

Project:- PROPOSED ENERGY RESOURCE CENTRE, LAND OF FELTHOUSE LANE,
CHADDERTON

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1. INTRODUCTION

- 1.1 J. Pointon and Sons Ltd (JPSL) 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; Community Recreational Facilities and a new junction of Felthouse Lane with Cheadle Road also form part of the planning application.
- 1.2 Singleton Clamp & Partners (SCP) have been instructed by JPSL to advise on highway issues associated with the proposed development.

2. PURPOSE OF NOTE

- 2.1 The purpose of this note is to provide an estimate of the changes in traffic flows that will occur as a result of the proposed development, which will access the A520 Cheadle Road via a new road, approximately 110m north of where Felthouse Lane meets the A520.

3. INCREASES IN CAR TRAFFIC FLOWS DUE TO PROPOSED ENERGY RESOURCE CENTRE

- 3.1 The increases in two-way car traffic flows that will occur as a result of the proposed energy resource centre are summarised in the following table:-

Reason for Traffic Increase	Associated Weekly Traffic Movements (Two-Way)
50 Additional Staff at Proposed Energy Resource Centre (assuming that 64% of staff travel to work by car, as derived from 2001 census statistics, 7 days per week)	448 cars
Total:	448 cars

4. CHANGES IN HGV TRAFFIC FLOWS DUE TO PROPOSED ENERGY RESOURCE CENTRE

4.1 The changes in two-way traffic flows that will occur as a result of the proposed energy resource centre are summarised in the following table:-

4.2

Reason for HGV Traffic Reduction/Increase	Associated Weekly Traffic Movements (Two-Way)
Net increase in Tallow Import (400T where 1 HGV holds 25T)	+32 HGVs
Reduction due to Energy Plant Consumption	-50 HGVs
Reduction in Category 3 Meat and Bone Meal Traffic Movements (removal of off-site storage/treatment due to new development)	-54 HGVs
Packaged Pet Food (removal of off-site storage due to new development)	-30 HGVs
Reduction in Need to Store Trailers Off-site (due to existing Section 52 Agreement on Felthouse Lane)	-76 HGVs
Reduction in Movements to Countryside Store Associated with Castle Cement	-84 HGVs
Total HGV Reduction :	-262 HGVs

5. NET CHANGES IN TRAFFIC FLOWS

- 5.1 The net change in HGV two-way vehicular traffic flows that will occur as a result of the proposed energy resource centre are as set out above.
- 5.2 The net increase in two-way vehicular traffic will be **186226** vehicles per week. However, there will be an overall net decrease of 262 HGVs per week due to the proposed development.

6. AVERAGE HOURLY CHANGE IN TRAFFIC FLOWS

- 6.1 The hours of operation at the proposed development will generally be more intense between the hours of 06:00 and 20:00. Over a week, this equals 98 hours where the majority of traffic will be expected to travel to and from the site.
- 6.2 Assuming that the net weekly increase in traffic is evenly spread across the hours of operation, the net two-way hourly increase in vehicular traffic that will occur is equal to the net two-way increase in traffic (**19986** vehicles) divided by the weekly hours of operation (98 hours). This equates to an increase of just **overunder** 2 traffic movements per hour, over that associated with the existing rendering plant which currently routes along Felthouse Lane.
- 6.3 However, it can reasonably be expected that the spread of additional traffic will be most concentrated around the periods where working shift patterns begin/end at the proposed site. The hours of operation are anticipated to be the same as those at the existing rendering plant, and are 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.