

22 November 2013

Ben Haywood
Cheshire East Borough Council
Development Control
Municipal Buildings
Earle Street
Crewe Cheshire
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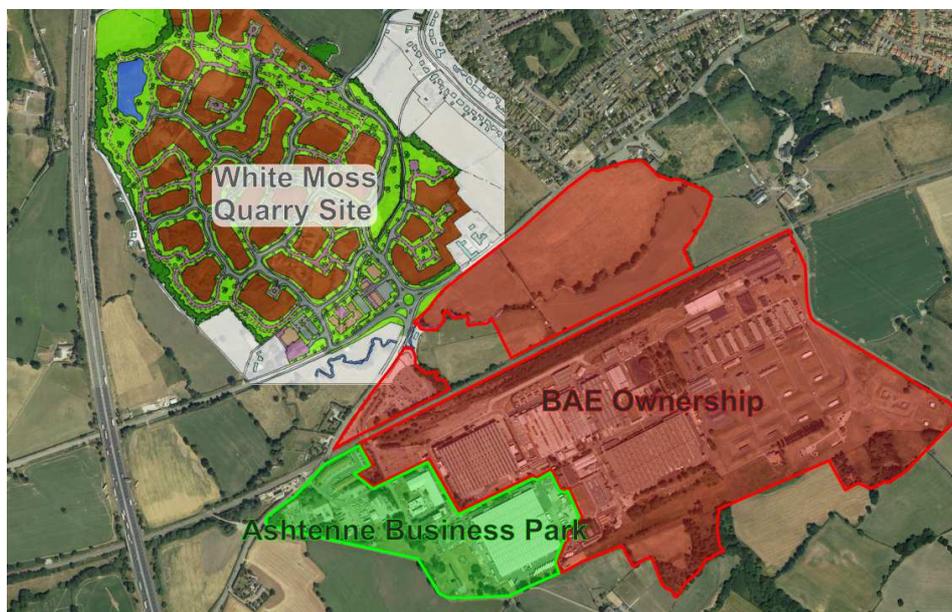
Dear Mr Haywood

RE: White Moss Quarry Application, Alsager Ref: 13/4132N

I write with reference to Renew Land's recent outline planning application (ref: 13/4132N) to redevelop the White Moss Quarry site for up to 1,000 dwellings plus a local centre incorporating 500 sqm GFA food retail use, 500 sqm GFA non-food retail use, a GP surgery, a nursery, a pub/restaurant and a care home, plus expansion of the existing garden centre.

BAE Systems (BAE) has commissioned, Peter Brett Associates LLP (PBA) to review the transport aspects of the White Moss Quarry planning application, to identify any potential issues that may impact current or future operations at the BAE's Radway Green site in Alsager. For information, Figure 1 below highlights BAE's land ownership at Radway Green (plus the adjacent Ashtenne Business Park) in relation to the White Moss Quarry application site.

Figure 1: BAE's Ownership at Radway Green



As you will be aware, Radway Green is an extremely important employment area within Alsager, and BAE has been investing heavily over recent years in a new state-of-the-art munitions plant at the site. As a result of this investment, there are likely to be opportunities in future to redevelop existing areas of the site that will become redundant when new facility is fully operational. This will potentially enable a significant expansion of economic and employment activity at Radway Green. This is recognised in Cheshire East's Pre-Submission Core Strategy (PSCS) consultation document, which identifies Radway Green Brownfield (Site CS14) as an important redevelopment opportunity for high quality employment uses. In the longer-term, Site CS15 is identified within the PSCS as an opportunity for further expansion of the Radway Green employment area to provide around 25ha of employment land. BAE Systems intend to make

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separate representations towards the PSCS within the current consultation period to support the discussions we have held with the Council to date.

Clearly, the provision of good access to the Radway Green site is critical to its current and future operations and therefore, a thorough review has been undertaken of the Transport Assessment (TA) and Interim Travel Plan (ITP) prepared by SCP in support of Renew Land's application at White Moss Quarry, in order to understand any implications for BAE's operations.

In terms of the broad transport strategy for the site, there are several elements of the proposed scheme that BAE would support, including:

- The provision of a new four arm roundabout to provide the primary access into the site and to replace the existing B5077 Crewe Road / Radway Green signalised junction. The provision of the new roundabout should reduce queuing at this junction in future years, particularly for eastbound traffic on the B5077;
- The proposed reduction in speed limits on Radway Green Road and Crewe Road to improve safety;
- Improvements to the no.78 bus service, including re-routing of the service along Crewe Road, improved frequency and increased hours of operation; and
- The provision of red light enforcement cameras at the level crossing on Radway Green Road to help address potential safety concerns arising from drivers jumping the road traffic lights.

However, BAE does have some concerns about the application that we would like to raise now for discussion with Renew and CEC.

In CEC's PSCS document, White Moss Quarry is identified as Strategic Location SL5 with the opportunity to deliver up to 750 new homes on the site which is currently on public consultation until 16 December 2013. Given the current stage of the Local Plan Core Strategy it is not considered it can be attributed any significant weight as the document has not been through examination and will not progress towards adoption for some time.

If the proposed development is assessed against the emerging Local Plan, clearly, the current proposals exceed the 750 units identified. In addition, the PSCS identifies a number of principles of development, many of which are not included in Renew's development proposals, including:

- *Provision of a new pedestrian footbridge over the main rail line*
- *Contribution or provision of a bridge to replace the existing Radway Green Level Crossing;*
- *Contribution towards the improvement of M6 Junction 16;*
- *Contribution towards Crewe Road / Sandbach Road (north) Junction; and*
- *Contribution towards improved linkages towards Crewe and Alsager."*

Therefore, Renew's proposals do not appear to meet the criteria set out in the PSCS and, BAE is particularly concerned about the limited nature of proposals to address queuing at the Radway Green Level Crossing, which is very close to BAE's main site access.

The White Moss Quarry TA highlights that a significant proportion (55%) of the residential traffic generation is likely to be directed along Radway Green Road, past the BAE site access in peak hours. This is likely to be a realistic assumption given that Radway Green Road provides the most direct route to access the M6, which will be used for journeys to and from work.

In the morning peak hour, this equates to an additional 324 two-way traffic movements; and in the evening peak, an additional 352 vehicle movements past BAE's site access. From the HA's VISSIM modelling of the impacts of this

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additional traffic on Radway Green Road, it is clear that this additional traffic will exacerbate existing queuing on the approach to the Radway Green level crossing when the barriers are in operation. Based on the 2025 future year assessment, there will be an increase in queuing of 114m (20 vehicles) in the morning peak hour and 50m (9 vehicles) in the afternoon peak. When this is combined with existing queuing, it is clear that this will be a significant problem in future, as illustrated on Figure 2 below:

Figure 2: Expected queuing on southbound approach to Radway Green Level Crossing in 2025 (with and without White Moss Quarry development traffic flows)



Although it is recognised that this queuing will only occur when the barriers are in operation; as this occurs four times an hour during peak periods, this is likely to cause significant levels of disruption at BAE's site access. Queuing will also impact the operation of Ashtenne Business Park's site access immediately to the south of the level crossing and could significantly undermine any future aspirations to further expand/redevelop the Radway Green site to the south.

It is understood from the TA that Network Rail has not raised any concerns about the impact of additional traffic on the safety of the Radway Green level crossing, but it would be helpful to understand whether any alternative measures were explored to address the impacts of queuing when the barriers are in operation (e.g. provision of a new bridge crossing of the railway line). Similarly, it would be useful to understand whether there are any maintenance implications associated with significant increases in traffic volumes using the level crossing, as additional closures of the level crossing to carry out maintenance could impact BAE's operations at Radway Green.

In terms of the operation of the proposed new roundabout access to the White Moss Quarry site, the main TA junction assessments demonstrate that this will operate within its design capacity in 2025. However, in additional sensitivity testing undertaken to take into account three development proposals that have submitted planning applications, but which are still being determined (including 435 houses at the Manchester Metropolitan University site; 150 houses at Hall Drive; and 110 dwellings at Close Lane), it is clear that the Crewe Road arm of the roundabout will operate very

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close to design capacity. The sensitivity testing also makes no provision for any future increase in economic activity at the Radway Green site, despite the site's employment allocation in the existing and emerging Development Plan.

Given our concerns about the potential transport impacts of the development proposals at White Moss Quarry on BAE's current and future operations at Radway Green, we would appreciate the opportunity to discuss these issues further with the Council and the applicants.

Yours sincerely

For Cass Associates

A handwritten signature in black ink, appearing to read 'Gary Williams', written in a cursive style.

Gary Williams

Planner