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Graham Allen
Web site: www.staffordshire.gov.uk/planning

Our Ref: IDO/N/1 216 MW D4

Your Ref: DSG/JE/D102335

5 June 2007

Dear Sirs,

DELEGATION SCHEME: SUBMISSION OF DETAILS IN COMPLIANCE WITH CONDITION 30 OF PLANNING PERMISSION IDO/N/1 RELATING TO SUBMISSION OF LORRY ROUTEING DETAILS AND OPTIONS IN CONNECTION WITH THE REQUIREMENTS OF THE S106 LEGAL AGREEMENT PURSUANT TO WALLEY'S QUARRY, CEMETERY ROAD, SILVERDALE, NEWCASTLE-UNDER-LYME.

Thank you for your letters dated 7 December 2006 and 8 February 2007, which accompanied details submitted in compliance with Condition 30 of planning permission IDO/N/1 and the Section 106 legal agreement pursuant to the above site.

Condition 30 of the permission states: *'Within 3 months from the day on which, in accordance with section 22(2) of the 1991 Act the permission has effect, or such longer period as the County Planning Authority may agree in writing, a sign shall be erected in a location to be agreed in writing with the Planning Authority giving details of the vehicle routes agreed with the Planning Authority'*

The Section 106 Legal Agreement states: *"3(3) Mechanism for determining lorry routes (a) Redland shall prior to the tipping after 31 December 2001 pursuant to the IDO Permission of Approved Materials by Redland or any licensee under a licence granted after the date hereof shall submit details of the lorry routes to the Council for its approval not to be unreasonably withheld or delayed and may thereafter submit details of new or replacement routes if there is a change in circumstances since the last application for approval of the Council not to be unreasonably withheld and if the Council shall unreasonably refuse or delay its approval to any details submitted pursuant to this clause 3(3) the lorry routes shall be such routes as are determined by an independent highway engineer acting reasonably at the request of Redland".*

Details submitted

The submitted route options report dated February 2007 analyses the four route options available to HGV traffic travelling to and from the quarry. It assesses each route in turn looking at the highway traffic layout/features, possible constraints and accident history. At the request of the Highway Authority, possible access restrictions, including left in/out and trip timings have also been analysed.

Further analysis was undertaken on the A525 to the west, after landfill had commenced in January 2007, which demonstrated that only 1.5% of HCVs serving the quarry were using this route, equating to 5 HCVs per day.

/Contd.

Procedure

The submitted details have been subject to consultation, and notification has been carried out. Public notices were erected along the proposed routes and individual letters posted to 154 residents; relevant residents' associations were also notified. A press notice was published notifying the various locations, including libraries, where details of the proposed routes and routeing report were available for public access. The report and plan were also posted on the Staffordshire County Council's website.

Responses

External

Newcastle Borough Council was consulted on the proposals on 12 March 2007. No response has been received.

Silverdale Parish Council resolved to endorse the local highway authority suggestions contained in paragraph 2.8 of the route options report. Concern was raised at the lack of a pedestrian phase at the nearby crossroads controlled by lights; a suggestion was made that the applicant be required to contribute towards the costs of any improvements.

Keele Parish Council expressed concern about a number of traffic issues on the A525 (Route B) and Route A and do not support the report on the proposed routeing options. The Parish Council's concerns relate to the density and speed of existing traffic on the A525 (Route B) and some specific traffic issues on Route A. Other concerns were the potential cumulative impact of a proposal to provide a public civic amenity site at Maries Way and the dangers to road users and pedestrians due to an increase in traffic. The Parish also requested the closure of the M6 exit at Keele so as to avoid intolerable passage of traffic through the Keele Conservation Area.

The Environment Agency had no comments.

Internal

The Head of Transport Development Control (on behalf of the Highways Authority) has seen the consultation responses and the representations that have been received, all of which have been considered. The Highway Authority accepts the recommendations in the route options report and subsequent analysis, subject to the prevention of HCV traffic to/from the site using the A519 and a limit of 440 HCV loads being delivered to the site per week.

The Environment and Countryside Unit (ECU) had no objections to the proposals.

The Planning Regulation Team had no comments to make concerning the proposal, though it was noted that paragraph 2.9 of the report dismisses the use of 'turn left only' option which had been discussed at meetings prior to the submission of the options report.

Representations

As a result of the publicity and notifications which were undertaken, seven individual representations were received.

Five of the representations object to the use of Route B with particular regard to the A525 through Thistleberry. Heavy use of this road, its narrowness in places, cumulative impacts associated with new housing and recycling depot proposals and the number of accidents are cited as the main reasons for objection to this particular route. Two of the representations object to the use of Route C; noise and dust are cited as concerns.

Thistleberry Residents Association considered that the use of Keele junction of the M6 motorway should have been considered as an option; this was also supported in two of the other representations received. Routes C and D were also considered to be preferable to the use of Route B in one of the representations received.

Observations

The Routing Options Report has been developed through negotiation between the applicant, Scott Wilson (consultants) and the Highways Authority (Staffordshire County Council) and additional analysis has been undertaken, at the Authority's request, on a number of possible restrictions. The resulting report dated February 2007 is the product of these negotiations and assessments.

The assessment criteria were the road environment and highway safety. Having assessed each route under these criteria, the report concludes that each of the four options is acceptable to be used, given the highway geometry and accident history. All the routes under consideration are classified A or B roads and are therefore designed to accommodate significant volumes of traffic. Having examined possible access restrictions, including left in/out and trip timings, the report also concludes that these restrictions could result in creating additional highway safety problems including inappropriate 'u' turns and convoys of vehicles.

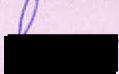
The Section 106 legal agreement requires that details of lorry routes shall be submitted for approval by the County Planning Authority as the Highways Authority, and that if the lorry routing details shall be unreasonably refused or delayed, the routes shall be such routes as could be determined by an independent highway engineer. The proposed routes have been subject to negotiations between the applicant and the Highways Authority prior to their submission for approval and the proposed routes have been considered along with the consultation responses and representations received. The Highway Authority accepts the recommendations in the report that all the proposed routing options are considered acceptable, subject to the prevention of HGV traffic travelling to and from the site using the A519 and to a limit of 440 HGV loads per week.

Condition 30 of planning permission IDO/N/1 requires that a sign shall be erected in a location to be agreed in writing with the Planning Authority giving details of the agreed vehicle routes. The most appropriate location for a sign would be at the quarry site, it is therefore considered that a sign indicating the agreed routes should be erected at, or in close proximity to the site entrance once the approval granted by this letter is given.

Under the powers delegated to the Corporate Director (Development Services) this letter **APPROVES** the submission of details – 'Route Options Report' dated February 2007.

In accordance with this approval and to fully comply with Condition 30 of planning permission IDO/N/1, a sign shall be erected at the Walley's Quarry site entrance giving details of the vehicle routes agreed with the Planning Authority.

Yours faithfully,


Richard Higgs
Deputy Corporate Director (Planning and Regeneration)

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12/2/07

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Graham Allen
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Staffordshire County Council
Highways House
Riverway
STAFFORD
ST16 2LE

Your Reference:

Our Reference: DSG/JE/D102335

Date: 8 February 2007

Dear Graham

Walleys Quarry Routeing Options Report

Further to your recent email, please find enclosed six copies of our Routeing Option Report for Walleys Quarry, Newcastle-under-Lyme.

If you have any queries, please do not hesitate to contact me using the details above.

Yours sincerely
for SCOTT WILSON LTD

pp D Gallear
Technical Director

DEVELOPMENT SERVICES
DIRECTORATE
12 FEB 2007

STAFFORDSHIRE COUNTY COUNCIL
DEVELOPMENT SERVICES
DATE RECEIVED
12 FEB 2007
APPLICATION No:
DATE VALID:



Lafarge Aggregates Ltd.

Walley's Quarry, Newcastle-under-Lyme Route Options Report

February 2007

**Walley's Quarry, Newcastle-under-Lyme
Route Options Report**

Client:	Lafarge Aggregates Ltd. The Horse Shoe Mountsorrel Quarry Mountsorrel Loughborough LE12 7GZ	Scott Wilson Ltd Dimple Road Business Centre Matlock Derbyshire DE 4 3JX
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Doc No: D102335/TP/002

Status: FINAL

Date: February 2007

Approved:

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APPENDIX A - SITE LOCATION PLAN

APPENDIX B - ROUTE DIAGRAMS

APPENDIX C - PIA RECORDS 2002 - 2005

1.0 INTRODUCTION

- 1.1 Scott Wilson Ltd. have been commissioned by Lafarge Aggregates Ltd, the owners of Redland, to act as independent Highway Engineering consultants, and, in this capacity, to give advice to Lafarge Aggregates Ltd. with respect to routeing options available to and from Walley's Quarry.
- 1.2 A Section 106 Agreement between Ibstock Bricks Limited, Redland Property Holdings Limited and Staffordshire County Council was signed on the 15th July 1998 with respect to work at the development known as Walley's Quarry.
- 1.3 This Agreement related to two aspects of work; the working of the clay at the site, and the deposit of waste materials.
- 1.4 A plan showing the location of Walley's Quarry is given as Appendix A.
- 1.5 The 1998 Section 106 Agreement was made subject to restrictions:-

3(1)

"Redland shall not after 31 December 2001 pursuant to the IDO Permission deposit or permit the deposit by any license under a license granted after the date hereof of Approved Materials unless it issues all drivers of Heavy Goods Vehicles entering and leaving the site thereafter with instructions as to the lorry route determined pursuant to clause 3(3) to be followed"

3(3)

"(a) Redland (here, not including any lessee) shall prior to the tipping after 31 December 2001 pursuant to the IDO Permission of Approved Materials by Redland or any licensee under a license granted after the date hereof (here, not including any lessee) shall submit details of the lorry routes to the Council for its approval not to be unreasonably withheld or delayed and may thereafter submit

details of new or replacement routes if there is a change in circumstances since the last application for approval of the Council not to be unreasonably withheld and if the Council shall unreasonably refuse or delay its approval to any details submitted pursuant to this clause 3(3) the lorry routes shall be such routes as are determined by an independent highway engineer acting reasonably at the request of Redland.”

2.0 METHODOLOGY

- 2.1 This report will examine routeing options between Walley's Quarry and the surrounding 'strategic road network box' made up of stretches of the M6 and the A500.
- 2.2 Using a small scale map of the area backed up by a site visit, it is clearly evident that the A34 would be used out of choice for trip ends to the north and east. To the south, the A34 would be preferred to the A519. It is evident that the local highway authority is keen to manage the use of the A519 and stop HGVs from 'rat-running' through the residential areas between A525 and A519. It has therefore introduced an area wide traffic management scheme prohibiting HGVs except for access on side roads. To the west, the A525 would be used and possibly the A531 between the A525 and the A500 and M6 J16. Therefore the routeing strategy could involve HGVs using the local 'B' roads from the landfill site to the A34 and A525.
- 2.3 From the above the local routes to be considered are as follows:
- A) North – to the A34 via the B5368
 - B) South – to the A34 via the B5044 and the A525
 - C) East – to the A34 via the B5044 and the B5367
 - D) West – to the A500 via the A525 and A531.
- 2.4 A plan showing these routes is given in Appendix B, with sites of particular importance illustrated.
- 2.5 The report will assess each route option using both subjective (urban environment) and objective (road safety record) variables:
- 1) The Urban Environment
 - including available road infrastructure and any sensitive boundary facilities (e.g. schools etc.)
 - 2) The personal injury accident (PIA) record
 - over a period of four years from 1st January 2002 to the 31st December 2005 in accordance with best practice

- 2.6 The routes will be assessed with conclusions drawn in Section 7.0.
- 2.7 Options Considered and Dismissed
The local highway authority is keen to assess whether using combinations of routes or timing of HGV trips could help to mitigate the impacts of the HGV traffic.
- 2.8 The local highway authority has suggested the following:
- A) The site access be made left in/left out;
 - B) The site access be made left out only;
 - C) No inbound or outbound trips on the local road network during school journey times, usually 0800 – 0900 and 1500 – 1600 hours on weekdays.
- 2.9 From the small scale map it is clear that prohibiting turning movements at the access would lead to the Inner Ring Road stretch of the A34 between its roundabout junctions with the A525 and B5368 being more heavily used. HGV mileage on 'B' roads generally in the inbound direction would increase. Additionally the left out only could lead to drivers U-turning at inappropriate locations, such a manoeuvre being difficult to control against effectively.
- 2.10 Similarly in the inbound direction it is impractical to control against HGVs being on the local highway network at certain times. Additionally such a restriction could result in outbound HGVs leaving the site in convoys, which is undesirable in terms of a possible increased environmental impact.
- 2.11 For these reasons it is not considered practical to continue with a detailed assessment of restricting the access or the timing of trips.

3.0 PROPOSAL

- 3.1 The extraction agreement at Walley's Quarry provided for the removal of clay deposits from the site. The permission gave a maximum generation of 880 HGV movements per week.
- 3.2 When clay extraction ceases at Walley's Quarry, the intention is to fill the void. When land filling has commenced, it is anticipated that the site will be operating at the maximum permitted generation, i.e. there will be no increase overall in HGV traffic. This is equivalent to 80 HGVs/day in and 80 HGVs/day out, assuming a 5½ day working week (0700 – 1900 hours Monday – Friday and 0700 – 1300 hours Saturday).
- 3.3 No information is available on the distributions of the land filling trips between points of the compass. However, this report considers routes to all compass points.

4.0 ROUTE ASSESSMENTS

4.1 Route A – North (to the A34 via the B5368)

4.2 The site access is located to the northern end of Cemetery Road directly opposite to the cemetery to the west. Traffic would turn right out of the access onto Cemetery Road and proceed northwards.

4.3 Cemetery Road is a single carriageway with wide verges and lit with class 2 lighting. There is a parking bay for the cemetery and a combined pedestrian cycleway along the western side. There is a grass verge along the eastern side.



Photograph 4.1: Cemetery Road; parking bay, combined foot/cycleway within wide verges

4.4 A crest in the vertical alignment limits visibility to the right from the access. Beyond the crest, the road falls to the access into the neighbouring garden centre and a signalised crossroads with Silverdale Road and Church Lane. There are single lane approaches on Cemetery Road, Silverdale Road (West) and Church Lane.

4.5 Traffic would proceed across the crossroads along Church Lane. The land use adjacent to Church Lane is predominantly residential but set back from the road after a quarry and industrial area is passed. There are footways on both sides of the lit road. Opposite Acacia Avenue there is a school and library.

Here the verges and footways are wide. There is a signalised pedestrian crossing outside at the main school entrance. A speed camera is located immediately beyond the signalised pedestrian crossing in the southbound direction.

- 4.6 At the northern end of Church Lane there is a double mini-roundabout junction with Knutton Lane. HGV traffic is routed between Church Lane and Knutton Lane (West): there is a narrow bridge across the railway line with a tight crest on Knutton Lane (East) that is unsuitable for larger vehicles. Consequently, traffic from the site would turn left and then immediately right at the junction of Knutton Lane and Lower Milehouse Lane. The layout is constrained. However, it was observed to be operating efficiently during a weekday PM peak period (1600 – 1800).



Photograph 4.2: Pedestrian crossing outside school and library on Church Lane

- 4.7 The development along Lower Milehouse Lane is mostly residential, set back from the road. However, there is also a Morrisons Supermarket and a large employment site. Both the supermarket and the employment site would generate HGV traffic.
- 4.8 The approach to the roundabout with the A34 is uphill. There is a signalised pedestrian crossing immediately before the junction.

4.9 There are no constraints to the routeing to the north that warrant precluding this route. Existing structures are set well back from the road as are the school and library. Furthermore the route is currently already trafficked by HGVs and this is likely to be increased in the future as employment sites are developed in the area.

4.10 Route B – South (to the A34 via the B5044 and A525)

4.11 Traffic leaving the site would turn left onto Cemetery Road and proceed approximately 1 kilometre to the junction with the A525 Keele Road. At this junction, the traffic would turn left again. Although the road is lit to class 2 standard the area adjacent to the road is predominantly of rural character after a commercial area next to the cemetery is passed.



Photograph 4.3: On street parking permitted on a short stretch of A525

4.12 After approximately ½ kilometre the road enters a residential area. The road is still lit (class 1). Although the road narrows, on-street parking is permitted and parked vehicles were observed. Continuing towards the town centre, the parking is restricted to off peak (8pm – 6am) periods only on one side of the road with double yellow lines on the other side. It passes by a residential home. Further towards the centre parking is prohibited with double yellow lines.



Photograph 4.4: Approach to the traffic signals at A525 – Pooldam

- 4.13 At a traffic signal junction with Pooldam, the HGV traffic would turn left.
- 4.14 There are no constraints to the routeing to the south that warrant precluding this route. Approximately half of the route is along non-residential roads. Where the route enters a built up area it narrows for a short stretch before widening out again. Parking is mainly controlled during the working day.
- 4.15 Route C - East (to the A34 via the B5044 & B5367)**
- 4.16 Traffic would proceed as for Route 1 to the signalised crossroads with Silverdale Road. Here traffic from the site would turn right. Silverdale Road is built up, predominantly residential, along the northern side. However buildings are set back from the road.
- 4.17 After approximately 1 kilometre Silverdale Road becomes Rowan Court. Here HGV traffic travelling away from the site, must turn left; the ahead route is restricted by the mainly commercial development on both sides and on street parking. The junction consists of two simple priority junctions back to back linked by a very short link road. At the second junction, vehicles would turn right onto Knutton Lane.
- 4.18 On the north side of Knutton Lane is the Newcastle Under Lyme College development and to the south a Council highways depot and Fire Station. The junction with the A34, a roundabout, is approached via a residential area with a signalised pedestrian crossing.

4.19 There are no constraints to the routeing to the east via the B5044 and B5367 with the possible exception of the Knutton Lane link junction arrangement (where the layout is unusual).

4.20 Route D (West to A500, via A565 and A531)

4.21 Traffic leaving the site would turn left onto Cemetery Road and proceed approximately 1 kilometre to the junction with the A525 (Keele Road). At this junction, the traffic would turn right.

4.22 This road is predominantly rural with junctions on both the north and south leading to the settlements of Keele and Silverdale. In addition, the A525 serves the main entrance of the Keele University campus and Silverdale Colliery (signed HGV route).

4.23 After approximately 4.8km, the A525 reaches a junction with the A531 at Madeley Heath. The A525 is a predominantly rural road to Market Drayton. The A531 is predominantly rural in nature although passing through the established settlements of Wrinehill and Betley and the new Wychwood Park development. There is on street parking in the villages, particularly Betley. After approximately 9km, this route reaches a junction with the A500 in Cheshire.

4.24 Summary

	Route A	Route B	Route C	Route D
Sharp bends	Moderate bend	Moderate bend	-	Moderate Bends
Junctions where HGVs stop	2	2	2	5
Speed limits	30/40	60 + 30/40	30/40	30/40/50/60
Development: <i>both sides</i>	✓	✓	✓	occasional
<i>one side</i>	✗	✗	✓	occasional
<i>rural</i>	✗	short section	✗	✓
Other hazards & sensitive locations (<i>e.g. schools</i>)	Primary school Library Supermarket	Retirement home	College Fire station	Village settlements of Madeley Heath, Wrinehill and Betley

Table 4.1: Summary of the four routes

4.25 There are no problems that indicate that any of the routes should be avoided.

Drivers of vehicles over 16'0" in height would need to be advised of a height restriction on the A531.

4.26 These routes should be self enforcing as they are the only four routes available once the option of using the A519 is removed.

5.0 ROAD SAFETY ON THE ROUTES

5.1 The PIA records for four full years 2002 – 2005 have been provided by the Council for the Routes and the A34 at the East side of the area. They are attached at Appendix C.

5.2 Of particular importance for the Routes are:

- 1) the accidents involving HGVs of the size likely to be generated by the landfill (i.e. OGV2 of >7.5 tonnes)
- 2) the accidents occurring during landfilling operations 0700 – 1900 Monday – Friday and 0700 – 1300 Saturday
- 3) the accidents occurring during the landfilling operations which involved vulnerable road users, pedestrians and cyclists.

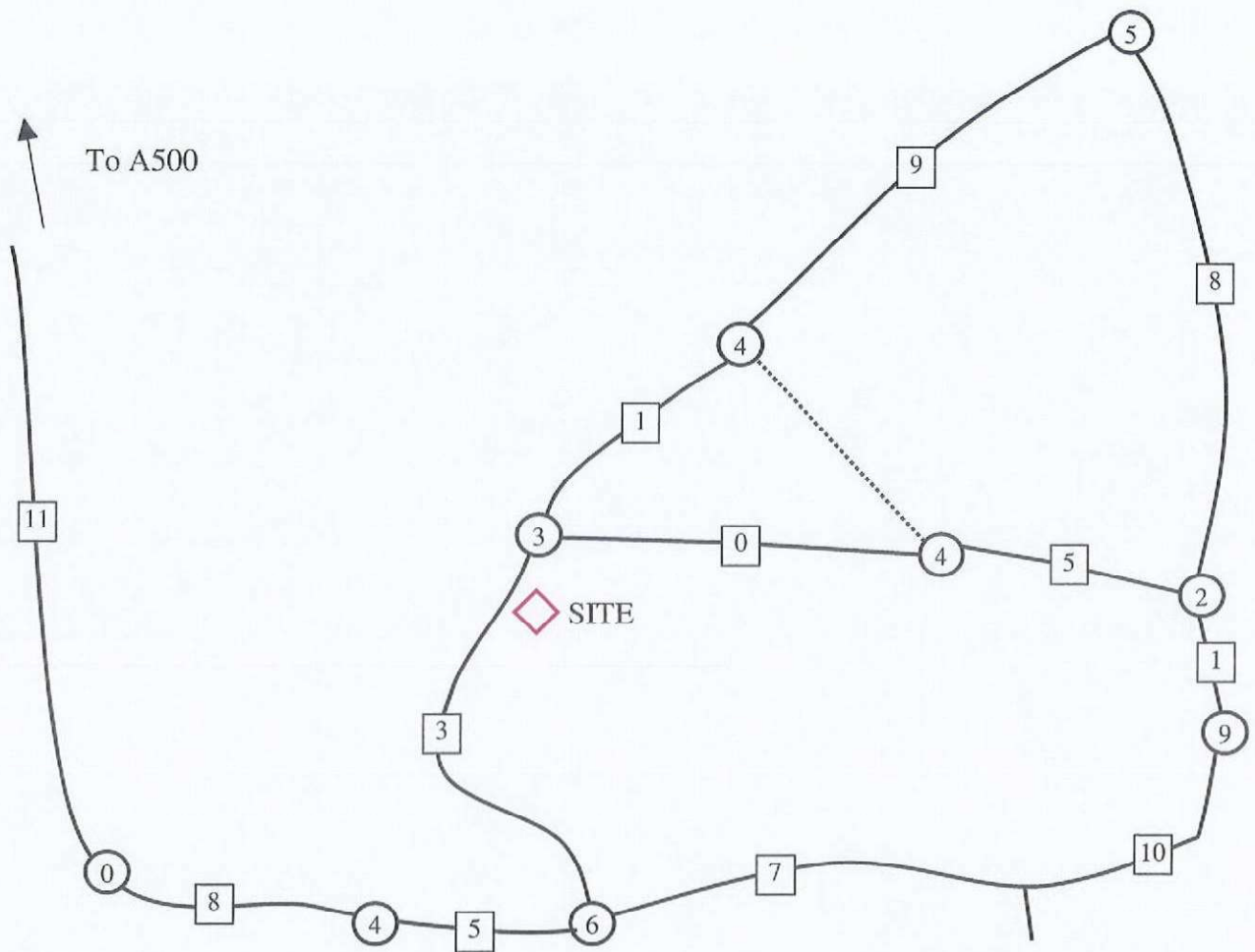
5.3 Accidents involving HGVs

Only one accident, on the A34 between its junctions with the B5368 and B5367, involved an HGV >7.5 tonnes. This accident involved a car being driven in the same direction. The collision occurred whilst the HGV was overtaking a stationary vehicle at 0950 on a Thursday.

5.4 Five additional accidents involved an OGV1, with no concentration on any one route.

5.5 Accidents (in Staffordshire) during Landfilling Operations

The position is summarised below:

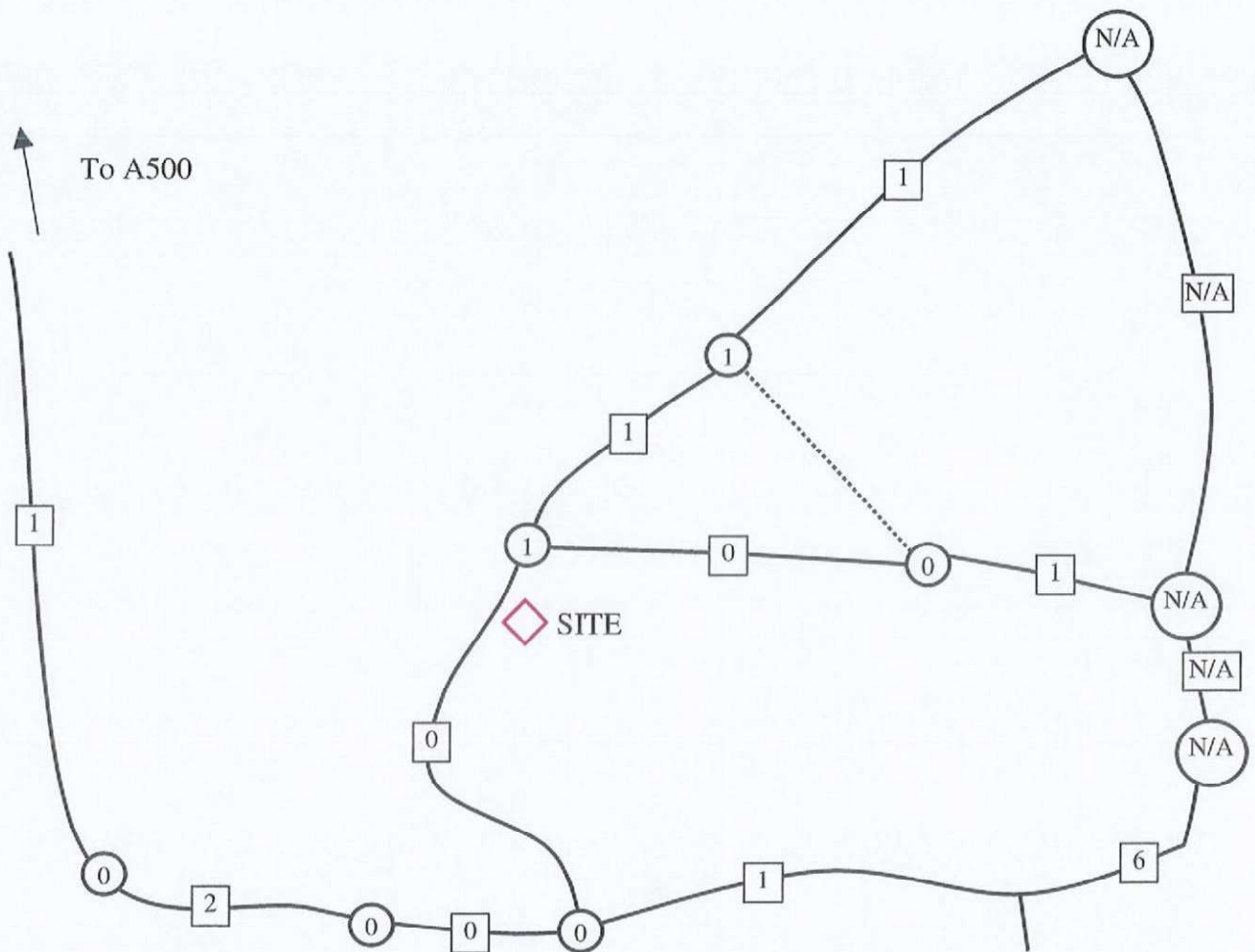


105 accidents occurred during times of landfilling operations in total. Excluding accidents on the A34, for Route A there were 17, on Route B 26, Route C 12 and Route D 37.

5.6 The accident densities on the routes to the A34 (Route D cannot be compared on this basis) were:

Route B	2.7km	9.6 accidents/km
Route A	2.0km	8.5 accidents/km
Route C	1.7km	7.1 accidents/km

5.7 Accidents (in Staffordshire) during Landfilling Operations involving Vulnerable Road Users (not A34)



(N/A not assessed)

Of 92 accidents on Routes A, B, C and D there were 14 involving pedestrians and one involving a cyclist (involves some double counting). For Route A there were 4, Route B 7, Route C 2 and Route D 2.

Only 4 of the 14 pedestrians were of school age and only one accident occurred at school journey times (on Route B at 1600 on a Friday). The incident involving a cyclist was a child of school age during school journey times (on Route D).

5.8 The vulnerable road user accident densities on the routes (Route D cannot be compared on this basis) were:

Route B	2.7km	2.6 accidents/km
Route A	2.0km	2.0 accidents/km
Route C	1.7km	1.2 accidents/km

5.9 **Summary:** There are no accident problem sites involving HGVs and the similarity of densities of all accidents and those involving vulnerable road users do not indicate a route to be avoided.

6.0 ROUTEING AGREEMENT

6.1 Lafarge Aggregates Ltd is obliged to submit details of the lorry routes to the Council for its approval. Accordingly Lafarge Aggregates Ltd will require that:

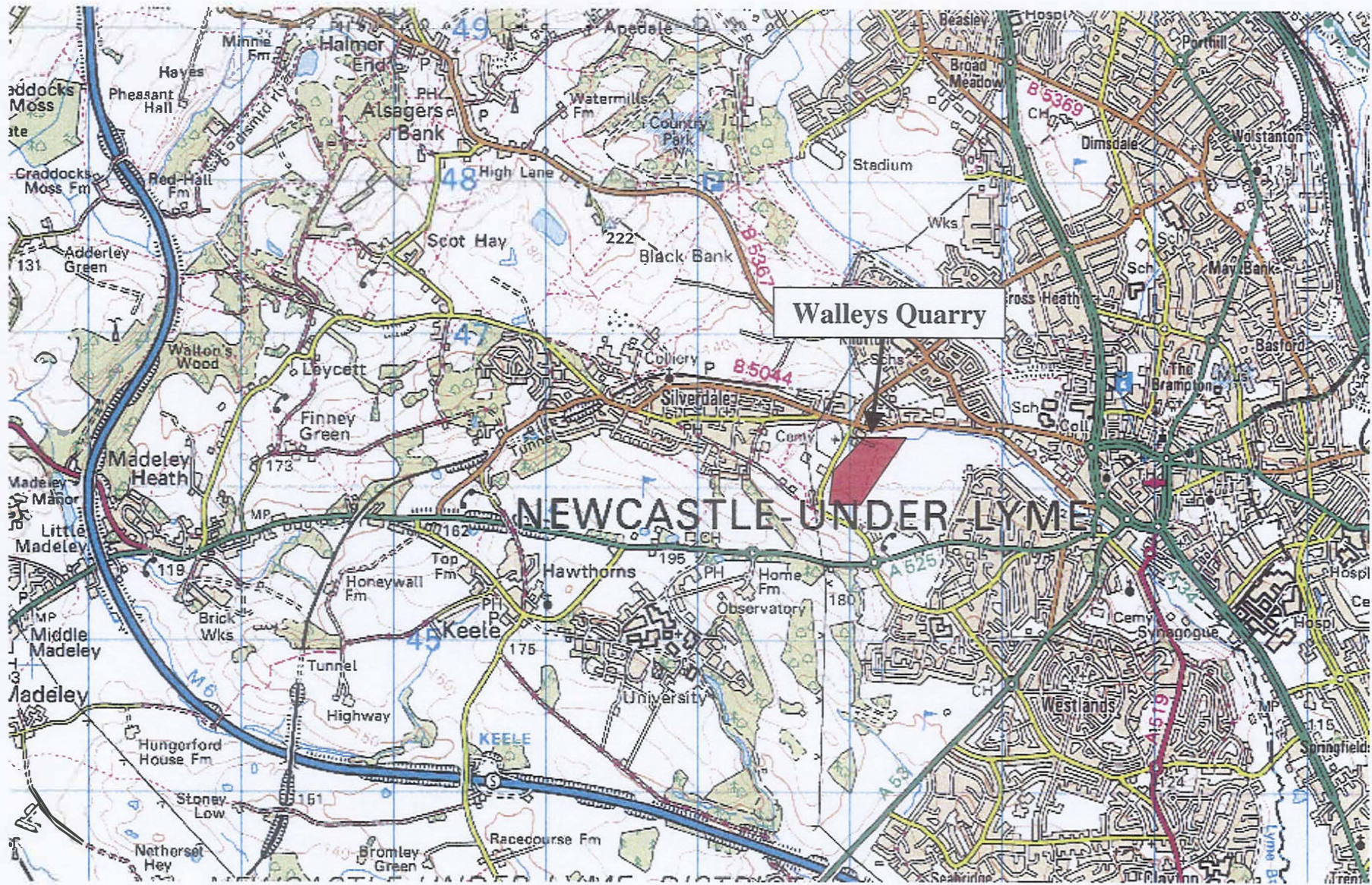
- A) HGVs travelling to and from the site will not use the A519;
- B) No other routes will be prohibited from use other than those already controlled by weight restrictions

6.2 Lafarge Aggregates Ltd undertakes to advise HGV operators of these requirements by way of hand out notices and permanent signage prominently displayed on site.

7.0 CONCLUSIONS

- 7.1 This report has reviewed four local routeing options for HGV movements to access and egress the site known as Walley's Quarry for landfilling operations at a rate of 80 loads per day.
- 7.2 The assessment criteria selected were the road environment (subjective) and road safety (objective).
- 7.3 There were no constraints on any of three routes to the A34 to preclude their use based on these criteria. There is a height restriction on the A525 route to the west.
- 7.4 Therefore all four routes should be available to HGVs.
- 7.5 Lafarge Aggregates Ltd will enter into a Routeing Agreement with the Council to prevent HGV traffic associated with the site from using the A519.

Appendix A

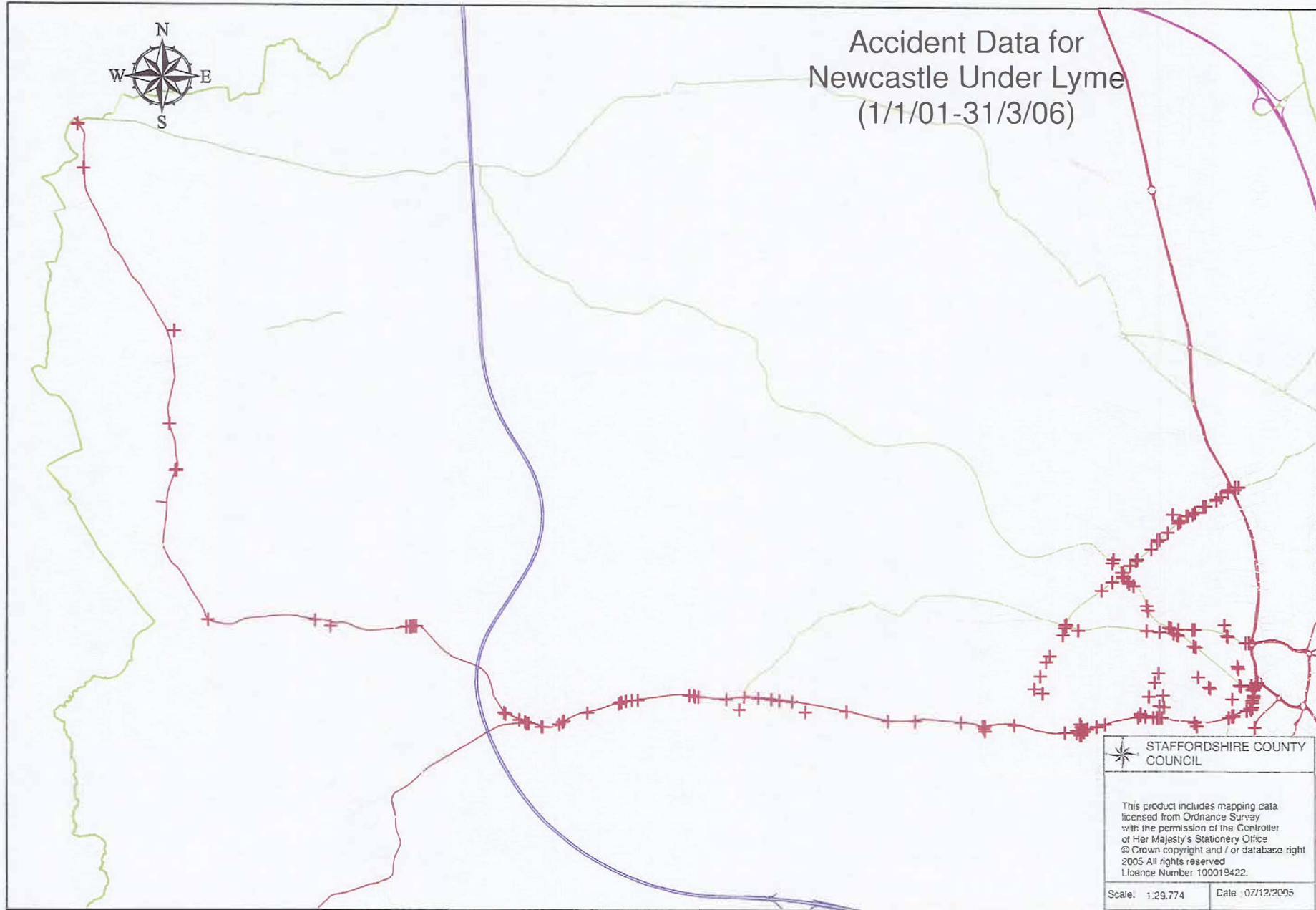


Appendix B



Route A = — Route B = — Route C = — Route D = —

Appendix C



Expertise and Services Offered:

- Advanced Technology
- Airports & Aviation
- Archaeology
- Bridges & Tunnels
- Building Structures
- Business Consultancy
- Coastal Engineering
- Commercial Development
- Dams & Water Resources
- Defence Facilities
- Design & Construction Supervision
- Dispute Resolution
- Due Diligence & Project Finance
- Environmental Services
- Facilities Management
- Forensic Engineering
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- Human Resource Development
- Industrial Development
- Information Systems
- Institutional Development
- Landscape Architecture
- Maintenance & Refurbishment
- Masterplanning
- Mechanical & Electrical Systems
- Mining & Quarrying
- Planning & Feasibility Studies
- Planning & Urban Development
- Ports & Harbours
- Project Management
- Pharmaceuticals
- Quality Management
- Railways
- Regeneration
- Renewable Energy
- Risk Assessment
- Roads and Highways
- Rural Development
- Site Surveys
- Sustainable Development
- Tourism & Leisure
- Training & Technical Assistance
- Transportation Planning
- Urban Development
- Water & Wastewater

