

FORMER PHOENIX WORKS SITE MIDDLETON

PROPOSED RESIDENTIAL REDEVELOPMENT



TRANSPORTATION/HIGHWAY COMMENTS

April 2022

DEVELOPMENT

The proposed development involves the construction of 20 Dwellings on a former industrial site off Boarshaw Road, Middleton.

LOCATION

The site lies to the south of Boarshaw Road, Middleton, to the north east of Middleton town centre.

Boarshaw Road is surfaced, lit and has footways to both sides. Carriageway width varies between approximately 6.3m and 9.3m. Boarshaw Road is within a 20mph zone and traffic calming features are in place. The junction of Boarshaw Rd with Brookes Street, which will form the access to the development, lies 50m east of mini-roundabouts at the junctions with Boarshaw Clough and Clough Rd. Given the physical features in place it is anticipated that traffic speeds on Boarshaw Rd approaching Brookes St would therefore be relatively low.

In common with the former Phoenix Works, the existing pub car park, and the existing car wash/valeting operation the proposed development utilises Brookes St for access. It is intended that Brookes St be improved to an adoptable standard to form the residential estate access road, and access to the pub car park and carwash retained from the new adopted road. Such improvements would include widening, surfacing, drainage and lighting. It may be appropriate for these improvements to be secured under a s38 Agreement (Highways Act 1980) between Developer/Landowner and Rochdale Council as highway authority.

TRAFFIC IMPACT

Whilst no formal assessment has been undertaken comparing historical levels of traffic using the access and likely use with a residential development, it is suggested that any change in levels of traffic will not be of a level to result in any severe detrimental impact on the safety or operation of the local highway network.

As a guide peak traffic generated by the housing would be at a rate of roughly 0.7 trips per dwelling, that is around 14 vehicles expected to enter and leave the site within the AM peak: or 1 every 4 minutes as an average over the hour.

It is judged that this level of traffic will have minimal impact on the operation of the local highway network, particularly when offset against traffic generated by previous industrial use.

When comparing traffic resulting from development with that related to the former use it is also worth noting that much of the historical traffic would have been commercial/HGV. The proposed residential use will result in a change in the character of traffic to the site. A reduction in commercial/Industrial traffic in what is primarily a residential area would be expected to result in improved amenity for existing residents.

COMMENTS ON LAYOUT

The initial design includes for widening of Brookes St to provide a 4.8m wide carriageway, a 2m wide footway along the eastern side of Brookes Street, and 2m footways along both sides of the carriageway where fronting dwellings. Appropriate pedestrian crossing facilities are to be provided to enable crossing between footways within the site. (Reduced height kerbs and tactile paving).

A 4.8m carriageway has been confirmed as meeting required adoptable standards and provides adequate width for a car and lorry to pass. There remains an option to widen the carriageway to 5.5m within the main body of the site.

Swept path analysis is based on 4.8m wide carriageway, which is the current proposal, and demonstrates that there is space for a refuse freighter to turn within the development. Clearly if this manoeuvre can be accomplished with a 4.8m carriageway it can also be undertaken with a 5.5m width.

Notes

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All dimensions are to be checked on site. Do not scale from this drawing, work to figured dimensions only. Any queries please contact condyllohouse architects.

KEY:	
	SITE BOUNDARY: Assumed extent, subject to client confirmation.
	GRASS: Turf / planting beds to front of property.
	GRASS: Turf to rear / side of property.
	HIGHWAY: Black Tarmacadam.
	PUBLIC FOOTPATH: Black Tarmacadam.
	PRIVATE FOOTPATH / PATIOS: 600x600 precast concrete paving slabs.
	DRIVEWAYS: Coloured Tarmacadam.
	TREES: Existing tree to be removed.
	TREES: Existing group of trees to be removed.
	TREES: Existing tree to be retained.
	TREES: Proposed new tree.
	BIN STORE: Proposed bin storage.
PRELIMINARY	

NOTE Scheme design subject to statutory approvals. All proposed levels are indicative only and subject to detailed design. All Tree reference numbers to be cross-checked by We Know Services, following receipt of detailed Topographical survey.

SCHEDULE OF ACCOMMODATION	
DWELLINGS	
House Type A	
11no. 2b4p Dwellings GFA @ 67.15 m ² / 723 ft ² approx.	
2 storey dual pitched roofs over approx: Eaves @ 4800mm Ridge @ 7550mm	
House Type B	
8no. 3b5p Dwellings GFA @ 79.05 m ² / 851 ft ² approx.	
2 storey dual pitched roofs over approx: Eaves @ 4800mm Ridge @ 7650mm	
House Type C	
1no. 3b5p Dwelling CAT 3 compliant - Part M. GFA @ 116.25 m ² / 1251 ft ² approx. (GFA subject to detail design)	
2 storey dual pitched roofs over approx: Eaves @ 4800mm Ridge @ 8920mm	
Each 2 bedroom dwelling consists of min. 1no. curtilage parking spaces. Note: 5 no. benefit from 200% parking provision.	
Each 3 bedroom dwelling consists of 2no. curtilage parking spaces.	
1no. visitor parking bays provided adjacent to Plot 1.	
OVERALL SCHEME 20no. UNITS	

G	Minor amendments following end user comments.	LMC	09.03.2022
F	Drawing amended following Design Team meeting comments dated 08.03.2022.	LMC	09.03.2022
E	Drawing amended following receipt of detailed Topographical Survey and Planner's comments dated 03.02.2022.	LMC	06.03.2022
D	Plot 1 amended to be CAT 3 compliant following client comments. Minor amendments to layout of plots 1-5.	LMC	06.01.2022
C	Amendments following receipt of arboriculture information.	LMC	15.12.2021
B	Amendments following client meeting comments dated 27.10.2021.	LMC	29.10.2021
A	Amendments to access road following Highways input.	LMC	27.10.2021
-	First Issue	LMC	20.10.2021

condyllohouse
architects

Client
Kwick Build Ltd. / Tyson Construction

Project
Phoenix Works - Middleton

Title
Proposed Site Layout

Scale
As Indicated @ A2

Date
OCT. 2021

Drawn By
LMC

Drawing No
21-050-SK04

Revision
G

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PROPOSED SITE LAYOUT
Scale: 1:500





FORMER PHOENIX WORKS
TRACKED 10.6m LONG REFUSE FREIGHTER
1/20 @ A3

PARKING

Some concerns were expressed at pre-application regarding the level of residents parking to be provided.

The proposal includes parking (34 spaces) at 170% which lies within Rochdale maximum standards. ONS census data below notes car ownership levels for the eastern Middleton area. As the site lies close to the boundary between two census areas, the two have been combined when considering likely car/van ownership and hence demand or residents parking within the proposed development.

KS404EW - Car or van availability																	
ONS Crown Copyright Reserved [from Nomis on 6 April 2022]																	
population	All households; All cars or vans																
units	Households																
date	2011																
rural urban	Total																
Cars	E02001152 : Rochdale 021		E02001154 : Rochdale 023														
	number	%	number	%													
All categories: Car or van avail	3,984	100.0	4,387	100.0													
No cars or vans in household	1,399	35.1	1,275	29.1													
1 car or van in household	1,705	42.8	2,061	47.0													
2 cars or vans in household	726	18.2	882	20.1													
3 cars or vans in household	128	3.2	147	3.4													
4 or more cars or vans in hous	26	0.7	22	0.5													
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.																	

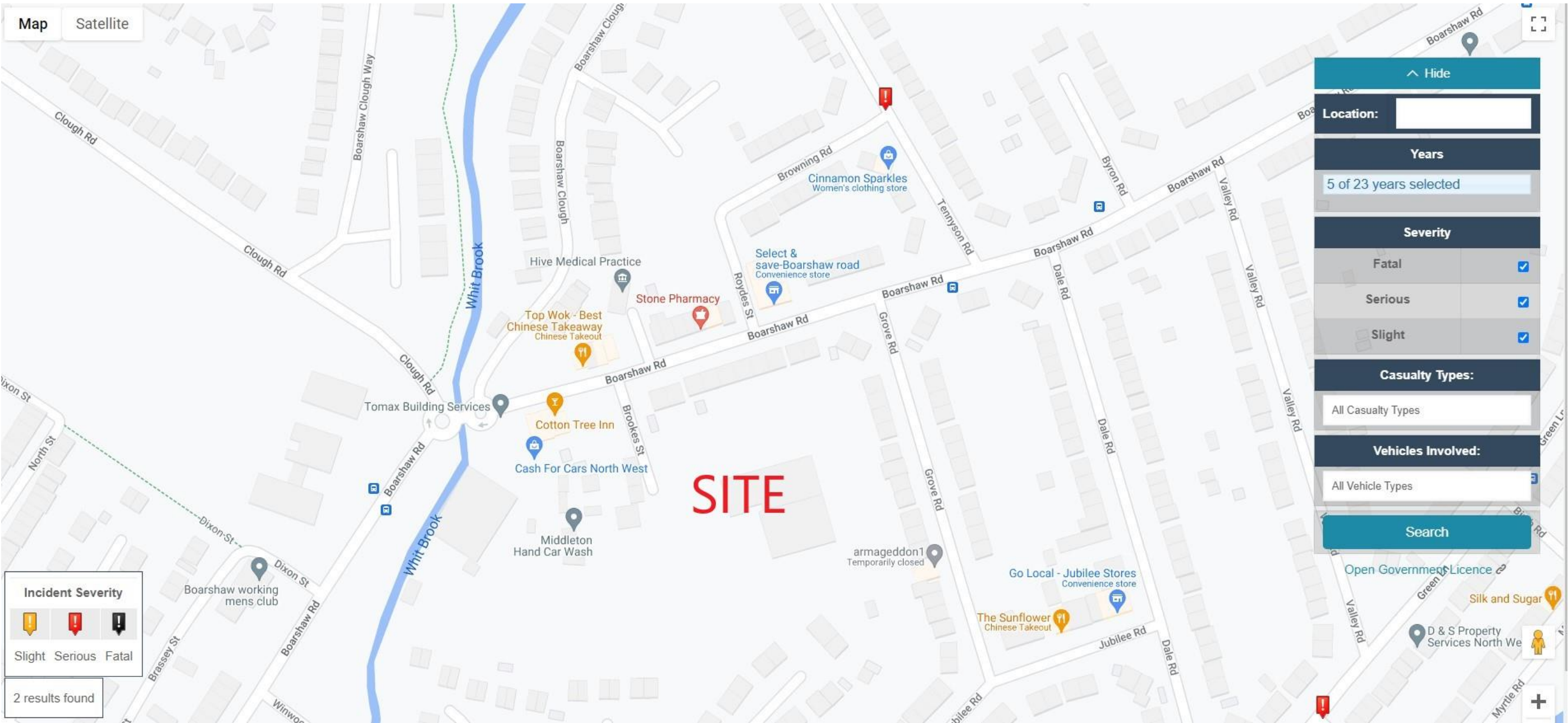
Car/Van ownership within the site area

Based on 20 dwellings, with 44.9% as average demand for 1 space per dwelling (9 spaces required), 19.2% for 2 vehicles (8 spaces) and 3.3% of dwellings requiring 3 parking spaces (1 dwelling – 3 spaces) total demand for parking would be 20 spaces which is exceeded. Given the size of dwellings it is considered unlikely that there would be any dwellings requiring 3 or more vehicle spaces.

It is noted that 14 dwellings have 2 off-street spaces for parking where census data suggests that around 23% of dwellings, i.e. 4 dwellings, would require 2 or more spaces. It is suggested therefore that the proposed off-street parking provision is adequate to meet expected demand.

HIGHWAY SAFETY

An interrogation of databases of recorded accidents in the area of the site over the last 5 years shows no accidents in the vicinity of the site entrance and no clusters of accidents in the area suggesting any problems to be potentially worsened by the redevelopment. The plan below from Crashmap shows recorded accidents over the last 5-year period.



POTENTIAL SITE ACCESS IMPROVEMENTS

Upgrading Brookes Street provides the opportunity to improve the situation for pedestrians along Boarshaw Road by introducing dropped kerbs and tactile paving at the junction with Brookes Street. The footway on Boarshaw Rd at each side of the junction with Brookes St are offset and present no clearly defined desire line for pedestrians. A footway build out into Boarshaw Rd as a part of the new kerblines into Brookes St would provide a more direct pedestrian route with the added benefit of improving visibility to the right for vehicles exiting Brookes Street.

Whilst these works would be of benefit, they are not considered as key to development.

Improved visibility splays could be achieved using hatched carriageway markings to move the give way line forward into Boarshaw Rd though this would not benefit pedestrians.

It should be noted that the junction appears to function currently and historically without resulting in any recorded accidents.

With vehicle speeds at 20mph Manual for Streets would suggest a stopping distance including bonnet length of 25m, with an “x-distance” along Brookes Street of 2.4m. Rather than the traditional measurement of the “y-distance” along the nearside channel line, Manual for Streets 2 (para 10.5.3) suggests it to be more appropriate to measure to the swept path of vehicles approaching the junction (generally 1m from channel). The suggested build out, whether physical or hatched, of the eastern radius of Brookes Street provides visibility exceeding these parameters.

Even without any build out the presence of parked vehicles on the southern side of Boarshaw Rd means that the running lane for vehicles travelling west is effectively 2.5m from kerblines.



Sketch of potentially improved access indicating visibility exceeds MfS requirements.

The existing kerb radii at the junction of Brookes St with Boarshaw Rd do not align to provide a convenient pedestrian crossing point and consideration of improving the situation should be given when forming the development site access.



Existing junction with Boarshaw Rd looking west



Existing junction with Boarshaw Rd looking east

The existing driveway access to 118 Boarshaw Rd visible above should be retained as a part of any junction alterations.

ACCESSIBILITY

WALKING

The CIHT document “Planning for Walking” (2015) states that in 2012 79% of all journeys made in the UK of less than a mile (1.6km) were carried out on foot. Table 2.2 in “IHT Guidelines for Providing for Journeys on Foot” suggests distances for desirable, acceptable and preferred maximum walks to Town Centres, Commuting/Schools and elsewhere as below:

Preferred max walking distance		
TOWN CENTRE	COMMUTE/SCHOOL	ELSEWHERE
800m	2000m	1200m

The site lies within walking distance of:

	Walking Distance	Walking Distance	Walking Time
Boarshaw Community Primary School	0.5 miles	800m	11 minutes
St John Fisher RC Primary	0.6 miles	900m	12 minutes
Cardinal Langley RC High School	0.8 miles	1200m	16 minutes
Local Stores	0.8 miles	1200m	16 minutes
Middleton Technology School	0.9 miles	1400m	18 minutes
Middleton Bus Station	1.2 miles	1800m	24 minutes

WYG prepared a report entitled “Accessibility-How Far do People Walk and Cycle” which used National Travel Survey (NTS) data for the UK excluding London, noting the following 85%ile walk distances

- All Journeys 1930m
- Commute 2400m
- Shopping 1600m
- Education 3200m (primary) 4800m (other)
- Personal Business 1600m

It is clear that extensive local facilities lie within walking distance.

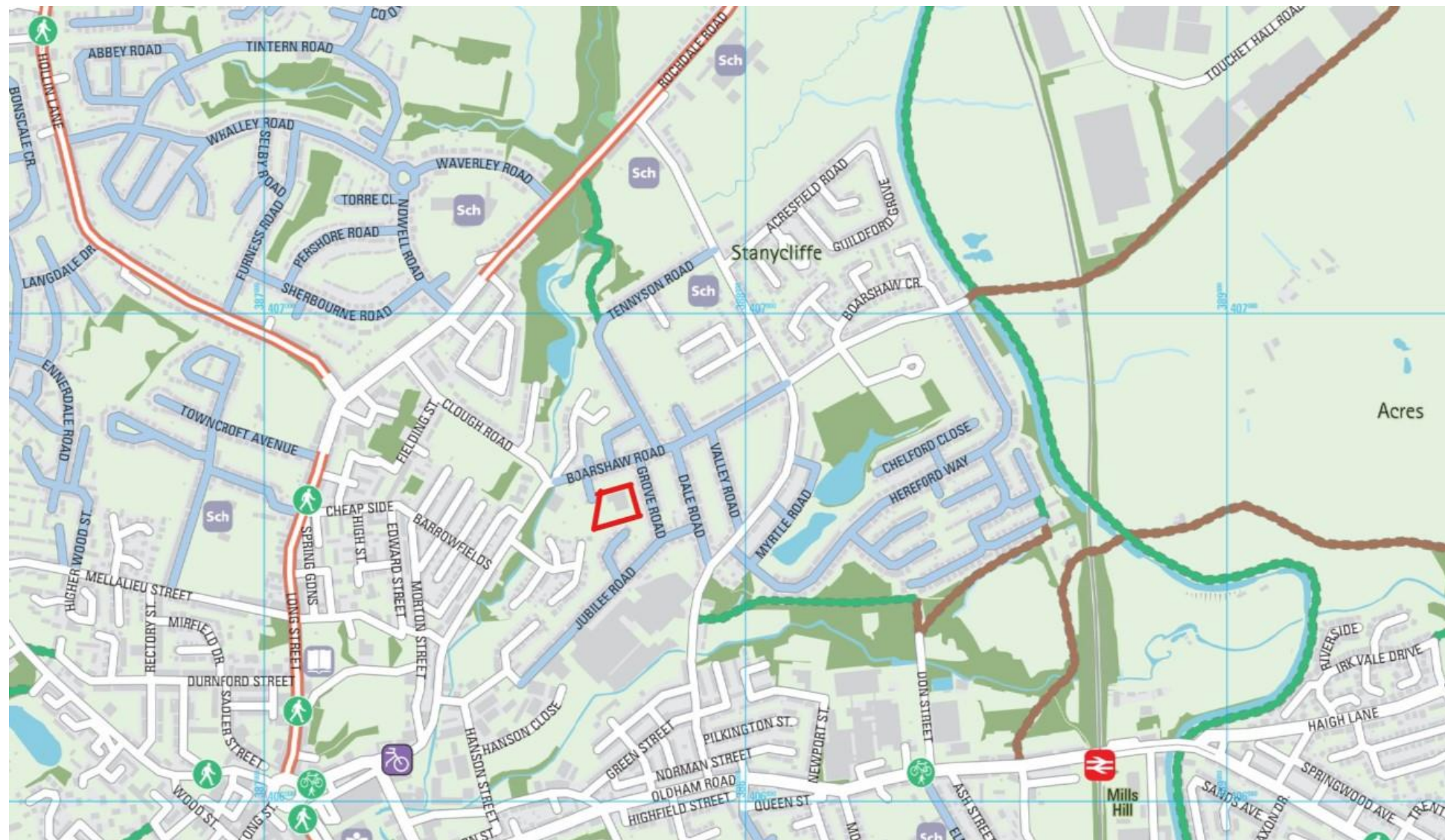
BUSES

Bus stops providing connections to Middleton centre, Rochdale, Manchester are available on A664 Rochdale Rd at 600m walking distance from the site, or on A669 Oldham Rd providing links to Oldham and Manchester at 950m distance, with buses at 10-minute intervals along both corridors.

Stops on both Oldham Rd and Rochdale Rd are within what is considered acceptable walking distances as part of a work commute.

CYCLES

The streets surrounding the site are classified as cycle friendly by GMTU as lying with an extensive 20mph zone. On street and traffic free cycle paths provide access beyond to major employment sites at Slattocks to the north east and Mills Hill and Oldham Broadway to the south.



Extract from GM cycle map

SUMMARY

- The proposed development will not result in any detrimental impact on the operation or safety of the highway network which might be considered severe.
- The on-site parking provision meets anticipated demand.
- Site is accessible enough that residents do not have to rely on motor vehicles, with employment sites, schools, local services and public transport links with easy walking/cycling distance.

Given the above there is no reason why the proposed development should be refused on any highways grounds.