



Newcastle-under-Lyme Local Plan Examination

Action Point 15 - Council to

- **confirm with SWECO (transport consultants) whether the employment site at Radway Green (in Cheshire East) was included in the transport modelling (with reference to site AB2 (Land at J16))?**

1. Following the matter 9 (employment) discussion, the Council can confirm, following consultation with transport consultants SWECO, that the employment site at Radway Green (in Cheshire East) was included in the transport modelling and included as part of: -

Model Run 1 – Core Local Plan Sites

Model Run 2 – Core and AB2

Model Run 3 – Core and TK30

Model Run 4 – Core and KL15

Model Run 5 – Core and Final Suite of Strategic Sites.

2. The inclusion of the Radway Green Sites followed the allocation in the site in the adopted Cheshire East Local Plan Strategy (2017), references LPS23 Radway Green Brownfield and LPS24 Radway Green North in Alsager.
3. For the purpose of clarity, it should be noted that not all allocation sites in Cheshire East's adopted Local Plan have been included given the size of the Borough. Allocations on the border with Newcastle-under-Lyme and Stoke-on-Trent were included. Outside of these allocations, it was deemed that the DfT's NTEM/TEMPro growth forecasts cover the wider expected growth in Cheshire East.

- **confirm assumptions (with SWECO) re the considerations of B2/B8 uses in traffic modelling (with reference to site AB2 (Land at J16)?**
4. The Council's Transport consultants (SWECO), in respect of site AB2, utilised data from a model run report produced by consultants PJA (who have utilised a VISSIM Model) on behalf of the site promoters following the consultation on the First Draft Local Plan (at Regulation 18 stage). SWECO utilised trip generation and trip assignment assumptions published in the PJA "Land at M6 Junction 16" Modelling Report which has been utilised to build the model runs in the Strategic Transport Assessment [ED011]. The PJA report can be viewed using the following link:- <https://consult.newcastle-staffs.gov.uk/kseapi/public/submissions/245735/representations/3933120/attachments/783863/file> . The PJA report starts on PDF page 265. PDF page 284 lists the process of where the employment and lorry park trip generation and distribution are described. The summary and conclusions section of the PJA report (PDF page 300) notes that the proposed development comprises 2.5 million square feet of logistics focused employment development to the southeast of M6 Junction 16
 5. The assumptions used in the traffic modelling relate to the consideration of jobs derived from the site. The traffic model would only consider the allocations uses in the case that the number of jobs is not known, as the uses would be used to derive and estimate the number of expected jobs. The number of jobs for allocation site AB2 was provided from the outset and included in the uncertainty log which feeds through into the modelling.
 6. Consistent with the approach in the PJA report, it has been assumed that the development would offer 3,300 full time equivalent jobs (PDF page 322 of the PJA Report) which is what was included in the uncertainty log which feeds through into the transport modelling.