Adams Food Ingredients
New Facility
Sunnyhills Road
Leek

Transport Assessment
February 2010

Contents

Appendices

Issue	Date	Prepared by	Reviewed by	Approved by
1	17/02/2010			

1.0 Introduction

1.1 This Transport Assessment has been prepared by Woods Hardwick Infrastructure LLP on behalf of Adams Food Ingredients Ltd. It has been produced in support of their Detailed Planning Application to develop land in order to provide a new facility off Sunnyhills Road, Leek.

1.2 As stipulated in the Guidance on Transport Assessment (GTA) (2007) published by the Department of Transport and the Department for Communities and Local Government, the report sets out the transport issues relating to the proposed development

1.3 The scoping has been agreed with the local Highway Authority.

1.4 This Transport Assessment demonstrates that the development of the site to provide a 7,241m^2 processing facility within an established industrial estate in a sustainable location will have no detrimental impact on vehicle movements in the surrounding transport network.

1.5 Furthermore, the revised National Guidance on Transport published in March 2001 (which seeks to integrate planning and transport, walking and cycling and to reduce the need to travel especially by car) is fully satisfied.

2.0 Existing Site

2.1 Leek is a market town in the County of Staffordshire and the administrative centre for Staffordshire Moorlands District Council, 15km to the north east of Stoke-on-Trent.

2.2 The town is dissected by five main roads: the A53 from Buxton in the north east; the A523 from Ashbourne in the south east; the A520 from Stone in the south; the A53 from Stoke-on-Trent in the south west and the A523 from Macclesfield in the north west.

2.3 Situated immediately to the southwest of the built-up settlement enveloping Leek Town Centre, the triangular site is located within the well established Barnfields Industrial Estate, off the A53 Newcastle Road.

2.4 Residential properties are found to the north of the site, along Newcastle Road. The eastern site boundary adjoins the Kerrygold site with Sunnyhills Road forming the third boundary of the site.

2.5 Newcastle Road in the vicinity of the junction with Sunnyhills Road is a single carriageway with a 30mph speed limit.

2.6 Both Newcastle Road and Sunnyhills Road benefit from street lighting.

Access

2.7 Although the site lies on the fringe of the built-up area, it is nonetheless in a sustainable location and is permeable to transport modes other than the private car as convenient links exist for public transport and for non-vehicular modes.

2.8 Pedestrian and cycling routes are well signposted and bus stops are located on Newcastle Road, immediately opposite the junction with Sunnyhills Road. (More detail on facilities for Non-Motorised Road Users in sections 4 and 5.)

2.9 A continuous footpath links Newcastle Road and Sunnyhills Road leading towards the site as can be appreciated in the photograph below.

2.10 The footpath on the northern side of Sunnyhills Road lies along the entire southern frontage of the proposed new facility.

2.11 Street lighting is available along Sunnyhills Road into the Barnfields Industrial Estate and the provision for pedestrians is in very good condition. There is no off-street cycling in this area.

3.0 Transport Policy

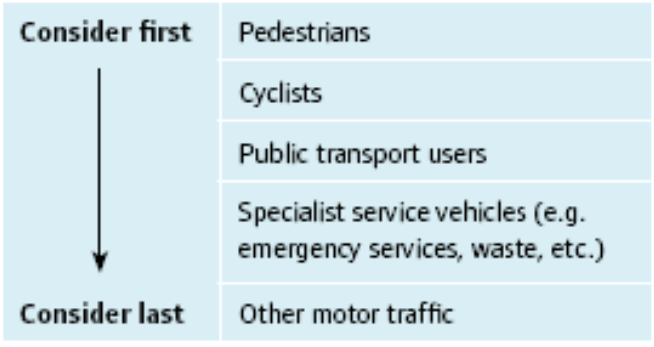
3.1 This Transport Statement considers the guidance set out in the Department for Transport document 'Guidance on Transport Assessment' published in March 2007. In accordance with this guidance a review of relevant transportation policy at a national, regional and local level has been undertaken.

3.2 Planning Policy Guidance Note 13 (PPG13), published in March 2001, seeks to change the priority in transportation planning away from reliance on the private car to one which encourages walking, cycling and public transport. Paragraph 28 of PPG13 states that new developments should help to create places that connect with each other sustainably; providing the right conditions to encourage walking, cycling and public transport.

3.3 The requirement for developers (in partnership with local authorities) to submit plans for the implementation and maintenance of measures that will minimise the traffic generated by their development and that encourage walking and cycling is reinforced in paragraph 33 of the DfT Circular 02/07.

3.4 Walking is considered to be the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly for journeys that are less than 2km as outlined in paragraph 75 of PPG13. The importance of providing sustainable routes for journeys of greater distances is described in paragraph 72 through the encouragement of a high quality, safe, secure and reliable network of routes, with good interchanges, which match the pattern of travel demand in order to maximise the potential usage of public transport.

Figure 1



Source: Department for Transport Manual for Streets 2007

3.5 The ‘Road User Hierarchy’ (reproduced in Figure 1 above) as put forward in the Department for Transport’s ‘Manual for Streets 2007’ and ‘Building Sustainable Transport into New Developments 2008’ also considers walking and cycling to be the two preferred modes of travel and recommends that where possible a scheme should follow this proposed hierarchy.

3.6 In addition to the provision of effective sustainable travel routes there is also recognition of the importance of the distribution of facilities; paragraph 20.4 of PPG 13 recommends that local authorities should locate day to day facilities which need to be near their clients in local and rural service centres, and adopt measures to ensure safe and easy access, particularly by walking and cycling.

3.7 There is a recognised tendency at all Policy levels towards a shift towards the use of sustainable modes. Pedestrian, cycle and other non-motorised transport networks should be managed and improved to enhance access to work, schools and town centres and to provide access to the countryside, urban greenspace and recreational opportunities.

3.8 Another frequently denoted aspiration is for the provision of sustainable access to areas of new development and regeneration along with safe efficient and sustainable movement between homes and workplaces, educational facilities, town centres, health provision and other key destinations are also primary aims of the document.

3.9 Integration of land use and transport planning in order to reduce the need to travel by the private motor vehicle is underpinned by the importance of improving the attractiveness of walking and cycling and implementing travel demand measures.

3.10 Staffordshire Moorlands Local Plan (SMLP) Saved Policy E10 sets the criteria that industrial development needs to meet, which in terms of transport reflects the need for suitable road access and adequate parking.

3.11 The need to not generate levels of traffic which cannot be absorbed into the existing road network is also highlighted within the Saved Policy.

3.12 From the above summary of relevant planning and transportation documents and themes it is evident that policy makers at a National, Regional and Local level have a shared desire to bring about a shift away from the private car towards walking, cycling and public transport patronage.

4.0 Proposed Development

4.1 Located within the Leek Town Development Boundary and within an existing and well established employment area, the proposals for the site consist of the provision of a processing facility with an area of 7,241m^2 within an overall site of 1.82ha.

4.2 This new facility will replace the existing Adams Food Ingredients plant in Prince Street, Leek. All operations will move to the new premises which will have been designed specifically to provide a more efficient, modern, state-of-the-art plant for the future of the business.

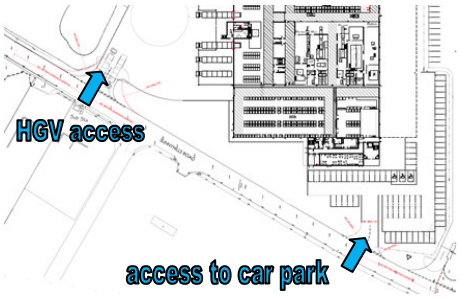
4.3 It is envisaged that all current employees will move to the new premises, and future growth in terms of personnel can also be accommodated.

4.4 The preliminary site plan is contained at **Appendix 1**.

4.5 Acknowledging the SMLP requirements set out in 3.10 above, suitable road access is proposed at two distinct locations in order to separate HGVs and deliveries from cars accessing the car park.

4.6 The location and geometrical dimensions of both junctions have been discussed with the local Highway Authority who have provided useful input and amended accordingly.

4.7 While maintaining a clearly legible road structure, the proposed layout will minimise any possible conflict between different vehicle types manoeuvring into and out of the site and any using the existing accesses off Sunnyhills Road.



4.8 The level of parking has also been adjusted in line with the desire of the Local Highway Authority and has been set at 74 parking spaces in the staff/visitor car park accessed off the second access point.

4.9 Pedestrian access will also be via the southern access point to avoid conflict with HGVs and other moving vehicles and has been continued on from the existing footpath along Sunnyhills Road thus linking the site to Newcastle Road and Leek Town Centre.

4.10 Access for cyclists is proposed from the southern access with provision for 15 bicycle racks located securely near the entrance to the proposed new facility to maximise passive surveillance.

5.0 Impact Appraisal

5.1 The opening paragraph of PPG 13 states that "our quality of life depends on transport and easy access to jobs, shopping, leisure facilities and services…but the way we travel and the continued growth in road traffic is damaging our towns, harming our countryside and contributing to global warming".

5.2 The Adams Food site is well located to satisfy these requirements for a good quality of life whilst minimising traffic flows on the local highway network and mitigating the harmful effects of global climate change.

5.3 The Department for Transport: Guidance on Transport Assessment 2007 outlines the issues which a transport statement should address where a proposed development is likely to have relatively small transport implications.

5.4 The guidance has been written in accordance with PPG13 which in Annex C states that Local Planning Authorities should ensure that their approach to planning for local infrastructure is compatible with the 'New Approach to Appraisal' (NATA). Throughout the NATA process the Government's five objectives for transport as outlined in A New Deal for Transport' and 'A New Deal for Trunk Roads' White Papers are central.

5.5 The five objectives are: economy, environment, safety, integration and accessibility. Adopting this approach for Transport Assessments ensures that the wider impacts of the development proposals are considered.

5.6 Although this specific approach is recommended for cases in which the development proposals are likely to have significant transport implications, an overview of what each of these five objectives entails and a summary of how the proposed development addresses each objective is presented in what follows as it provides a fuller context in which to view the proposals' impacts.

Economy

5.7 The economic aspect is concerned with improving the economic efficiency of transport for consumers, business users and providers of transport. More specific objectives relate to: non-motorised users' journey time; motorised road users' journey time reliability; and user costs.

5.8 Direct, accessible, safe, well-maintained and overlooked footpaths connect the site to the extensive range of local services and facilities. This area of Leek is also well served in terms of cycle routes for both commuting and leisure facilities.

5.9 Sustainable journeys are further facilitated through the provision of frequent bus services which are accessible from the bus stops along Newcastle Road; bus shelters are located within the 400m walking distance of the site recommended in PPG13.

5.10 Bus stops are located on either side of the carriageway along Newcastle Road, within the immediate vicinity of the site.

5.11 The provision of convenient walking and cycling infrastructure alongside a comprehensive public transport network facilitates the reduction in journey times, while providing accessibility without relying exclusively on the private car, thereby reducing user costs.

5.12 Motorised road users' journey time reliability is assured due to the presence of roads and junctions with ample capacity and visibility, neither of which will be impaired as a result of the development.

Environment

5.13 The direct and indirect impact of transport on the environment of both users and non-users is to be considered.

5.14 The existing provision of a comprehensive walking, cycling and public transport infrastructure in the region of the site provides benefits in terms of physical health while offering greater journey ambience and a reduction in the stress levels often associated with private car journeys.

5.15 The existing footpath running along the southern boundary of the site, which is to be retained, forms part of a comprehensive cycling/walking network in the locality and beyond, which lessens the need for journeys to be made by way of the private motor vehicle.

5.16 As described in greater detail below, there is a comprehensive local cycle network that connects the site to regional destinations further reducing reliance on the personal car journeys.

5.17 The provision of good walking and cycling facilities encourages the uptake of non-motorised modes providing benefits in terms of personal health and well-being, while assisting in bringing about urban cooling and thereby mitigating the effects of global climate change.

5.18 The public transport infrastructure serving the region in which the site lies offers a greater journey ambience and a reduction in the stress levels often associated with private car journeys.

Safety

5.19 Within the New Approach to Appraisal (NATA) context safety is concerned with reducing the loss of life, injuries and damage to property resulting from transport incidents and crime on critical locations of the road network.

5.20 The provision of footpaths alongside the highway in the locality of the site is in line with the guidance set out in Manual for Streets (MfS). For safety reasons MfS advises that cars, cyclists and pedestrians should be kept together if the route is over any significant distance and that there should be a presumption against routes serving only pedestrians and/or cyclists.

5.21 Manual for Streets also recognises the importance, in personal safety terms, of footpaths being overlooked and thereby providing natural surveillance. The increased safety associated with over-looked streets is also alluded to in the Government's national guidance 'Encouraging Walking: Advice for Local Authorities' (March 2000) which concurs that walking is good for communities as streets are safer with people in them.

Integration

5.22 In terms of integration it is necessary to assess the potential for the development to influence interaction among all transport modes (motorised and non-motorised), either in isolation or in combination with other developments.

5.23 The proposed development promotes social inclusion and integration with wider issues of Government policy such as environmental sustainability and health being considered. This is demonstrated by the design of the site which is permeable by both vehicular and non-vehicular modes and is well located to promote inter-modal exchanges.

5.24 Attractive and well-connected permeable street networks are to be found in the locality of the site and the access points to the development are situated so as to maximise the interconnectivity and encourage more people to walk and cycle to local destinations

improving their health while reducing motor traffic, energy use and pollution.

5.25 A relatively high proportion of pedestrians observed in the areas surrounding the site is encouraging in terms of integration as it increases the opportunity for people to meet one another on a casual basis strengthening communities and encouraging a sense of pride in the local environment.

5.26 Well-designed streets have a crucial part to play in the delivery of sustainable communities; defined in MfS as being "places where people want to live and work, now and in the future". In this respect, the nature of the development proposed is akin to that already existing on the wider site and complements the adjacent land uses.

Accessibility

5.27 Accessibility is concerned with the ability with which people can reach different locations and facilities by different modes. Issues to be addressed include:

- Access to the transport system – locating access points and links for pedestrians and cyclists to the wider transport network.

- Access to the local area – providing transport nodes or interchanges for the proposed development that will benefit the community as a whole.

- Community severance – ensuring that the development does not create barriers within the local community.

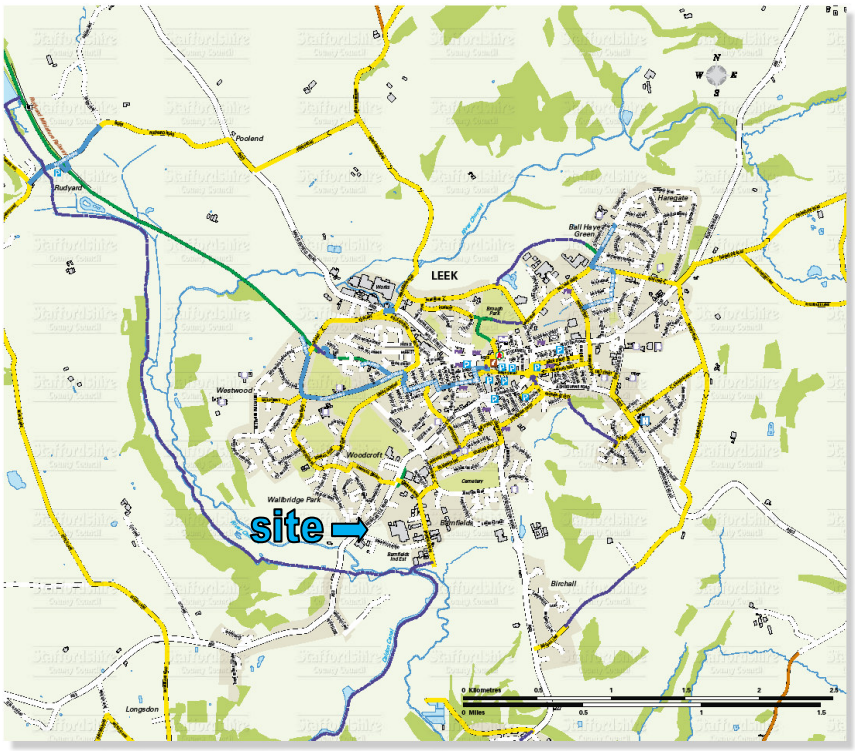
5.28 As outlined in the Government's national guidance, 'Encouraging Walking: Advice for Local Authorities' (March 2000), walking is an essential part of public transport journeys and of some journeys which are mainly by car.

5.29 Walking is also considered to be good for communities as streets are safer with people in them. From the site a well connected network of accessible, over-looked and well maintained footpaths connect the site to a range of essential day-to-day services and facilities.

5.30 Safe and accessible footpaths also provide access to bus-stops in proximity to the site, thereby providing the opportunity for multi-modal sustainable travel to destinations that are further afield.

5.31 Staffordshire County Council publishes "Cycling in Staffordshire Moorlands" and the Leek Urban Centre Map shows all off- and on-road cycle routes in Leek and the surrounding areas. The Map also shows proposed routes and routes with significant gradients.

5.32 From the Cycle Network Map it is evident that the site is potentially well connected to its surroundings from a cyclist's perspective.



5.33 The site is within the recommended 400m walking distance (PPG13) of a bus stop providing regular services.

5.34 Bus stops and shelters are situated within 400m walking distance of the site on either side of the carriageway along Newcastle Road, within the immediate vicinity of the site.

5.35 The number 18 bus service operated by First Potteries stops along Newcastle Road every 20 minutes providing sustainable access to the site for those travelling from Haregate, Hanley and locations in between.

5.36 A summary of services that stop along Newcastle Road are presented in the table below:

Operator	No.	Route	Frequency
First Potteries	18	Haregate – Hanley	Every 20 Mins (Mon-Sat)
Clowes Coaches	165	Leek Town Circular (anti-clockwise)	5 per Day (Mon-Sat)
Clowes Coaches	166	Leek Town Circular (clockwise)	5 Per Day (Mon-Sat)
Clowes Coaches	194	Leek – Hanley	3 Daily (Weds&Fri)
Clowes Coaches	195	Leek – Congleton	1 Daily (Tues Only)

- This is an indicative list and not exhaustive audit

5.37 Details of the bus services are given in **Appendix 2**.

5.38 As outlined in Section 3 of this document, policy and guidance at all levels recommend that new developments are located within close proximity to essential day-to-day services and facilities.

5.39 There is a Morrisons Supermarket along Newcastle Road within a 10 minute walk from the site.

Impact Assessment

5.40 Following scoping discussions with Staffordshire County Council Development Control and the Local Highway Authority, capacity assessments have been undertaken at the Newcastle Road / Sunnyhills Road priority junction and the Newcastle Road / Burton Road / Broad Street / Junction Road four arm mini-roundabout.

5.41 In order to carry out the modelling process at these two locations, traffic data was obtained from Staffordshire County Council – Development Services Department. A printout of the 2009 traffic count data is included as **Appendix 3**.

5.42 In line with the DfT's Guidance on Transport Assessment (2007) the junctions have been modelled to include growth associated with the development in 2015. A printout of the TEMPRO outputs is included as **Appendix 4**, but summarised below for ease of reference:

	Growth 2009-2010	Growth 2009-2015
AM	0.999	1.089
PM	1.000	1.091

5.43 The standard methodology for deriving Trip Generation is by interrogating the TRICS database. The trip rates and resulting trip generation for the proposed industrial use on the site based upon an area of 7,241m² are presented in the tables below:

Trip Rates per 100m²

	Arrival	Departure
AM	0.265	0.062
PM	0.046	0.391

Trip Generation

	Arrival	Departure
AM	19	4
PM	3	28

5.44 A copy of the TRICS outputs is included as **Appendix 5**.

5.45 The current number of staff employed at the Princes Street facility is 40 with a projected increase to 52.

5.46 At present, the current 15 office staff work between 8:30-17:15. It is envisaged that the working hours will remain the same for the projected 20 office staff.

5.47 All other employees work on a shift pattern 6:00-22:00-5:59; all shifts clearly ending and starting outside the traditional Peak Hours of 8:00-9:00 and 17:00-18:00.

5.48 It is therefore deemed that the TRICS data for the industrial use is a robust proxy for the trips likely to be generated during the network peaks of 8:00-9:00 and 17:00-18:00.

5.49 An assessment of the Newcastle Road / Sunnyhills Road junction has been carried out using the industry standard computer modelling software PICADY 5.0; the Newcastle Road / Burton Road / Broad Street / Junction Road four arm roundabout has been modelled using ARCADY 6. Copies of all the modelling outputs for all scenarios are included as **Appendix 6**.

Newcastle Road / Sunnyhills Road junction

5.50 The 24 and 32 two-way trips (rounded to the nearest whole) in the AM and PM peaks respectively has been apportioned to the road network as per the observed distribution in order to generate a Do Something scenario.

5.51 The capacity of a junction is usually expressed in terms of Ratio of Flow to Capacity (RFC). The highest RFC values and maximum queue lengths at the Newcastle Road / Sunnyhills Road junction during the AM (08:00-09:00) and PM (17:00-18:00) peak periods in the Do Min scenario are presented in the table below:

2010 DM

A - Newcastle Road N
B - Sunnyhills Road
C - Newcastle Road S

	AM		PM	
Stream	**Max RFC**	**Q (veh)**	**Max RFC**	**Q (veh)**
B-A	0.058	0.060	0.083	0.090
B-C	0.030	0.030	0.052	0.050
C-B	0.123	0.140	0.017	0.020

5.52 The calculated capacities are an average and the values can vary about this average from day to day. Due to this variation there is a standard error of prediction of the entry capacity of ±15%.

5.53 In other words, if an RFC of about 0.85 occurs then queuing will (theoretically) be avoided in 5 out of 6 cases.

5.54 It can be appreciated from the figures presented in the above table that the junction is expected to operate within its capacity during the AM and PM peak periods in the Do Min scenario – the baseline flows without the addition of any development-generated traffic, but with growth applied.

5.55 Presented in the table below are the maximum RFC values and maximum queue lengths at the Newcastle Road / Sunnyhills Road junction when modelled for the Do Min scenario in the growth year 2015:

2015 DM

A - Newcastle Road N
B - Sunnyhills Road
C - Newcastle Road S

	AM		PM	
Stream	**Max RFC**	**Q (veh)**	**Max RFC**	**Q (veh)**
B-A	0.069	0.070	0.099	0.110
B-C	0.033	0.030	0.058	0.060
C-B	0.138	0.160	0.021	0.020

5.56 From the figures summarised in the table above it is evident that the junction will continue to operate within its capacity in 2015, without the development flows.

5.57 Maximum RFC values and queue lengths for the Newcastle Road / Sunnyhills Road junction with 2015 growth rates applied to the Do Something scenario (i.e. with the addition of the projected development-generated flows) are presented in the table below:

2015 DS
A - Newcastle Road N
B - Sunnyhills Road
C - Newcastle Road S

	AM		PM	
Stream	**Max RFC**	**Q (veh)**	**Max RFC**	**Q (veh)**
B-A	0.081	0.090	0.156	0.180
B-C	0.038	0.040	0.093	0.100
C-B	0.169	0.200	0.023	0.020

5.58 It can be seen from the results in the previous table that the junction will continue to operate well within its theoretical capacity and therefore no adverse effect will result given the development parameters assumed at this site.

Newcastle Road / Burton Road / Broad Street / Junction Road

5.59 Following a similar methodology as used for the assessment of the priority junction (described above), the Newcastle Road / Burton Road / Broad Street / Junction Road roundabout was modelled in order to ascertain the magnitude of any impact likely to be attributed to the development proposed by Adams Food Ingredients at the Sunnyhills Road site.

5.60 The roundabout has been modelled using the standard industry package ARCADY 6.0 for the same scenarios as the above priority junction i.e. 2010 Do Min, 2015 Do Min and 2015 Do Something.

5.61 Summarised in the table below are the maximum RFC values and queue lengths predicted at the roundabout for both the AM and PM peaks to establish the baseline.

		Max RFC	Q (veh)
		2010 DM	
AM			
	A - Broad Street	1.101	34.4
	B- Junction Road	0.596	1.4
	C - Newcastle Road	1.245	112.5
	D - Burton Street	0.828	4.1
PM			
	A - Broad Street	1.353	119.2
	B- Junction Road	0.821	4.2
	C - Newcastle Road	0.766	3.1
	D - Burton Street	0.728	2.5

5.62 From the figures presented in the table above it can be appreciated that the roundabout currently operates above its theoretical capacity and that queues can be present on two approaches in the AM Peak with queues forming on one approach in the PM Peak.

5.63 These results demonstrate that there is an existing capacity problem at this junction, which is on one of the main arteries in and out of Leek.

5.64 The junction was modelled for 2010 with no additional development-generated flows. Alongside this a third scenario was run to include the development-related flows and to enable an assessment of the likely impact at this junction to be made.

5.65 For ease of reference, the maximum RFC and queue lengths have been tabulated and are presented side by side for comparative purposes below:

		Max RFC	Q (veh)	Max RFC	Q (veh)
		2015 DM		2015 DS	
AM					
	A - Broad Street	1.223	64.7	1.235	68.0
	B- Junction Road	0.650	1.8	0.653	1.8
	C - Newcastle Road	1.370	194.2	1.373	196.0
	D - Burton Street	0.896	6.3	0.899	6.5
PM					
	A - Broad Street	1.532	198.3	1.540	201.6
	B- Junction Road	0.890	6.6	0.890	6.5
	C - Newcastle Road	0.843	4.9	0.862	5.6
	D - Burton Street	0.850	4.8	0.866	5.3

5.66 Although the figures presented above clearly demonstrate that the theoretical capacity at this junction has been exceeded in 2015, it is important to interpret the results with caution.

5.67 Upon reaching capacity, the model outputs become increasingly unstable and as a result, queues grow exponentially. It is unlikely that queues of that magnitude (circa 200 vehicles) will form. Traffic will redistribute on the network and patterns will adjust to compensate for these conditions.

5.68 While bearing this in mind, and notwithstanding the clear capacity issues at this junction, it is important to quantify the impact of the development proposal at the Newcastle Road / Burton Road / Broad Street / Junction Road roundabout.

5.69 The maximum 2015 AM RFC value for the Broad Street approach increases from 1.223 to 1.235 when development flows are added; in the PM, it increases from 1.532 to 1.540 with the addition of development-related flows.

5.70 Similarly, the maximum 2015 AM RFC value for the Newcastle Road approach increases from 1.370 to 1.373 with the addition of flows from the development.

5.71 The increases in maximum RFC values resulting from the addition of flows generated by the development proposals cannot be considered material, as the magnitude by which they exceed the baseline is small.

5.72 In other words, in terms of vehicles per minute the increase is not perceptible:

		vehicles per minute 2015	
AM		base	plus dev
	A - Broad Street	9.31	9.38
	B- Junction Road	5.54	5.57
	C - Newcastle Road	16.48	16.52
	D - Burton Street	4.96	4.98
PM			
	A - Broad Street	12.58	12.60
	B- Junction Road	7.65	7.66
	C - Newcastle Road	10.69	10.91
	D - Burton Street	5.89	5.89

5.73 In view of this, no adverse effect can be attributed to the network as a result of the development proposals put forward by Adams Food Ingredients at the Sunnyhills Road site.

6.0 Summary and Conclusions

6.1 This Transport Assessment has been prepared on behalf of Adams Food Ingredients Ltd in support of a Detailed Planning Application relating to a development on a site off Sunnyhills Road, Leek for the provision of a new processing facility.

6.2 The site lies within the Barnfields Industrial Estate, which is an established employment area on the southern fringe of the Leek Town development envelope.

6.3 Sustainable access to the site by modes other that the car has been considered with the conclusion that the site is fully accessible by non-vehicular modes of transport and has good access to public transport services, as there is already an existing network of facilities for non-motorised road users.

6.4 This accessibility by non-vehicular modes is possible through the existing provision of direct, accessible, safe, well-maintained and overlooked footways and cycle paths. The site also benefits from a good level of public transport provision with regular services from the bus stops along Newcastle Road within the recommended 400m walking distance.

6.5 It can be concluded that the site is accessible by non-vehicular modes of transport with good access to the public transport network. The proposal conforms to policy and guidance at a national, regional and local level in terms of sustainability and accessibility and promotes sustainable travel through inter-modal exchanges in accordance with the 'Road User Hierarchy' put forward in Manual for Streets by successfully linking onto the existing facilities and residential areas.

6.6 Vehicular access to the site will be in the form of 2 distinct accesses off Sunnyhills Road to segregate various vehicle types – sited to create the best possible fit with existing accesses, paths and other non-vehicular routes and avoid conflict between different road users.

6.7 The result of an assessment of the likely impact of the assumed trip generation shows that the proposed development will not cause any insurmountable stress on the local highway network, as the vehicular traffic generated by the proposals is such that it can be absorbed into the existing road network.

6.8 **There are therefore no reasons in highway or transportation terms why the Detailed Planning Application for a 7,241 m^2 processing facility on land off Sunnyhills Road, Leek should not be fully supported through the planning process.**

A P P E N D I X 1

Preliminary Site Plan
WH Drawing 16381/SK04G

A P P E N D I X 2

Public Transport Information

A P P E N D I X 3

Traffic Count Data

A P P E N D I X 4

TEMPRO Outputs

APPENDIX 5

TRICS Data

APPENDIX 6

Modelling Outputs