehicle access, whilst allowing unhindered NMU access (e.g. through provision of a Bridlegate provided adjacent to vehicular access gate). However, the exact proposals will be confirmed during the detailed design of the scheme.
	16.11 Concern was raised regarding the environmental impact (both during construction and operation) on the farmstead due to the proximity and elevation of the proposed M56 Junction.	The new roundabout would be raised above ground level and significantly closer to the property than the old junction infrastructure. This will shorten views from the property and would be an imposing feature in the landscape, and it is therefore considered that there will be large adverse affects (in terms of landscape) for the property during the opening year of the scheme. However, we have sought to reduce this impact as far as possible through planting of trees and shrubs to filter views towards moving traffic and blend the junction into the surrounding landscape. As this planting matures, it is considered that the adverse environment impacts will continually reduce. Full details of our environmental impacts assessments, proposed mitigation and residual impacts are provided within the Environmental Statement (ES).
17 Occupier, Yarwood Heath Farm	17.1 The following key issues were raised: <ul style="list-style-type: none"> • M6 Junction 20 	For our response to key issue 'M6 Junction 20' see section 6.8 of the 'Key Issues Arising and Actions Taken' Chapter.
	17.2 Provision of an underpass below the proposed slip road was requested. This was to provide movement of cattle, sheep and tractors between the farm buildings and the existing field to the north east of the M56 Junction. A similar issue was also raised by the owner of the farm (see Reference 16.9 above)	Current access between the field in question and the farmstead is gained via the existing Yarwood Heath Farm Access Bridge, without the need to interact with other vehicular users. Options were considered (including overpasses and an underpass) to retain this standard of provision but, due to differences in levels between the proposed slip roads and mainline, no solution could be developed that was feasible in terms of engineering. Access to this field with the scheme in place would therefore be first via the proposed M56 Junction, then a new farm access track connecting the Bowdon Roundabout Link Road to the existing Yarwood Heath Farm Access Bridge. However, as described above, access to the M56 Junction would be controlled by signals, reducing potential conflict between farm vehicles and other road users.

Table 24 - Regard had to Land Interest Consultees

Note: Only issues that relate to a specific consultees own specific land interests, and could potentially influence the preliminary design of the scheme, have been included within this section. Detailed design, construction and compensation issues have been marked for consideration at the relevant project stage and have not been responded to. Statements of option preference have also been excluded as these have been considered when selecting a preferred junction option, as described within Chapter 5.

Farm / Property Description		Response / Issues	Regard had to Response
Occupier, Yarwood Heath Farm Continued...	17.3	Provision of a gated access with cattle grid was requested at the junction with the proposed M56 Junction 7/8 Roundabout.	Specifics related to access requirements will be addressed at the detailed design stage and through further consultation with the land interest. However, the design will prevent unauthorised vehicle access, whilst allowing unhindered NMU access (e.g. through provision of a Bridlegate provided adjacent to vehicular access gate).
	17.4	A solid soundproof fence was requested to minimise noise impacts from the M56 Junction and prevent litter from vehicles reaching the farm.	Due to the close proximity of the property to the existing road network, only minor adverse noise impacts are anticipated as a result of the scheme. Additional mitigation in the form of noise fencing was therefore not considered necessary. The detail of boundary fencing will be agreed at the detailed design stage, as part of discussions about potential accommodation works.
18 Owner / Occupier, Denfield Smithy (Aqua Air)	18.1	Due to the loss of one of three gates, concern was raised whether large articulated lorries could still access the site.	At this stage, replacement accesses along the de-trunking works have been designed in accordance with DMRB only, and have not been tailored to accommodate the swept paths of specific types of vehicles. However, this exercise will be undertaken at the detailed design stage.
19 Owners, Bucklow Manor	19.1	The owners noted that, despite land required from the rear of the property, the proposed scheme would bring improvements for Bucklow Manor, particularly in terms of access and visual impact (provided adequate screening and embankment are proposed).	Comment noted. It should be mentioned that in response to concerns of other consultees, the mainline alignment has been shifted up to 22m closer to Bucklow Manor. However, to reduce this impact, a steepened engineered sloped is proposed to minimise any associated increase in land required from the property (see Figure 19 in response to key issue 6.10).
	19.2	Direct access on to the existing Chester Road was requested (rather than on to Millington Lane which is the current situation).	In response to this issue, we have amended our proposals to now provide direct access between Bucklow Manor and the de-trunked Chester Road.
20 Owner / Occupier, Sandhole Farm	20.1	The owners raised a number of safety and environmental concerns regarding the proposed Millington / Chapel Lane Link road, in combination with the Baseline Option.	Provision of Option 1, and hence the removal of the link road, eliminates the requirement to take land from this farm, as well as any associated safety issues.
21 Owner, Monkton Properties	21.1	The following key issues were raised: <ul style="list-style-type: none"> • Conflict with Government Policy • Environmental Impact • Adequacy of the Consultation Process • M6 Junction 20 • Online Improvement • Traffic Impacts Along Country Lanes 	For our responses to these key issues see sections 6.2, 6.3, 6.5, 6.8, 6.9 and 6.11 respectively of the 'Key Issues Arising and Actions Taken' Chapter.
	21.2	A number of identical issues to other submissions by Meller Braggins (representative for Mere, Millington and Tatton Estates, and Hulme Barns Farm) were raised. Rather than reiterate these, we have cross-referenced the relevant sections.	Response to similar/identical issues raised within other submissions by Meller Braggins can be found within References 9.2, 9.4, 9.6, 16.6 and 16.7 of this table.

Table 24 - Regard had to Land Interest Consultees

Note: Only issues that relate to a specific consultees own specific land interests, and could potentially influence the preliminary design of the scheme, have been included within this section. Detailed design, construction and compensation issues have been marked for consideration at the relevant project stage and have not been responded to. Statements of option preference have also been excluded as these have been considered when selecting a preferred junction option, as described within Chapter 5.

Farm / Property Description		Response / Issues	Regard had to Response
Owner, Monkton Properties Continued...	21.3	The main concern raised by Monkton Properties specifically was the increased distance to access the A556, particularly to head northbound.	In order to improve road safety and journey time reliability, the number of junctions between the A556 and local road network has been reduced. Replacement of all existing accesses to the new road would compromise the ability to achieve this core scheme objective. This will inevitably result in an increase in distance to reach the strategic road network for some properties, particularly for Monkton Properties that are located to the north of the scheme. However, the safety benefits of fewer junctions and a higher standard of provision (i.e. grade-separation) is considered to outweigh these impacts. Waiting times at the junctions themselves will also be significantly reduced when compared to the existing at grade priority junction between Cherry Tree Lane and the existing A556.
23 Owner/Occupier, 2 The Crescent	22.1	The owner noted that he had been trying to sell the property, but prospective buyers were being put off due to the proposed scheme. Additional information on what the road (and associated environmental planting) would look like was requested to aid in selling the property.	This issue was raised during our meeting with the owner. In response to this request, we offered to generate a photomontage from the property looking towards the road. The owner noted this would be useful personally, as well as to show prospective buyers. We have therefore included a photomontage from this property within the Environmental Statement (ES).
24 Occupier, Three Oaks, Millington Lane	23.1	Due to the proximity of the property to the road, provision of tree/bush planting was requested adjacent to the property. The occupier also requested we install triple glazing to mitigate the noise impacts.	The proposed mainline is in a deep cutting adjacent to this property. However, to mitigate the visual impact of the proposed Millington Overbridge, shrubs and intermittent tree planting will be provided to help screen views towards the embankments. Regarding the provision of triple glazing, our assessments confirm that the property will not experience residual noise impacts that meet the qualifying criteria for noise insulation, as defined under the Noise and Insulation Regulations 1975.

11 Conclusion

11.1 Introduction

- 11.1.1 Our approach to consultation has always been more than mere compliance with procedures. Our guiding philosophy has been to encourage a genuine two-way dialogue and to engage as many people as possible. Listening to, understanding and, where possible, addressing the fears and concerns of the local community, residents, interest groups, businesses, road users and Statutory Bodies has been an essential element in developing the best design for our proposal.
- 11.1.2 We value all the input that we have received and acknowledge the time and effort taken by all those who have, and continue to, engage with us.
- 11.1.3 The Highways Agency is committed to ongoing consultation and engagement with interested parties after the application has been submitted. This will continue as the scheme passes through to construction and then operation. We will continue to work with the local and wider community and stakeholders over the lifetime of the project to make sure the scheme can be introduced with the minimum disruption to their daily lives.
- 11.1.4 We should say that through our professional expertise and the consultation and engagement, we believe we have developed the optimum scheme that balances the various needs of local stakeholders with the requirements of the Strategic Road Network. By changing the design post-consultation, we have demonstrated that we have genuinely listened to local concerns.

11.2 Follow-Up Consultation

- 11.2.1 Since the conclusion of the formal consultation period in April 2012, we have continued to engage and discuss issues with concerned and interested parties. This has included responding to letters and emails from individuals; meeting with prescribed consultees such as Natural England and the Environment Agency; delivering a 'post-consultation' update to Parish Councils and detailed discussions with land owners on matters such as accommodation works.
- 11.2.2 We have undertaken informal (non-statutory) pre-application consultation relating to the inclusion, within the scheme, of associated works to a stretch of the M6 southbound carriageway, between Junction 19 and Knutsford Service Station. Further information on this consultation can be found in Appendices 27 – 31.
- 11.2.3 We will continue to build on the close relationships we have forged with community groups, stakeholders, residents and land owners and discussions will be on-going.
- 11.2.4 In response to comments from the Planning Inspectorate the Highways Agency has produced a note explaining the rationale behind our consultation strategy. This note can be found at Appendix 21.

11.3 Way Forward

- 11.3.1 On receipt of our application for a Development Consent Order (DCO), the Planning Inspectorate (PI) has a period of 28 days to determine whether the information

submitted with the application meets all the criteria to enable them to accept it as a valid application.

- 11.3.2 Once the PI has accepted the application, the applicant (the HA) must publish a notice to inform the public that an application has been made and accepted. This marks the start of the 'pre-examination period'.
- 11.3.3 During the pre-examination period, for which there is no statutory fixed timescale, third parties (individual members of the public or organisations) can register with the PI as interested parties. This will entitle them to make representations to the PI about the application and to be involved in the consideration of the application.
- 11.3.4 The pre-examination period closes with the 'preliminary meeting', at which all those who have registered as interested parties are entitled to attend. At the preliminary meeting, the PI will determine, on the basis of the information in the application documents and the representations that have been made to them by registered parties, the key issues affecting the application.
- 11.3.5 The preliminary meeting marks the start of the 'examination period', during which a series of hearings will take place to address each of the key issues identified during the pre-examination period and at the preliminary meeting. Parties who have registered an interest can attend the hearings, make statements and ask questions. However, unlike the Public Inquiry process (which was intrinsically confrontational), these hearings are intended to be more collaborative. It is expected that the parties will work together to find solutions to the issues raised, rather than for third parties to raise objections for the applicant to rebut (as is commonly the case at Public Inquiries). The examination period has a fixed maximum duration of six months.
- 11.3.6 At the end of the examination period, the Planning Inspectorate has a three-month period to consider its recommendation. The recommendation and a supporting report are passed to the Secretary of State for Transport, who will have three months to consider the decision on whether to grant or withhold a DCO. Finally, when the decision is published, there is a six-week period during which any party that feels aggrieved by the decision can launch a challenge in the High Court. At the end of this period, unless there have been High Court challenges, the decision is final.

Glossary of Terms, Acronyms and Abbreviations

Explanatory Note: We have used acronyms and abbreviations where we consider they will aid understanding, or make the report simpler to read. Where acronyms and abbreviations are in common use they have been expanded once only. Elsewhere the authors have used their judgement to determine the frequency with which they are expanded, but following the general principle that a given consultee should be able to read sections pertinent to them without excessive reference to this Glossary.

AADT	Annual Average Daily Traffic – one of several ways of measuring the flow of traffic; represents the daily average number of vehicles using a particular link in the network, averaged across the whole year
AM Peak	The period during the morning when traffic levels are typically relatively high
AQMA	Air Quality Management Area – local planning authorities are obliged to declare an AQMA in any area where there are, or are expected to be, exceedences of the relevant Air Quality Objectives. The authority declaring an AQMA is obliged to prepare a management plan to prevent or remove any such exceedences
APFP Regs	The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009
ASC	Asset Support Contract. The latest form of contract used by the Highways Agency to appoint a Contractor to undertake the maintenance of their assets.
At-grade junction	A form of road junction which is all at a single level. Typical examples include T-Junctions, Crossroads and Roundabouts. At-Grade Junctions usually involve flows of traffic crossing one another, which may be controlled by the use of traffic signals.
Baseline Design:	The design which was taken to the public consultation, prior to the amendments which were made following the outputs of the consultation exercise
Benefit Cost Ratio (BCR)	A method of comparing the cost of a scheme with the benefits which it delivers. The method relies on applying monetary values to benefits, which is carried out in accordance with Government guidance.
Capita Symonds	The Consulting Engineers, employed by Costain, who will be undertaking the detailed design for the scheme, assuming that the Development Consent Order is granted
CEC	Cheshire East Council. The relevant Council for the area the scheme passes through.

Chester Road	Road name for the existing A556. Chester Road is referred in both its 'existing' and 'de-trunked' form. Where mentioned, but not preceded by either of these terms, the form of Chester Road is not relevant.
Costain	The Contractor selected by the Highways Agency to design and construct the scheme, assuming that the Development Consent Order is granted.
DCO	Development Consent Order. Under which the relevant Secretary of State can grant consent for construction of a Nationally Significant Infrastructure Project, on the advice of the Planning Inspectorate, under the Planning Act 2008
Design Year	The 'Design Year' is 15 years after the opening of the scheme, and is used to define characteristics of the design, such as the number of lanes and the layout of junctions. For the pre-consultation traffic model this was 2030, as an opening of the new road during 2015 had been assumed. For the most recent work, following the consultation, a design year of 2032 is used, as the opening of the new road is now expected to be during 2017.
Do-Minimum Scenario:	A hypothetical scenario used for economic appraisal. The Do-Minimum scenario in this case assumes that the A556 scheme is not constructed.
Do-Something Scenario:	A hypothetical scenario used for economic appraisal. There are various Do-Something scenarios, but all assume that the A556 scheme is constructed.
De-trunked A556:	Elements of the existing A556 will, on the completion of the new road, cease to be a part of the strategic trunk road network, as it is replaced by the new road. These sections comprise the De-trunked A556.
De-trunking works:	Works to the elements of the existing A556 which are to be removed from the trunk road network, which are intended to make the standard and layout of the road more appropriate for its future use.
DMRB	Design Manual for Roads and Bridges. A set of loose-leaf volumes which accommodates all current standards, advice notes and other published documents relating to the design, assessment and operation of trunk roads (including motorways). The DMRB was introduced in 1992 in England and Wales, and subsequently in Scotland and Northern Ireland.
ECI contractor	Early Contractor Involvement Contractor. The Highways Agency's preferred method is to appoint their Contractor, in this case Costain, earlier in the process than has historically been the case. This is in order to take advantage of their specialist knowledge of the construction process.

EIA	Environmental Impact Assessment – an assessment by the proposer of certain types of major project of the significant effects that the project could have on the environment. The proposer is required to carry out the assessment by law, in this case under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.	JOCAR	The Junction Options Comparative Assessment Report. A report prepared for the Highways Agency which examined the various junction options that exist for the scheme and provides a comparison of them.
EIA Regs	The regulations under which an Environmental Impact Assessment is carried out. In this case, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.	LCA	Landscape Character Area. LCA's are defined by the Local Planning Authority, and are used in the assessment of Environmental Impacts. (See also TCA)
ES	Environmental Statement – the report on the results of an EIA.	LGV	Large Goods Vehicle. A term for vehicles with weight in excess of 3,500 kilograms.
G-Turn	A form of junction designed to avoid right-turning traffic interfering with through traffic, thereby reducing conflict. G-turns include a diverging lane that loops around, allowing right turning traffic to wait to the side of the major road, and to make their crossing movement at right angles.	MAC	Managing Agent Contractor. The Highways Agency's contractor who undertake maintenance of their assets. MACs are progressively being replaced by ASCs.
GCN	Great Crested Newt. A protected species with populations in the area of the proposed A556.	Managed motorways (MM)	A term which covers a variety of techniques which can be used to gain additional capacity from existing Motorways, usually by the use of technology, variable speed limits, and use of the hard shoulder as a running lane. These techniques are particularly relevant during periods of congestion.
Grade-separated junction	A junction where through traffic on at least one route, typically the major route, can continue freely through the junction. Traffic that wishes to join or leave will typically use sliproads which either connect to another route, or which cross the through traffic by means of a bridge. Grade-separated junctions often include features which on their own would be considered to be at-grade.	MIDMAN	The West Midlands to North West Conurbation Multi-Modal Study. A study carried out in the early 2000's examining transport options for an area of England.
Green Bridge	A type of bridge where the surfacing includes vegetation, typically including grasses and smaller shrubs. This vegetation is usually alongside a paved surface.	MOVA	Microprocessor Optimised Vehicle Actuation. When used at traffic lights a MOVA installation allows the traffic lights timing to change to reflect demand from vehicles approaching, or at, the junction.
The Highways Agency	The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. They are also the promoter of this scheme.	MS3 Gantry	A third generation Message Sign. MS3 signs are capable of displaying text messages, and are typically mounted on a gantry, which may also carry road signs, lane indicators and other equipment. Stand alone MS3 Gantries have a single support with the sign cantilevered from it.
InterPeak	The period of the day between the AM Peak and PM Peak. Traffic is typically lighter during this period.	NMU	A Non Motorised User. NMU's include pedestrians, cyclists and equestrians, but also include any user of the roads who does not have a self-propelled vehicle subject to registration.
IPC	Infrastructure Planning Commission. The IPC was created by the Planning Act 2008, but was closed on 1 st April 2012 and replaced by the Planning Inspectorate.	NSIP	Nationally Significant Infrastructure Project. Major projects as defined in the Planning Act 2008, which are required to apply for a Development Consent Order via the Planning Inspectorate.
Jacobs	A Consulting Engineer. Jacobs have been the Highways Agency's Consultant during the development of the scheme.	Offline:	In the context of roads, an alignment which does not follow an existing road.

Online:	In the context of roads, an alignment which follows an existing route. The road may vary in its exact position, levels and width, and may depart from the existing road boundaries on one or both sides, and still be regarded as online.	SSSI	Site of Special Scientific Interest – a statutory designation under the Wildlife and Countryside Act 1981 (as amended), protecting nationally important wildlife sites, habitats and geological sites.
Opening Year	The Opening Year is used in the assessment and design of the scheme. Prior to the current consultation this had been assumed to be during 2015, and some data referring to non-preferred options still uses that data. The opening of the scheme is now expected to be in 2017, and therefore that date is used in the latest assessments.	TCA	Townscape Character Area – defined at a local level for the purposes of the environmental assessment; the equivalent of LCA, but in areas where buildings are a dominant feature of this landscape
PA 2008	The Planning Act 2008	Traffic Forecasting Report (TFR)	A report which details the levels of traffic which are anticipated on a proposed road and in the surrounding areas after a highway improvement is implemented
PI	The Planning Inspectorate. An executive agency of the Department for Communities and Local Government. The PI is responsible for the examination of the Development Consent Order under the Planning Act 2008, and recommending a course of action to the Minister.		
PIA	Personal Injury Accident. An accident involving a motor vehicle where someone, who may or may not be using the motor vehicle, suffers an injury.		
PMA	Private Means of Access. These typically include driveways and access tracks to reach dwellings and / or fields.		
PM Peak	The period during the morning when traffic levels are typically relatively high		
Portal Gantry	A type of gantry which spans one or more carriageways of a road, with at least two supports located in the verges and / or central reservation.		
PRA	Preferred Route Announcement. An announcement made by Ministers of their preference for a particular highway development.		
PRoW	Public Right of Way – includes public footpaths, bridleways and restricted byways		
Rat-Run (Rat-Running)	A colloquial term for traffic which chooses to use minor local roads in preference to major highways in the belief that they will gain an advantage.		
RMS	Route Management Strategy. A strategy produced for the Highways Agency which documents a proposed approach to the future management of a particular route, taking into account its particular features.		
s42, s43, s44 etc.	s42 = Section 42 of the Planning Act 2008. These sections are the elements of the Planning Act 2008 which relate to consultation.		
SBI	Site of Biological Interest. A locally important wildlife site or habitat.		

Appendices

See document 'Consultation Report – Appendices'⁴² for the following documents

Appendix 1 Letter to Planning Inspectorate to advise of forthcoming application

Appendix 2 Email to Cheshire East Council formally issuing draft Statement of Community Consultation for comment

Appendix 2a Draft Statement of Community Consultation sent to Cheshire East Council for comment

Appendix 3 Reply from Cheshire East Council to draft Statement of Community Consultation

Appendix 4 Letter to Planning Inspectorate notifying them of our proposed application

Appendix 5 Proof of publication of Statement of Community Consultation under section 47 of Planning Act 2008

Appendix 6 Letter to prescribed consultees enclosing notice under section 48 of the Planning Act 2008

Appendix 7 Proof of publication of notice under section 48 of the Planning Act 2008

Appendix 8 Letter to prescribed consultees under section 42 of the Planning Act 2008

Appendix 8a Email to internal Highways Agency prescribed consultees under section 42 of the Planning Act 2008

Appendix 9 List of prescribed consultees under section 42(a) of the Planning Act 2008

Appendix 10 List of Local Authorities under section 42(b) of the Planning Act 2008

Appendix 11 List of land interests consultees under section 42(c) of the Planning Act 2008

Appendix 12 List of non-statutory consultees

Appendix 13 Letter sent to non-statutory consultees

Appendix 14 Statement of Community Consultation

Appendix 15 Exhibition Boards

Appendix 16 Public Consultation Summary document

Appendix 17 Public Consultation Summary document - revised

Appendix 18 Preliminary Environmental Information non-technical summary

Appendix 19 Alternative A50 Junction layout (sketch)

Appendix 20 Correspondence with Natural England

Appendix 21 Rationale for Consultation Strategy

Appendix 22 Letter to section 42(d) of the Planning Act 2008 land interests consultees (category 1 and 2)

Appendix 23 List of section 42(d) of the Planning Act 2008 land interests consultees (category 1 and 2)

Appendix 24 Letter to section 42(d) of the Planning Act 2008 land interests consultees (category 3)

Appendix 25 List of section 42(d) of the Planning Act 2008 land interests consultees (category 3)

Appendix 26 Section 42(d) of the Planning Act 2008 consultation on land requirements – issues log

Appendix 27 Informal pre-application consultation on proposed works to the M6 Motorway Services between Junction 19 and Knutsford Service Station (Southbound)

Appendix 28 List of M6 Junction 19 (Southbound) works consultees

Appendix 29 Letter to consultees, M6 Junction 19 (Southbound) works

Appendix 30 Southbound Merge Consultation Summary Document

Appendix 31 M6 Junction 19 (Southbound) works – issues log

⁴² Application Document Ref:5.1.2 (Consultation Report – Appendices)