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**PROPOSED ENERGY RESOURCE CENTRE
AND COMMUNITY RECREATIONAL AREA**

**LAND OFF FELTHOUSE LANE
CHEDDLETON**

TRANSPORT STATEMENT

PREPARED BY

Singleton Clamp
& PARTNERS

Consulting Engineers and Transportation Planners

ON BEHALF OF

J. POINTON AND SONS LTD



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1.0 INTRODUCTION/BACKGROUND

1.1 Purpose of Report

1.1.1 J. Pointon and Sons Ltd (JPST) seek planning permission for an energy resource centre located to the east of, and as an extension to, their existing rendering plant in Cheddleton, Staffordshire.

1.1.2 In addition to the energy resource centre, JPST also seek planning permission for a recreational area to the north-east of the A520 Cheadle Road/Felthouse Lane junction (known as the Beresfords site) for use by the local community. This area will include facilities to be chosen by the community and could potentially include such elements as a full size football pitch, tennis courts and play areas etc, which will be accessed via Felthouse Lane.

1.1.3 As part of the development, it is proposed that a new access road will be constructed to link the existing rendering plant site and proposed energy resource centre site to the A520 Cheadle Road. This will offer relief to the existing access into the site from Felthouse Lane, which is proposed to be stopped up at a point around halfway along its length. Felthouse Lane will then serve the proposed recreational area mentioned above.

1.1.4 Singleton Clamp & Partners (SCP) have been appointed by JPST to prepare a transport statement (TS) report in support of the proposed energy resource centre and proposed recreational area.

1.2 Highway Authority Consultation

1.2.1 Following discussions with Staffordshire County Council (SCC), as highway authority, and the submission of a technical note regarding the scope of this report, SCC have advised that the new access into the site should be assessed using PICADY software to ensure that right turning vehicles into the site do not interrupt the free flow of vehicles travelling northbound along the A520.

- 1.2.2 In addition, as part of the development proposals, SCC have advised that they would wish to see Felthouse Lane upgraded, where necessary, from its junction with the A520 to its junction with Woodlands Avenue, and dedicated as highway under the Highways Act 1980.
- 1.2.3 This TS is therefore produced having regard to the comments from SCC and the government's guidance for TS preparation, as set out in the Department for Transport's "Guidance on Transport Assessment" document.

2.0 DESCRIPTION OF THE SITE AND HIGHWAY CONDITIONS

2.1 General

2.1.1 The proposed energy resource centre site occupies a parcel of land located to the east of Felthouse Lane and to the immediate east of the existing rendering plant, as shown on SCP 1. The proposed recreational area site is located to the north-east of the A520 Cheadle Road/Felthouse Lane junction and is also shown on SCP 1.

2.1.2 The proposed energy resource centre site is currently a greenfield site under agricultural use and occupies a total area of approximately 5.3 hectares. The existing rendering plant currently takes access from the eastern end of Felthouse Lane, and has a gross floor area (GFA) of approximately 9649 sq. m.

2.1.3 The Beresfords site, for which planning permission for the proposed recreational area is sought, is a former bus depot and previously developed site which, together with an adjoining area of greenfield land, occupies a total area of approximately 2.7 hectares. There is planning permission for the development of the Beresford site for industrial purposes.

2.2 Local Highway Network

2.2.1 Felthouse Lane is approximately 500m in length, and serves an element of residential use and the existing rendering plant. Felthouse Lane links onto the A520 Cheadle Road, the main road which routes in a north-south direction through Cheddleton.

2.2.2 The A520 Cheadle Road provides a link between Stone to the south and Leek to the north, and in the vicinity of its junction with Felthouse Lane, is approximately 7.5m wide. The A520 is subject to a 50mph speed limit, which is enforced by speed cameras located on Cheadle Road to the north and south of Felthouse Lane.

- 2.2.3 On the southern side of Felthouse Lane there is a footway measuring between approximately 1m and 1.3m wide. On the A520 Cheadle Road, there is a footway measuring between 1m and 2.7m on the eastern side and a footway measuring between 1.9m and 2.6m on the western side. The footways and carriageway are in good condition and street lighting is provided for this length of Cheadle Road.
- 2.2.4 Felthouse Lane currently serves the northern section of a residential estate which is accessed via Folly Fields and Woodlands Avenue, off the southern side of Felthouse Lane. Three single dwellings (named Glenholme, Foxes Plantation and Woodside) are situated further along Felthouse Lane near to the existing rendering plant.
- 2.2.5 The use of Felthouse Lane by HGV's routing to the existing rendering plant is to the detriment of the amenity of the residential dwellings on Folly Fields and Woodland Avenue. For this reason, restrictions are in place to prevent the movement of HGV's on Felthouse Lane between the hours of 0000 and 0600.

2.3 Existing Site Access

- 2.3.1 The existing rendering plant site is currently accessed from the eastern end of Felthouse Lane. The level of achievable junction visibility from the A520 Cheadle Road/Felthouse Lane junction is as follows:-

Level of Achievable Visibility From A520 Cheadle Road/Felthouse Lane Junction From a 2.4m Minor Road Visibility Setback Distance		
Location	To Left	To Right
A520 Cheadle Road/ Felthouse Lane	120m	61m

2.3.2 Design Standard TD42/95 states that for a 50mph road, a 160m major road visibility distance should be provided from a minor road visibility setback distance of 4.5m (however, at lightly trafficked simple junctions the minor road setback distance can be reduced to 2.4m). The above table demonstrates that visibility from Felthouse Lane junction is below the recommended levels in both directions.

2.3.3 In the area around it's junction with the A520 Cheadle Road, Felthouse Lane is poorly surfaced and has relatively small junction radii (especially for HGV use).

2.4 Public Transport

2.4.1 Bus stops on the A520 Cheadle Road provide services for travel to Hanley, Stoke-on-Trent, Leek, Newcastle-under-Lyme, Wetley Rocks and Werrington, amongst others. Further details regarding public transport are presented in chapter 4 of this report.

2.5 Traffic Survey

2.5.1 SCP have undertaken a traffic survey of the peak hour traffic movements associated with the existing rendering plant on 24 April 2007. The survey recorded all traffic movements at the A520 Cheadle Road/Felthouse Lane junction, and the proportion of which were associated with the existing rendering plant. A copy of the traffic survey is presented in Appendix A. The survey confirms that the number of traffic movements during the peak hours associated with the rendering plant were as follows:-

Traffic Generated by the Existing Rendering Plant (Vehicles)			
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
11	10	11	26

2.5.2 The relatively low traffic generation in the AM and PM highway peak hours is due to the shift system that is in operation at the site. The shift patterns are summarised as follows:-

- i) Shift 1 – 7am until 7pm.
- ii) Shift 2 – 7pm until 7am.
- iii) Shift 3 – 6am until 6pm.
- iv) Shift 4 – 2pm until 11pm.

2.5.3 It is clear from the above that the shift patterns do not coincide with the AM and PM highway peak hours. The traffic flows recorded during these periods are substantially generated by the office and administration staff and deliveries.

2.5.4 Outside of the peak hours, the existing rendering plant can generate significant HGV movements which are associated with the movement of bio-material for off-site treatment and storage, due to regulatory constraints on such material. The proposed energy resource centre will provide on-site facilities for the treatment and storage of much of this material thus, in many cases, removing existing traffic movements which would normally be made via the external highway network and rediverting them internally within the site. This is discussed further in section 5 of this report.

3.0 Proposed Development

3.1 General

3.1.1 The proposal is for an energy resource centre comprising industrial use and a recreational area. The proposed layout of the energy resource centre is shown on drawing number 2003-1192-10HA in Appendix B.

3.1.2 The proposed energy resource centre site will contain the following elements (with approximate GFAs):-

- i) Renewable energy power generation unit – 813 sq.m.
- ii) Vehicle maintenance unit – 1000 sq.m.
- iii) Plant maintenance unit – 660 sq.m.
- iv) Bio diesel production unit - 813 sq.m.
- v) Bio diesel material pre-treatment unit - 813 sq.m.
- vi) Two meal stores – 3922 sq. m.
- vii) Food store unit – 870 sq.m.
- viii) Parking for 80 cars and 14 HGVs.
- ix) 50 members of staff operating on existing shift patterns.

3.1.3 The main bio diesel and renewable energy power generation unit elements of the energy resource centre will essentially be an extension of the existing rendering plant, and will use products from the rendering plant to function. The total GFA of built development will amount to some 8,891sq.m.

- 3.1.4 The proposed recreational area to the north-east of the A520 Cheadle Road/Felthouse Lane junction on the Beresfords site will be for use by the local community. This area will include facilities to be chosen by the community and could potentially include such elements as a full size football pitch, tennis courts and play areas etc, and will be accessed via Felthouse Lane. The parking area for the recreational facilities will also provide an access to a decrepit listed building to the west of the area which is proposed to be repaired as part of a separate planning application. The general layout of the proposed recreational area is shown on drawing number 2003-1192-16DE in Appendix B.
- 3.1.5 It has been suggested by SCC that the recreational area should be accessed from the new access road to serve the rendering plant. However, the access to the proposed recreational area is proposed to take place from Felthouse Lane to ensure the segregation of the industrial-related traffic accessing the rendering plant from the smaller residential and sports facility-related traffic using the recreational facilities. This arrangement will ensure that the bunding of the northern area of the recreational ground will remain unbroken, thus safeguarding amenity.
- 3.1.6 The Beresfords site has planning permission for B2 use, and it has previously been envisaged that this site would accommodate the proposed energy resource centre. However, given that the location of the Beresfords site is around 400m away from the rendering plant, it is considered more appropriate and rational to situate the energy resource centre next to the rendering plant, upon which it will rely upon for products to function. This will have additional benefits to the local community given that the proposed location of the energy resource centre will remove the potential traffic movements that could have occurred between the Beresfords site and the rendering plant (affecting amenity for local residents), and will enable the beneficial development of the Beresfords site for the recreational area described above.

3.2 Proposed Site Accesses

- 3.2.1 Internally, the proposed energy resource centre site will take access through the existing rendering plant to the west via an extension of the road which currently routes along the northern side of that site.

- 3.2.2 Externally, and in order to provide a better standard of access onto the local highway network, it is proposed that Felthouse Lane will be stopped up approximately 180m from its junction with the A520 Cheadle Road, and that a new road be constructed which will loop around the northern side of the proposed recreational area and link onto the A520 Cheadle Road, approximately 110m to the north of Felthouse Lane. This will offer an improved highway cross section of 7.3m, which will isolate and be more suited to the HGVs which will use the new access.
- 3.2.3 At its junction with the A520 Cheadle Road, the new access road will offer an improved junction bellmouth with 12m corner radii. The new road will also remove the existing industrial traffic which uses Felthouse Lane and offer relief and improved amenity for the residential dwellings situated on the southern side of Felthouse Lane. Drawing number 2003-1192-13MB in Appendix B offers a wider view of the proposals including the locations of the new site access road, the proposed recreational area and the proposed energy resource in relation to each other.
- 3.2.4 SCP2A illustrates a closer view of the proposed new road's junction with the A520 Cheadle Road, including the level of achievable visibility from the new access road. To the right hand side of the proposed access, a 160+m visibility splay will be achievable, whilst to the left hand side of the proposed access, a 151m visibility splay will be achievable.
- 3.2.5 The level of achievable junction visibility from the proposed access will be a significant improvement over the level of achievable junction visibility from the existing site access (see paragraph 2.3.1 earlier) at the A520 Cheadle Road/Felthouse Lane junction. The proposed site access will therefore provide a safer, improved layout with better junction visibility over that which currently exists.
- 3.2.6 As part of the development, improvement works can be undertaken to resurface the small area of pot-holes within the bellmouth of Felthouse Lane's junction with the A520 Cheadle Road.

- 3.2.7 The access for the proposed recreational area will be a priority controlled junction onto Felthouse Lane. This will feature 6m kerb radii and a 6m wide access road into the car parking area, which will have space for up to 48 cars.
- 3.2.8 Visibility to the right from the recreational area access will be available to the A520 Cheadle Road/Felthouse Lane junction, whilst visibility to the left from the access will be available to the Felthouse Lane/Woodlands Avenue junction, as measured from a 2.4m minor road visibility setback distance.

4.0 TRANSPORT SUSTAINABILITY

4.1 Bus Accessibility

4.1.1 The nearest bus stops to the site access are located on the A520 Cheadle Road, approximately 800m from the site. The bus stop locations and bus routes are shown on SCP 3, which also shows the areas within a 2.0km walking distance of the site.

4.1.2 The Institute of Highways & Transportation's (IHT's) document entitled "Guidelines for Providing for Journeys on Foot" sets out that, assuming a walk speed of 1.4m per second, the distance from the site to the bus stops equates to a walk time of just under 10 minutes.

4.1.3 In addition, table 3.2 in "Guidelines for Providing for Journeys on Foot" suggests that 800m is an acceptable walking distance.

4.1.4 The bus stops on the A520 Cheadle Road are served by the following services:-

Bus Services along A520 Cheadle Road (Northbound)				
Period	Service	First Service	Last Service	Frequency
Mon - Fri	16 Hanley – Werrington – Cellarhead – Cheddleton – Leek	18:17	23:27	45 mins
Saturday		09:22	23:27	60 mins
Sunday		09:02	22:53	120 mins
Mon - Fri	106 Newcastle – Stoke – Cellarhead - Leek	11:21	18:01	130 mins
Saturday		No service	No service	No service
Sunday		No service	No service	No service

Bus Services along A520 Cheadle Road (Southbound)				
Period	Service	First Service	Last Service	Frequency
Mon - Fri	16 Leek – Cheddleton – Cellarhead – Werrington – Hanley (D& G)	06:33	22:39	45 mins
Saturday		08:01	22:39	60 mins
Sunday		08:15	22:45	120 mins
Mon - Fri	106 Leek – Cellarhead – Stoke – Newcastle (D & G)	07:55	16:20	120 mins
Saturday		No service	No service	No service
Sunday		No service	No service	No service

4.1.5 The bus stops on the A520 Cheadle Road are served by service numbers 16 and 106. These services offer travel to Hanley, Stoke-on-Trent, Leek, Newcastle-under-Lyme, Wetley Rocks and Werrington, amongst others. The bus services therefore offer links to the main conurbations around Cheddleton.

4.1.6 Bus service 16 offers a link to Hanley bus interchange, from where numerous further services to/from locations across the region and country are available.

4.2 Rail Accessibility

4.2.1 Stoke Railway Station is located approximately 10km from the site, and is located on the route of bus service 106 (see above), which stops directly outside the station. From Stoke-on-Trent Railway Station, train services are available to a large number of locations across the country, which are illustrated on the rail network map in Appendix C.

4.3 Pedestrian Accessibility

4.3.1 As part of the development proposals, it is proposed that Felthouse Lane will be stopped up just beyond its junction with Woodlands Avenue. However, a footpath link is proposed through the end of the stopped-up Felthouse Lane, which will enable the continued use of the existing Felthouse Lane route for pedestrians.

- 4.3.2 In addition, a new footway is proposed along the northern side of Felthouse Lane (located within the boundary of the recreational area site), measuring some 190m in length, which will link onto the realigned Felthouse Lane. This will provide for improved pedestrian facilities for the existing and proposed pedestrian users of Felthouse Lane, who currently are limited to a narrow 1 - 1.3m wide footway (see section 2.2.3 earlier) on the southern side of the road.
- 4.3.3 SCP 3 illustrates the areas within 0.8km and 2.0km walking distance of the site. As discussed earlier, 0.8km is considered by the IHT to be an acceptable walking distance, whilst 2.0km is considered to be a distance which offers the greatest potential to replace short car trips.
- 4.3.4 SCP 3 shows that there are 3 main residential areas within 2km of the site, from which it can reasonably be expected that the proposed residential development will draw the majority of it's staff from. Within 0.8km is the residential area served from Folly Fields and Woodlands Avenue (described earlier), whilst within 2km are the larger residential areas of Wetley Rocks and Cheddleton.
- 4.3.5 J.P. Pointons currently own some of the residential properties along Felthouse Lane and in the vicinity of Woodlands Avenue, from which some existing employees of the site walk to work.

4.4 Cycle Accessibility

- 4.4.1 SCP 4 illustrates a 5.0km cycling isochrone centred on the site. SCP 4 illustrates that there are a number of further residential areas within cycling distance of the site, such as Werrington, Horse Bridge, Basford Green and Longsdon.

4.5 Summary

- 4.5.1 Although the proposed energy resource centre is, as would be expected for this type of industrial use, set some distance apart from what would normally be regarded as a highly sustainable, accessible location, the site still remains realistically accessible by bus and by walking means.

4.5.2 Invariably with a site of this nature there will be a trade-off between wishing to locate this type of industry away from residential areas and transport corridors to protect amenity, whilst seeking to maintain the accessibility of the site by sustainable modes of travel. It is considered that, in this respect, the site is successful in striking an appropriate balance.

5.0 HIGHWAYS IMPACT

5.1 General

5.1.1 This chapter provides a summary of the traffic flows generated by the existing rendering plant and the proposed energy resource centre in order to establish the predicted traffic flows along the new access road which will link onto the A520 Cheadle Road.

5.2 Existing Rendering Plant Traffic Generation

5.2.1 The level of traffic generated (vehicles) by the existing rendering plant is taken from the traffic survey (see Appendix A), and is summarised as follows:-

Traffic Generated by the Existing Rendering Plant (Vehicles)			
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
11	10	11	26

5.3 Proposed Development Traffic Generation

5.3.1 In order to estimate the traffic generation of the proposed development during the peak hours, the observed traffic flows generated by the existing rendering plant GFA (9,649sq.m) have been factored to the proposed development GFA (8,891sq.m). The proposed use traffic generation (vehicles) is set out in Appendix D and is summarised as follows:-

Proposed Use Traffic Generation (Vehicles)			
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
10	9	10	24

5.3.2 The estimated traffic flows generated by the proposed energy resource centre are robust for the following reasons:-

- i) The proposed development will result in a significant reduction in existing HGV flows generated by the existing rendering plant. This reduction will occur due to a large number of existing traffic movements currently being associated with off-site storage and treatment of tallow and meat and bone material (MBN) being transferred to the proposed facility. For example, over an average week it is anticipated that the proposed development will result in a decrease of approximately 140 two-way HGV movements. This is because certain products are transported to and from the existing rendering plant a number of times for storage and treatment because of regulatory constraints and commercial requirements associated with such material. The proposed development will provide facilities for storage and treatment of such material thus removing these existing traffic movements from the highway network.
- ii) The existing use of the site is predominantly B2 with B1 elements included. B1 and B2 uses are generally more traffic intensive than the proposed use of the site which will have predominantly B2 with some B8 type use elements. The factoring up of traffic flows from a more traffic intensive existing use will therefore provide a robust estimate of the traffic generated by the proposed energy resource centre during the peak hours.
- iii) There will not be an increase in the office and administration staff as a result of the proposed development. As a significant proportion of the observed peak hour traffic flows are generated by office and admin staff then the factoring up of the existing traffic flows will therefore provide a robust estimate of the traffic generated by the proposed energy resource centre during the peak hours.
- iv) There is currently a restriction on HGV movements along Felthouse Lane between 0000 and 0600 due to the current access road running adjacent to residential properties. As discussed earlier, the proposed access will be to the north of the existing access and it is therefore anticipated that there will be no need for a temporal restriction on HGV movement. This will therefore improve the temporal distribution of the existing rendering plant which therefore has the potential to reduce peak hour traffic flows.

- v) There is planning permission for B2 use on the Beresford's site. However, the removal of the potential traffic flows on the local highway network as a result of this has not been taken into consideration in this assessment, which is therefore a robust approach.

5.4 Total Traffic Flows Along Proposed Access Road

5.4.1 The total traffic flows that are estimated to use the proposed access road during the peak hours is the sum of the existing and proposed uses of the JP SL site, and is summarised as follows:-

Proposed Access Road Use Traffic Generation (Vehicles)			
AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
21	19	21	50

5.5 Trip Distribution

5.5.1 The trip distribution of traffic at the A520 Cheadle Road/proposed access road junction has been based on the existing turning percentages observed during the traffic survey (Appendix A) at the A520 Cheadle Road/Felthouse Lane junction. The trip distribution percentages are presented in Appendix E and are summarised as follows:-

Trip Distribution Percentages at A520 Cheadle Road/Proposed Access Road Junction				
	AM Peak		PM Peak	
Direction	Arrivals	Departures	Arrivals	Departures
North	46%	48%	63%	63%
South	54%	52%	37%	37%

5.6 Traffic Assignment

5.6.1 The total traffic flows using the proposed access road have been assigned at the A520 Cheadle Road/proposed access road junction according to the trip distribution percentages in 5.5.1 above. The results are presented in Appendix F.

5.7 Assessment Traffic Flows

5.7.1 The assessment traffic flows are the sum of the assigned traffic flows (Appendix F) and the surveyed passing flows along the A520 (Appendix A), and are presented in Appendix G.

6.0 JUNCTION ASSESSMENT

6.1 PICADY Assessment

6.1.1 Appendix H presents an assessment of the capacity of the proposed A520 Cheadle Road/site access road junction with the development in place.

6.1.2 PICADY software is used in the assessment. The results are presented in Appendix H and are summarised as follows:-

PICADY Results for the Proposed Site Access				
	Junction Performance			
	AM Peak		PM Peak	
Location	Maximum RFC	Maximum Queue	Maximum RFC	Maximum Queue
Exit from the proposed site access (southbound)	0.021	0.0	0.50	0.1
Exit from the proposed site access (northbound)	0.035	0.0	0.145	0.2
Entry into proposed access road from A520 (south)	0.041	0.1	0.029	0.0

RFC = Ratio of Flow/Capacity

6.2 Conclusions

6.2.1 The predicted maximum RFC values, for the AM and PM peak periods fall well below the normal 0.85 practical capacity threshold. The proposed access junction will therefore operate satisfactorily with the proposed development in place.

6.2.2 The maximum queue length from the A520 Cheadle Road (south) into the proposed access is 0.1 in the AM peak, with no queue recorded in the PM peak. This confirms that no blocking of traffic will occur by vehicles turning right into the proposed access during the peak hours and that the through traffic on the A520 Cheadle Road (northbound) will remain in free flow with the development and new access road in place.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 Planning permission is sought for a proposed energy resource centre as an extension to the existing J.P. Pointons rendering plant at Cheddleton, Staffordshire. Planning permission is also sought for a new community recreational area on a site known locally as the 'Beresfords' site which is located to the north-west of the A520 Cheadle Road/Felthouse Lane junction.
- 7.2 The proposed energy resource centre, along with the existing rendering plant, will be accessed via a new access road which will link onto the A520 Cheadle Road at a point approximately 110m to the north of the existing access (Felthouse Lane). The proposed access will offer a significant improvement over the existing site access in that it will improve amenity for residential property along Felthouse Lane (by removing the HGV traffic associated with the rendering plant from that road), it will have a standard highway cross section suitable for HGV traffic, it will offer large corner radii for large vehicles turning into the access and will offer massively improved visibility in both directions along the A520 Cheadle Road from the existing access at Felthouse Lane.
- 7.3 Felthouse Lane will be stopped-up as part of the proposals and will serve the recreational area on the Beresfords site. Improvements to the poorly surfaced area near to Felthouse Lane's junction with the A520 Cheadle Road can be implemented as part of the development.
- 7.4 The nearest bus stops to the site are situated on the A520 Cheadle Road within acceptable walking distance. The bus services from these stops travel to Hanley, Stoke-on-Trent, Leek and Newcastle, with one service providing a direct link to Stoke-on-Trent Railway Station, from where rail services are available to locations across the region.
- 7.5 For pedestrians, a new footway along the northern side of Felthouse Lane is proposed as part of the development. There are 3 main residential areas within 2km walking distance of the site from which the development can reasonably expect to draw the majority of it's new employees from. In addition, there are a number of further residential areas within 5km cycling distance of the site.

- 7.6 The estimation of the traffic generation of the proposed development has been based on the traffic patterns associated with the existing site. This is considered to be a robust approach given that the proposed development will result in the removal of existing traffic movements associated with the existing rendering plant, it will not be subject to as intense a usage as the existing site, and will not have admin staff which usually travel to the existing site during the peak hours.
- 7.7 The traffic impact of the proposed development has been considered during the peak hours. The analysis confirms that the new access road will easily be able to accommodate the predicted level of traffic associated with the existing rendering plant and proposed development, with no blocking of northbound traffic on the A520 Cheadle occurring as a result of right turning vehicles into the site.
- 7.8 The proposal is therefore commended to the local highway and planning authorities for approval.