

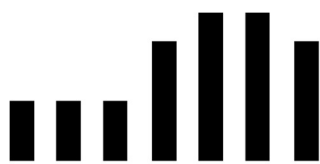


Proposed Gas-Powered Reserve Energy Plant

Dig Gate Lane, Milnrow, Rochdale

Pre-Construction Highway Condition Survey

Prepared for



BALANCEPOWER

Balance Power

October 2025
3471-01-HTN01



Document Control

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1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis has been appointed by Balance Power to undertake a pre-construction highway condition survey to assess the existing condition of the local highway and public right of way network in the vicinity of a proposed gas-powered reserve energy plant (hereafter referred to as the 'Gas Peaker Plant' or 'Proposed Development').

1.1.2 Planning consent for the proposed development was granted by the Local Planning Authority (LPA), Rochdale Metropolitan Borough Council (RMBC), in May 2023 under planning application reference number 22/01360/FUL.

1.1.3 Condition 7 of the planning permission for the consented development requires the undertaking of a pre-construction survey of the existing condition of the adopted highway and public right of way network in the immediate vicinity of the proposed development, to form part of the overall Construction Management Plan (CMP) for the proposed development. The wording of this condition is set out below:

"No development (including any site clearance or preparation works) shall take place until such time as a detailed Construction Management Plan (CMP), which shall include the following:

- a) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- b) measures for the protection of the natural environment from accidental spillages, dust and debris;*
- c) any external lighting of the site;*
- d) measures for the protection of existing Rights of Way and highway in the vicinity of the site (including a photographic survey of the condition of the Rights of Way and highway prior to the commencement of development); and*
- e) measures for the implementation of a buffer zone to the adjacent pond during construction and operational works.*

has been submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the construction period. The



development shall not be carried out otherwise than in accordance with the approved CMP without the prior written permission of the Local Planning Authority.

Reason: To minimise detrimental effects to neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers highway safety during the construction phase in accordance with Policies DM1, P3, T2, G8 and G9 of the emerging Core Strategy and the National Planning Policy Framework.”

- 1.1.4 The purpose of this Highways Technical Note (HTN) is to present and discuss the findings of the pre-construction condition survey as stipulated by bullet point d) of the above planning condition. The survey was undertaken on 22nd October 2025.
- 1.1.5 This HTN has been prepared to accompany, and should be read in conjunction with, the CMP, which has been prepared by Balance Power.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:
- i) **Chapter 2** provides a description of the site location, the extent of the survey area, and the survey methodology;
 - ii) **Chapter 3** provides a detailed review of the survey findings and a photographic record of points of note for each of the roads within the survey area; and
 - iii) **Chapter 4** provides a summary and conclusions.

2.0 SITE LOCATION AND SURVEY METHODOLOGY

2.1 Site Location

- 2.1.1 The consented development site is located on land to off Dig Gate Lane in Milnrow, Rochdale. The site is located at the southern edge of the Kingsway Business Park, approximately 3.0km south-east of Rochdale Town Centre.
- 2.1.2 The Site is approximately 0.4 hectares in area and currently comprises a horse pasture field. The Site is bound to the north by Dig Gate Lane, to the west by a public footpath known as Chadwick Lane, and to the south and east by further horse pasture fields, which also include a small pond, field shelter and electrical substation.
- 2.1.3 The location of the Site is shown on **Image 2.1**.

Image 2.1 – Site Location

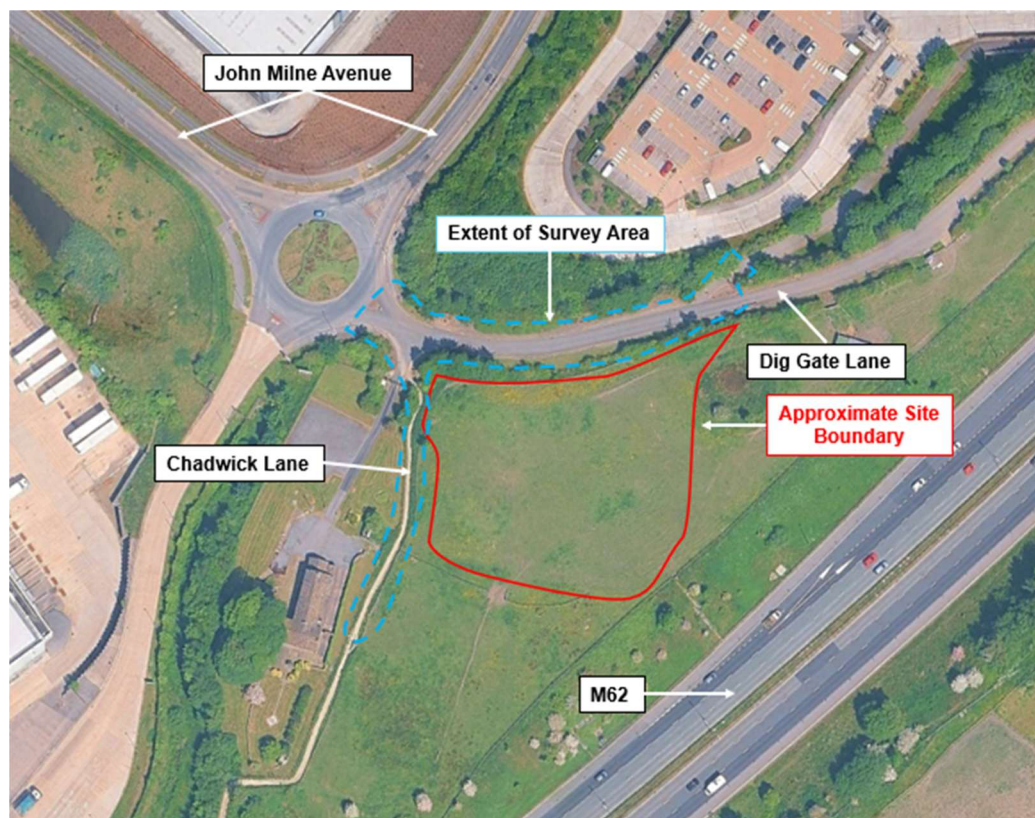


2.2 Survey Extent

- 2.2.1 The proposed site access for the consented development site will be located to the southern side of Dig Gate Lane, approximately 50m east of the John Milne Avenue Dig Gate Lane roundabout, which is situated at the southern end of the Kingsway Business Park.

- 2.2.2 A Public Right of Way, footpath MilFp322, known as Chadwick Lane, runs alongside the western boundary of the consented development site and joins Dig Gate Lane approximately 40m west of the proposed site access junction. This route then continues along Dig Gate Lane across the frontage of the consented development site as footpath MilFp320, and onwards around the southern and eastern sides of the Kingsway Business Park as footpath MilFp335. These footpaths also form the route of National Cycle Network Regional Route 92.
- 2.2.3 In accordance with the wording of bullet point d) of Condition 7, the survey area therefore comprises the length of the Dig Gate Lane from John Milne Avenue as far as the gated section of the road, which denotes the limit of the adopted highway. The survey area also includes the length of the footpath along Chadwick Lane along the western boundary of the proposed development site. The extent of the survey area is illustrated in **Image 2.2**.

Image 2.2 – Extent of Survey



2.3 Survey Methodology

- 2.3.1 The pre-construction condition survey consisted of a detailed 'walk-over' of the study areas, to record the existing condition of all the relevant sections of the running carriageway and footways, and recording the type, nature and location of any defects observed.
- 2.3.2 A photographic record was taken of key points of note and areas where existing defects / deterioration was observed. A video record covering all of the roads within the survey area was also obtained. The video files can be provided upon request.



3.0 SURVEY FINDINGS

3.1 Overview

- 3.1.1 The pre-construction walk-over survey was undertaken by Axis on Wednesday 22nd October 2025, between 10:45 and 11:15. Weather conditions were recorded as being overcast with light rain, although no large patches of surface water on the carriageway along Dig Gate Lane were observed.
- 3.1.2 The general existing condition of the adopted highway within the study area was considered to be good. The following section provides a description of the observed existing defects within the survey area, as well as other key areas noted as being worthy of specific monitoring at the post-construction survey stage. The full photographic record is included as **Appendix A**, and the image reference numbers referenced in the following sections relate to the image numbers in **Appendix A**.

3.2 Dig Gate Lane

- 3.2.1 Dig Gate Lane comprises a two-way single-track road, the publicly adopted section of which runs in a general east / west alignment for a distance of approximately 110m from the roundabout with John Milne Avenue. Beyond this point the road becomes a private lane, denote by the presence of a gate across the road. Within the survey area Dig Gate Lane has a carriageway width of approximately 4.3m, with no passing places provided.
- 3.2.2 The adopted section of Dig Gate Lane was observed to be in very good condition, with no obvious significant defects. At the eastern end of the adopted section where the public footpath joins Dig Gate Lane (**Images 1 to 3**), the only noticeable defect being a kerb stone that was slightly out of alignment (**Image 2**).
- 3.2.3 Along the rest of Dig Gate Lane, the only noticeable defects were localised minor cracking to the edges of some of the kerb stones. These were primarily observed to the northern side of the carriageway (**Images 4, 6, 7, 8, 10, 12, 14 and 15**) which is the opposite side to which the proposed site access would be created. In contrast the kerbing along the southern side of the carriageway was generally in good condition (**Images 5, 9, 13 and 18**), with only a single kerb stone displaying minor cracking being observed along the southern side of the road (**Image 17**).



3.2.4 There are several drain covers present along Dig Gate Lane. None of these displayed any noticeable signs of surface deterioration around the edges of the drain covers (**Images 6, 10, 14, 16, 17 and 20**). There are also two service chamber access hatches set within the carriageway within the survey area (**Images 11 and 19**). No signs of surface wear or deterioration were observed around either of these hatches.

3.2.5 The footways along each side of the carriageway were surfaced in loose gravel but were observed to be in good condition with no obvious defects. The pedestrian crossing on the Dig Gate Lane arm of the John Milne Avenue roundabout, which comprises dropped kerbs and tactile paving, was also observed to be in good condition (**Image 21**).

3.3 Chadwick Lane (MilFP322)

3.3.1 The public footpath known as Chadwick Lane which runs along the western boundary of the gas peaker site comprises a narrow (approx. 1m wide) strip of footpath, which is surfaced in loose gravel. Other than some localised patches of standing water, the footpath was observed to be in good condition, with no obvious defects (**Images 22 to 26**).

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

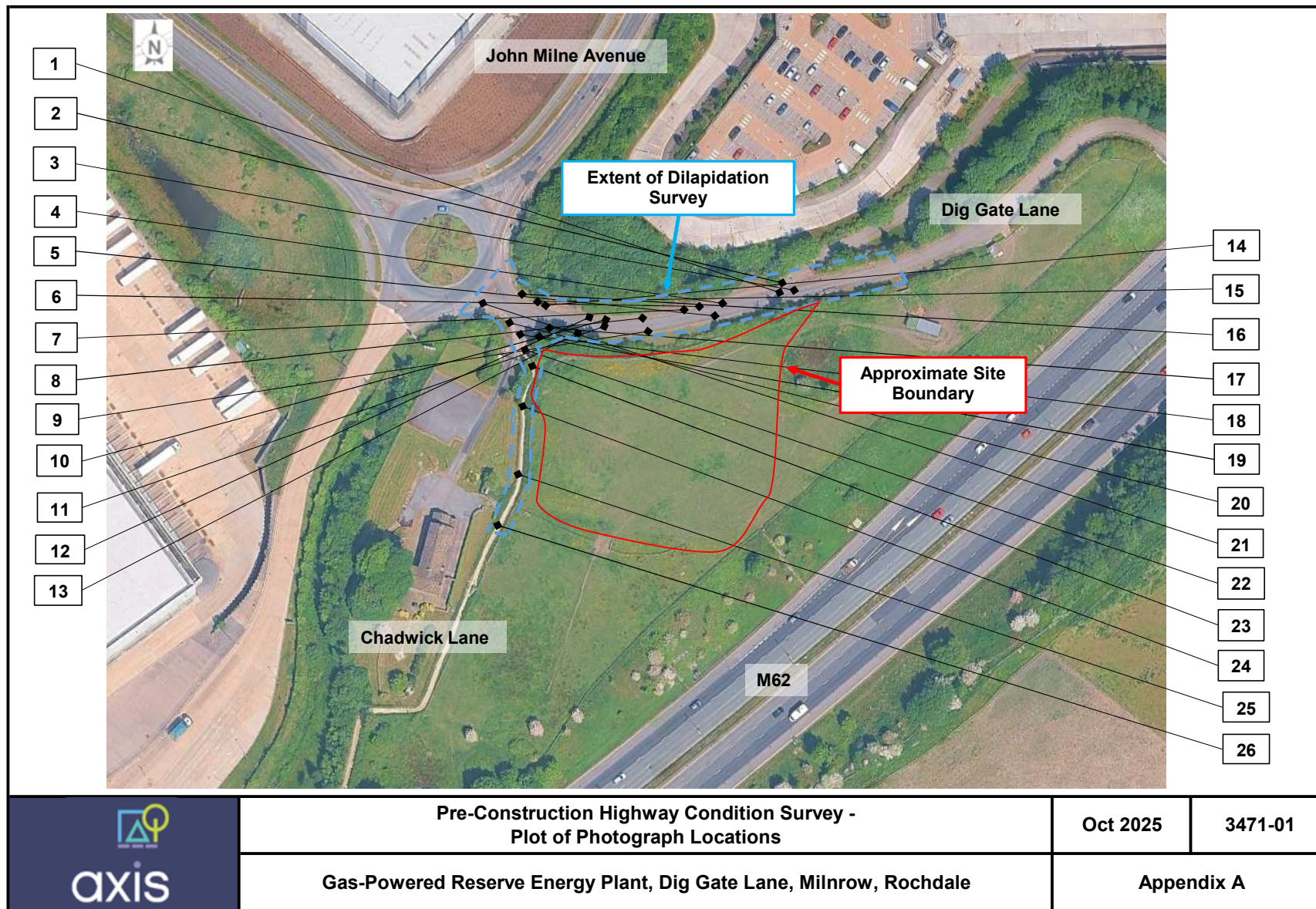
- 4.1.1 The purpose of this report is to present the visual findings of a pre-construction condition survey of the local highway and public right of way network in the vicinity of a consented gas-powered reserve energy plant development on land off Dig Gate Lane, Milnrow, Rochdale. The extent of the survey comprises the carriageway and verges along the length of the adopted section of Dig Gate Lane and the public footpath along Chadwick Lane along the western boundary of the consented development site. Axis has collected video footage of the area surveyed, which is available on request.
- 4.1.2 Within the survey area the adopted highway was found to be generally in good condition, with only minor cracking to the edges of a small number of kerb stones observed for the most part. The majority of these defects were observed along the opposite side of the carriageway to where the proposed site access junction would be located.

4.2 Conclusion

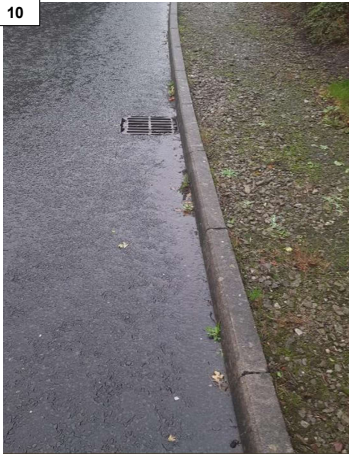
- 4.2.1 Should any substantive deterioration of these locations and / or any immediate sections of the local adopted highway be demonstrated to have been caused by site construction work / regular construction related deliveries to site, the developer / contractor will be required to undertake to repair any damage caused and make good any parts of the highway that are affected. The full extent of any such works would need to be agreed with the Local Highway Authority and delivered upon substantive completion of the construction work, prior to formal opening of the development.

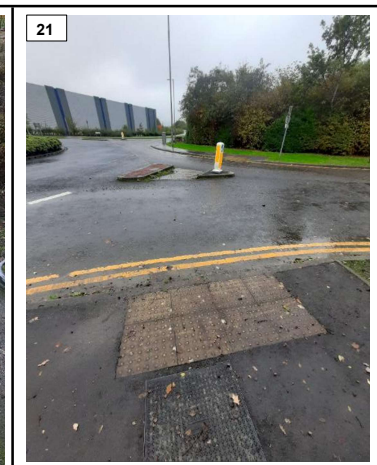
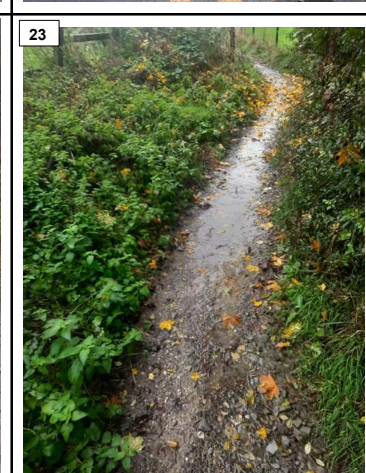
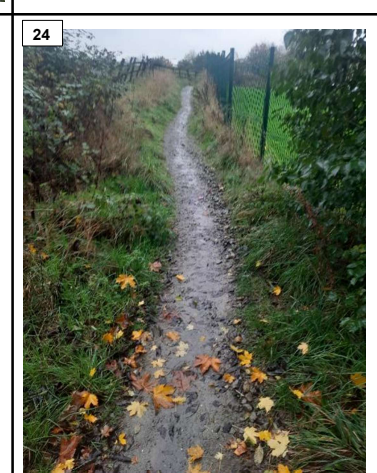
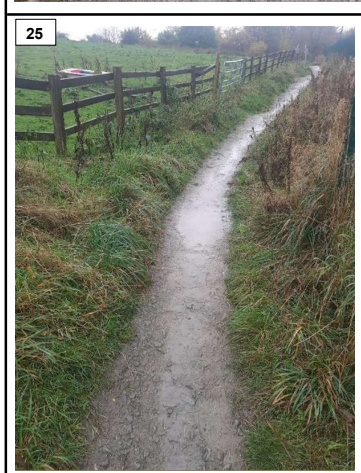
Appendix A – Pre-Construction Condition Survey Photograph Record





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		Pre-Construction Highway Condition Survey - Photograph Record: Sheet 1		Oct 2025	3471-01
		Gas-Powered Reserve Energy Plant, Dig Gate Lane, Milnrow, Rochdale		Appendix A	

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13		14		15	
16		17		18	
		Pre-Construction Highway Condition Survey - Photograph Record: Sheet 2		Oct 2025	3471-01
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22 	23 	24 
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	Pre-Construction Highway Condition Survey - Photograph Record: Sheet 3 Gas-Powered Reserve Energy Plant, Dig Gate Lane, Milnrow, Rochdale	Oct 2025 3471-01 Appendix A