

**From:** Clarke, Simon [mailto:Simon.Clarke@highwaysengland.co.uk]  
**Sent:** 28 April 2016 15:16  
**To:** KJ Johansson  
**Subject:** Keuper Gas Storage proposals, nr Northwich, Cheshire.

Good afternoon Karl

We have an outstanding response to make to the specific question which has been referred back to us which reads as follows;

'Please confirm whether the proposed routing strategy outlined in ES [APP-179] paragraph 12.2.19; traffic flow data provided in ES Section 12.4; and assessment assumption in ES Section 12.1 are sufficient to address concerns raised in their (Highways England's) relevant representation or whether further information is sought.'

Our earlier comment which is recorded on the published kgsp website is

'In view of the location of KSPG's main development area and which would have relatively close access to and from junction 18 of the M6 motorway to the east, Highways England would advise that a full transport assessment and routing strategy for construction traffic be submitted to accompany the DCO submission. Estimations of the future flows, distribution, development phasing and types of traffic generated will be required in order that the potential impact on the strategic road network (M6) can be gauged'

Highways England has not obtained sight of the Transport Assessment referred to at 12.1.11 of the submitted Environmental Statement. However in answer to the specific questions which have come back from the Planning Inspectorate, Highways England responds as follows;

- *Assessment assumption at para 12.1.5* An occupancy of 2.0 is considered here to be a robust
- *Proposed routing strategy at para 12.2.19.* This formula is appropriate. Please note the penultimate paragraph of this e-mail, which applies to routing agreements where abnormal loads would have to use nearby motorways
- *Traffic flow data at para 12.4.* It is noted the figures given here are only for construction vehicles and not for staff. However, the flow estimates here would not be considered to have a detrimental effect on the strategic highway network (M6 and M56)

PLEASE NOTE The developer is advised to take particular note of the procedures which will need to be followed with Highways England in relation to any abnormal load routing in this case. Highways England have a registration system for such notifications which can be accessed at the following website:

<https://www.gov.uk/esdal-abnormal-load-notification>

We trust that this response is clear and of assistance

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