



TRANSPORT STATEMENT

Wuerdle Street,
Littleborough, Rochdale

Client: PossAbilities CIC



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	Name	Position
Written By	Edward Atherton	Graduate Transport Planner
Checked & Approved By	David Stoddart	Associate Director

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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with a proposed development comprising a supported housing scheme (Land Use C2 – Sheltered Accommodation) which will include 17 apartments for adults with learning disabilities and 8 car parking spaces on land located at the junction of Wuerdle Street and Halifax Road in Littleborough, Rochdale OL16 2SQ.
- 1.1.2 Prime Transport Planning ('Prime') has been appointed by the applicant, PossAbilities CIC, to produce this TS.
- 1.1.3 Rochdale Borough Council (RBC) is both the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area.
- 1.1.4 The development proposals are very similar to Cherwell Green, an existing development (RBC planning reference 18/00751/FUL) by the applicant for a 17 supported apartments for adults with learning disabilities off Cherwell Avenue in Heywood which is now occupied and managed by PossAbilities CIC.
- 1.1.5 This document has been prepared in accordance with the Government's *Planning Practice Guidance: Transport evidence bases in plan making and decision taking* (2015) and *Travel Plans, Transport Assessments and Statements* (2014).
- 1.1.6 This TS should be read in conjunction with a Travel Plan (TP) produced by Prime to outline the applicant's commitment to promoting and encouraging travel by sustainable modes of transport.
- 1.1.7 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the outline planning submission to which this report relates.
- 1.1.8 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.9 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 Initial discussions with RBC were conducted by email in July 2023 when the LHA outlined the requirement for a TS and TP to support the scheme, with specific reference made to the LHA's concerns regarding the site's location at a sensitive section of the local highway network which is of strategic importance.
- 1.2.2 With regard to the specific content of the TS, RBC provided the following advice:

‘Wuerdle Street is not adopted and its layout does not currently meet adoptable standards and we would require some improvements to accommodate additional highway movements, in particular the introduction of a segregated footway. Any future TS should assess the suitability of the current junction arrangements of Wuerdle Street and Halifax Road in terms of capacity, accessibility and visibility etc. We would ask that swept path analysis of a standard sized refuse vehicle is provided for both the junction and within the development, we would not support any proposals that require servicing directly from Halifax Road. Bin storage areas should be clearly identified and be accessible both for residents and collectors.’

- 1.2.3 RBC also advised that parking provision for the site should be in line with Council standards which stipulate that developments of classification type C2 (Sheltered Accommodation) should contain 1 spaces per 3 beds.
- 1.2.4 Further email and telephone discussions took place with RBC Highways in August and September 2023 to discuss the site constraints and outline the applicant’s preference regarding refuse collection and parking. A copy of the scoping correspondence is provided in Appendix A.
- 1.2.5 Following this introduction, the remainder of this report is structured as follows:
- **Section 2** describes the relevant local and national transport policy and guidance;
 - **Section 3** provides a description of the site, local highway network and a summary of the accidents on the surrounding road network;
 - **Section 4** details the development proposal, including the access strategy, parking arrangements and refuse collection;
 - **Section 5** details access to the site by sustainable modes of travel, which includes walking, cycling and public transport;
 - **Section 6** discusses the trip generation of the site and the impact of the development on the local highway network; and
 - **Section 7** concludes the findings of the report.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current National Planning Policy Framework (NPPF) was published in September 2023 and sets out the Government's current planning policies. At the heart of the NPPF is 'a presumption in favour of sustainable development' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, promoting sustainable transport, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.5 In determining planning applications, paragraph 111 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.2.6 Paragraph 112 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with difficulties and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.'

2.2.7 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Greater Manchester Transport Strategy – 2040

2.3.1 First published in 2017 by Transport for Greater Manchester (TfGM), the *Greater Manchester Transportation Strategy 2040* is the Local Transport Plan for the region. The strategy links into supporting the wider Greater Manchester Spatial Framework and provides the focus on transport leading towards 2040, therefore focusing on long term transportation challenges for the wider area.

2.3.2 The vision is for Greater Manchester to have *‘World Class connections that support long-term sustainable economic growth and access to opportunity for all’*. The Critical Transport Challenges for Greater Manchester are identified as:

- *‘Supporting Sustainable Economic Growth;*
- *Improving Quality of Life;*
- *Protecting our Environment; and*
- *Developing an Innovative City Region’.*

2.3.3 Of importance to this development is Part 3 which deals with ‘Travel Across the Wider City-region’ and in particular the need to promote journeys by walking, cycling and public transport, stating in paragraph 312:

‘Travel to work at locations such as Trafford Park is dominated by the car and people who do not have access to one are often unable to consider working there. This contributes to high levels of car use and congestion as well as creating a barrier to opportunity.’

2.3.4 As such, this report will look at the accessibility by sustainable modes including active transport and the positioning of the site within the wider highways network.

2.4 Our Five Year Transport Delivery Plan (2021 – 2026)

2.4.1 This document was published in January 2021 and sets out what Greater Manchester wants to achieve between 2021 and 2026 as the first steps towards delivering their vision for transport. It sets out the practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and achieve the ambitions of the Greater Manchester Combined Authority (GMCA) and the Mayor, providing a coordinated approach to transport investment.

2.4.2 In particular this document focuses on tackling climate change, improving air quality, supporting recovery from the Covid-19 pandemic, tackling social exclusion and helping to deliver expected housing and employment growth.

2.4.3 From a transport perspective the focus will therefore be on investing in walking, cycling and public transport networks, better integrating the existing transport system and developing major sustainable transport schemes for delivery in the medium and long term. In summary, the main programme includes:

- Bus services - expanding network and improving reliability;
- Metrolink - investing in new fleet and new stops to support potential developments;
- Rail Service - improving existing rail infrastructure and developing new station proposals;
- Street network - investment in walking and cycling schemes; and

- Integrated network - integrating the entire transportation network to ensure smooth running and limited environmental impact.

2.5 Rochdale Core Strategy (2016)

- 2.5.1 The Core Strategy was adopted by RBC in 2016. It outlines the long term spatial strategy for up to 2028 and sets the following Spatial Vision:

‘To become a prosperous borough: to grow our economy and develop our place through cooperation and partnership, improving the lives of local people.’

- 2.5.2 There are five Strategic Objectives (SO) to help deliver the Spatial Vision, with SO5 related to travel and transportation as follows:

‘1. Directing development to the most accessible locations or those that can be made more accessible by public transport;

2. Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;

3. Improving access to the public transport network;

4. Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and

5. Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.’

- 2.5.3 There are two policies associated with SO5 as follows:

- T1 – Delivering sustainable transport; and
- T2 – Improving accessibility.

- 2.5.4 We acknowledge that T2 sets thresholds for Transport Statements, Transport Assessments and Travel Plans with the scale of this development being below the thresholds for a TS and TP however, as RBC Highways has concerns regarding the strategic importance of Halifax Road, these documents have been requested.

Parking Standards

- 2.5.5 Appendix 5 of the Core Strategy include RBC’s parking standards with the following being applicable to Sheltered Accommodation:

Table 2.1: RBC Residential Dwelling Parking Standards

Maximum Standard for Car Parking	Minimum Standard for Cycling Space Provision	Disabled Car Parking (Minimum)
1 per 3 beds	1 space per 40 beds (2 minimum)	10% of Total Capacity (below 12 spaces)

- 2.5.6 Whilst RBC's parking standards are recognised, it is important to acknowledge the bespoke nature of the development, with the site specific parking provision discussed in Section 4.5.

2.6 Rochdale Borough Transport Strategy (2014)

- 2.6.1 The Rochdale Borough Transport Strategy sets a framework for the development of transport improvements across the borough up to 2026. It aims to deliver a vision that:

'By 2026, Rochdale Borough will have a safe, affordable, sustainable, reliable, accessible and integrated transport network that offers travel choice for all, serves its communities, tackles air quality and climate change, enhances social inclusion, public health and supports the regeneration and economic growth of the local area.'

- 2.6.2 The strategy has seven long term objectives with the following four being applicable to this development:

- More & safer cycling;
- Walk in the right direction;
- Smarter travel – tackle congestion; and
- Connecting people & places.

2.7 Manual for Streets

- 2.7.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales. Whilst the document was prepared to focus on residential street design, it is commonly accepted that its principles are applicable to other streets and roads, particularly those that serve a 'place' function where pedestrians, cyclists and public transport users should be given importance over private vehicular traffic.

- The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:
- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;

- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.7.2 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.8 Summary

2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The proposed development is located on previously developed land located at the junction between Wuerdle Street and Halifax Road near Littleborough, circa 3.5km north-east of Rochdale town centre. The site was previously in use as a petrol filling station (PFS) but has lay vacant for a number of years.
- 3.1.2 The site has a circa 30m long frontage along the A58 Halifax Road which forms the site's northern boundary. To the south the site is bordered by houses, to the west by Wuerdle Street, and to the east by a Spar convenience store and PFS.
- 3.1.3 The location of the site in the context of the local highway network is illustrated in image 3.1 below.

Image 3.1: Site Location and Surrounding Highway Network



3.2 Local Highway Network

A58 Halifax Road

- 3.2.1 Running in a south-west to north-east alignment, the A58 Halifax Road is an 'A' classified distributor road. The road provides the main connection to Rochdale from the districts of Smallbridge and Littleborough and, in the vicinity of the site, features two lanes in each direction and measures circa 11m in width. In the vicinity of the site, the road is characterised by a mix of residential and commercial uses.
- 3.2.2 Circa 60m west of the site frontage, a signalised junction regulates the movement of traffic where Birch Road meets Halifax Road from the north with push-button pedestrian crossings, guard rails and tactile paving also being provided. Within the vicinity of the site, Halifax Road is subject to a 30mph speed limit as indicated by the presence of street lighting.
- 3.2.3 Footways are provided on both sides of the road and are generally circa 2-2.5m wide, although the footway abutting the site frontage measures circa 4m wide. Dropped kerbs are provided at junctions enabling pedestrians with mobility problems to cross safely.
- 3.2.4 Halifax Road is served by numerous bus stops. The nearest of these is circa 30m east of the site frontage and consists of a flag and pole arrangement and timetable information. More details on local bus services are provided in Section 5 of this TS.

Wuerdle Street

- 3.2.5 Wuerdle Street is a short, unadopted road which provides vehicular access to four terrace dwellings situated along the western side of the road where a circa 1.5m wide footway is present. The road runs in a north-south alignment and measures circa 40m in length and circa 6m in width, although it widens to circa 13m at its southern end to provide a turning head for vehicles. Wuerdle Street connects to Halifax Road at the site's north-western corner via a priority controlled junction.
- 3.2.6 Wuerdle Street forms a stub at its south-eastern end which previously facilitated access to the rear of the site when it was in use. Wuerdle Street falls down a gradual gradient from Halifax Road to its southern extent.
- 3.2.7 Immediately north of the houses, situated on the corner of Wuerdle Street and Halifax Road, there exists a small brownfield parcel of land within the ownership of the applicant, measuring circa 14m x 10m. It takes access from Wuerdle Street however, on the day of Prime's site visit, it was unoccupied.

3.3 Site Visit

- 3.3.1 A site visit was undertaken during the afternoon of Monday 21st of August 2023 which focused on the streets in the immediate vicinity of the site, namely Wuerdle Street and Halifax Road. Traffic flows on Halifax Road platooned due to the traffic signals. The inside lane on Halifax Road between the Birch

Road and Smithy Bridge Road junctions was more heavily trafficked than the outside lane, with the ahead movements on Halifax Road from the nearside lanes being more dominant than the right turns from the offside lanes. Turning out of the side roads and PFS access between these two junctions was relatively easy. A good level of pedestrian activity was observed.

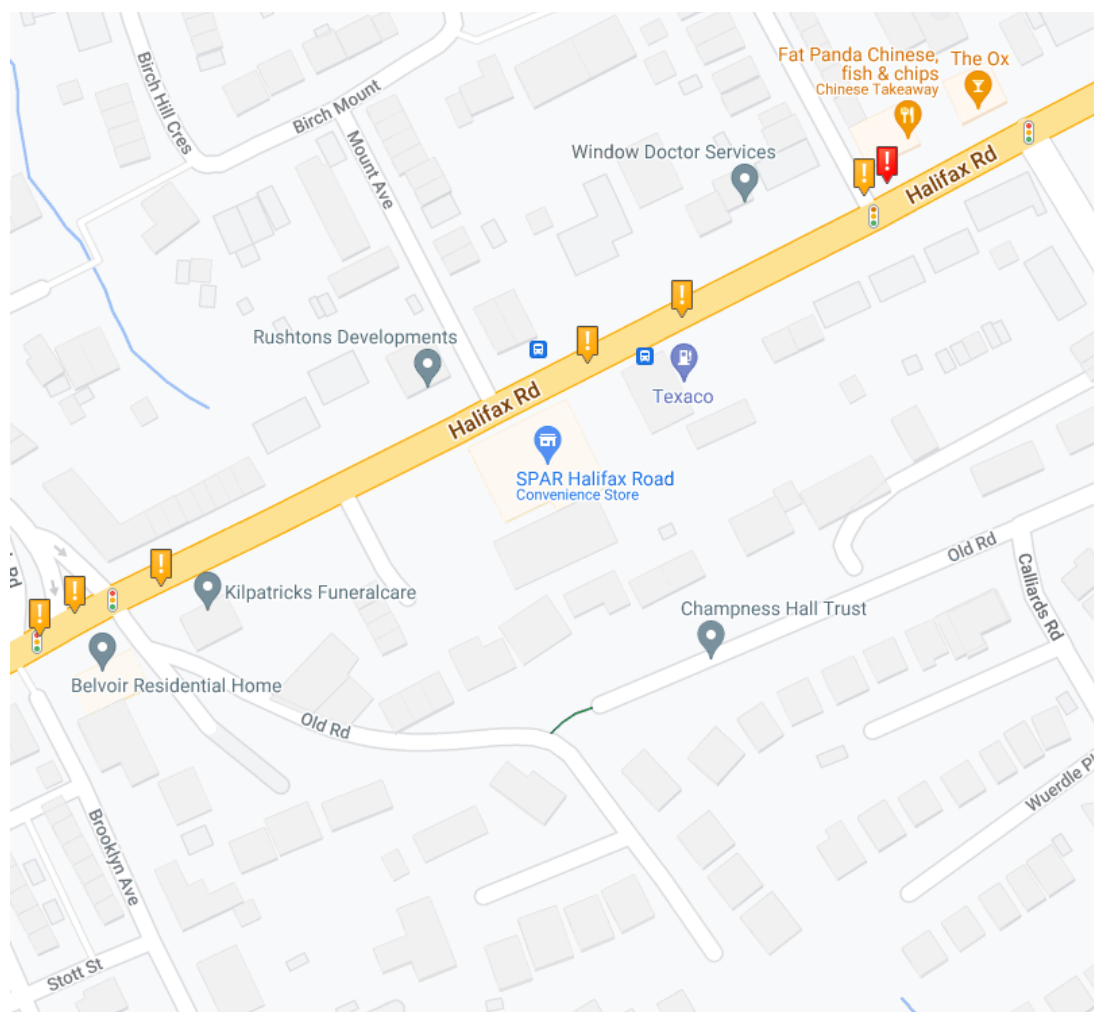
- 3.3.2 Two cars were observed parked outside of the terraced properties accessed off Wuerdle Street along with a caravan and a motorhome which were parked in the stub that previously continued into the rear of the site and will be used for access.

3.4 Road Safety

- 3.4.1 A road safety review focusing on the section of Halifax Road in the vicinity of the site, along with Wuerdle Street, has been conducted. Personal injury accident data has been obtained from CrashMap ([CrashMap](#)) to cover the five-year period between 2017 and 2021, this being the latest data available at the time of writing this TS.

- 3.4.2 Image 3.2 below shows the results of the CrashMap review.

Image 3.2: CrashMap Data Review in the Vicinity of the Scheme Proposal



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- 3.4.3 A review of the above reveals that there have been seven accidents occurring within the site's vicinity during the study period which have resulted in injuries being sustained. Of these, two occurred whilst vehicles were entering/exiting the Texaco petrol station located circa 50m east of the site frontage. Both of these accidents involved collisions between cars and resulted in slight injuries being sustained.
- 3.4.4 A further three accidents took place at the Halifax Road/Birch Road junction. All three of these accidents involved collisions between cars and all three resulted in slight injuries to drivers.
- 3.4.5 Finally, two accidents occurred at the junction between Halifax Road and Union Road circa 120m east of the site frontage. One of these accidents involved a collision between vehicles and resulted in slight injuries being sustained whilst the other involved serious injuries being sustained to a pedestrian.
- 3.4.6 No accidents were reported at the site frontage with Halifax Road or on Wuerdle Street. The above suggests that there are no existing highway safety issues that should influence the proposed access strategy detailed in Section 4.

4 DEVELOPMENT PROPOSALS

4.1 Development Description

- 4.1.1 The planning application which this TS supports will be for full planning permission for the development of 17 x 1-bed apartments for adults with learning disabilities and associated infrastructure. It is proposed that the site will have 8 car parking spaces two of which will be accessible spaces.
- 4.1.2 A Proposed Site Plan (PSP) has been produced by Ryder Architecture and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore, to avoid conflicting and superseded layouts being submitted within the various planning documents, it has been omitted from this report. The supporting documents should be available via the RBC online planning portal.
- 4.1.3 The PSP shows that the apartment building, its courtyard and car park will be located on the eastern side of Wuerdle Street. The brownfield land to the west of Wuerdle Street will form the construction compound and has the potential for future development which will be subject to a separate planning application.

4.2 Recent Planning History

- 4.2.1 The site benefits from planning permission for 6 dwellings as part of the planning permission for the Spar and PFS (RBC planning ref. 06/D47004), however the houses were never built.

4.3 Proposed Vehicular Access

- 4.3.1 The existing vehicular access from Wuerdle Street will be continued into the proposed car park, ramping down a slight gradient. Access to the existing row of terraced houses on the western side, will be retained.
- 4.3.2 During the initial pre-application discussions (Appendix A), RBC Highways requested improvement to Wuerdle Street, particularly the provision of a footway on the eastern side. The road has therefore been narrowed to the standard access width of 5.5m which facilitates a 1.3m wide footway on the eastern side with no changes required to the 1.5m wide footway on the western side. 3m corner radii will be provided at the junction with Halifax Road.
- 4.3.3 Visibility splays of 2.4m x 43m in accordance with MfS guidance for speeds of 30mph, the speed limit of Halifax Road, easily achievable. The visibility splays and proposed access dimensions are shown in Drawing P23071-001 in Appendix B.
- 4.3.4 The access design has been informed by swept path analysis for a fire appliance as shown in Drawing P23071-002 in Appendix B. This also demonstrates that such a vehicle is able to access the site, turn

and egress in forward gear, with the swept path taking into account cars parked outside of the four terraced properties on Wuerdle Street.

- 4.3.5 The caravan and motorhome that are regularly parked on Wuerdle Street are technically parked on private land without permission and will need to be parked elsewhere when construction commences. The applicant will contact the owners of the vehicles to request this.

4.4 Proposed Pedestrian/Cycle Access

- 4.4.1 Pedestrians and cyclists to and from the site will also be able to utilise the aforementioned Wuerdle Street access via the existing and proposed footway, accessing centrally through the courtyard. A second pedestrian access will be provided from Halifax Road via a gated passageway at the eastern edge of the site.

4.5 Proposed Service Strategy

- 4.5.1 Access for day-to-day commercial vehicles, which are unlikely to be any vehicle larger than a transit van, will be via Wuerdle Street.
- 4.5.2 Whilst RBC Highways' request to provide refuse collection within the site, i.e. not directly from Halifax Road, is acknowledged, there are however significant constraints to this which prevent a refuse collection vehicle from being able to turn within the site to allow access and egress in forward gear. The area required to accommodate a three point turn for a refuse collection vehicle is considerable. Prime investigated the possibility of this, however the limited space to the rear of the building, along with the proposed ramp, means that such a turning manoeuvre would not be possible without losing a considerable number of parking spaces and the proposed footway. The propensity for the residents of Wuerdle Street to park outside of their houses also restricts access for such vehicles.
- 4.5.3 Refuse collection is subject to British Standards and Building Regulations which state that such vehicles cannot be expected to reverse more than 12m which would preclude reversing into Wuerdle Street, at least to a depth that would allow the vehicle to wait clear of the main road.
- 4.5.4 The need to accommodate refuse collection vehicles within the site for this proposed land use and end user is also questionable. The majority of properties in the vicinity of the site on Halifax Road have their bins collected directly from Halifax Road, this includes the residents of Wuerdle Street. Whilst this might result in some localised disruption to other road users, it is for a short time period one-day per week, with such disruption over short time periods being commonplace on roads across the country, including on 'A' classified roads such as Halifax Road. The two lanes in each direction in the vicinity of the site on Halifax Road do however provide drivers with the opportunity to overtake waiting refuse collection vehicles. Other disruption on Halifax Road is limited by the presence of double yellow lines.

- 4.5.5 The applicant has investigated the refuse collection arrangements of the adjacent Spar/PFS with its managers. They use Suez, use a commercial waste collection contractor, who pull into the forecourt to empty their cardboard bins, but park on Halifax Road to collect general waste which is stored in four industrial bins adjacent to the eastern boundary of the site. The bins are wheeled onto Halifax Road using the dropped kerb at the forecourt egress. This collection currently takes place at around 5.30am on Thursday mornings, when Halifax Road is lightly trafficked.
- 4.5.6 The applicant commits to utilising the same contractor so that their waste can be collected in the same trip, which negates any need for an additional trip to be made on the local highway network. The proposed bin store on the eastern boundary of the site will allow the refuse collection vehicle to empty the bins from the same location as the Spar/PFS' general waste, adding just a short amount of time, no longer than a minute or two, to the existing waste collection journey. The site manager or other staff will be on-hand to assist with wheeling the bins into a readily accessible location.
- 4.5.7 The applicant's waste collection requirements, based on those of their Cherwell Green development, will be 2 x 1,100 litre bins emptied weekly and 3 x recycling bins emptied once every three weeks.
- 4.5.8 Based on the waste collection strategy outlined above, waste collection from Halifax Road will have a minimal impact. Should, hypothetically, a refuse collection vehicle access the site, the turning manoeuvres at the Wuerdle Street/Halifax Road junction would likely lead to a greater impact as the vehicle gives-way, and arguably the greater journey length in low gears could lead to additional emissions.

4.6 Parking Provision

- 4.6.1 The abovementioned PSP shows the site will have provision for 8 x car parking spaces, two of which will be reserved for blue badge holders. An electric vehicle (EV) charger will be located where it will be accessible for at least one standard space and at least one disabled space. The applicant proposes that six of the spaces will be for staff and visitors, with the other two offered to the existing residents of Wuerdle Street to provide them with the opportunity to park off-street.
- 4.6.2 The applicant's parking requirements are somewhat bespoke and informed by their Cherwell Green development in Heywood which also consists of 17 x 1-bed apartments for adults with learning disabilities. To help better understand the parking requirements of the development, the applicant has provided the following further details of the nature of the level of support that will be available:
- Tenants will have good levels of independence. Low levels support will be provided depending on individual needs;
 - Tenants will likely have mild learning disabilities which may include Down's Syndrome and autism spectrum disorders; and
 - Residents will very unlikely drive/own a car.

4.6.3 The applicant's proposed parking requirements are therefore for staff and visitors only. The proposed staffing arrangements, again based on Cherwell Green, are as follows:

- Maximum number of staff at any one time: 6;
- Minimum number of staff at any one time: 1;
- Shift start times are staggered, usually 8, 9, 10 and 11am;
- After 5pm staff numbers reduce, eventually down to 1; and
- Not all staff drive.

4.6.4 The final point is particularly pertinent given the good range of sustainable transport options local to the site as detailed in Section 5. The applicant is committed to promoting an encouraging sustainable travel as outlined in the TP that supports this application. Such sustainable travel options will be particularly applicable to staff and visitors, though residents may also be able to utilise them, with or without a chaperone, depending on the nature of their conditions.

4.6.5 On the basis of all of the above, the 8 parking spaces will be sufficient to accommodate the parking demand generated by the site. Even if, in a worst case scenario, every staff member chooses to drive to work there will still be enough parking spaces for all 6 employees. If as expected, at least one or two staff members travel to work by sustainable means there will be ample spare capacity in the proposed car park.

4.6.6 There is ample space for at least four cars to park outside of the four terraced properties on Wuerdle Street as per the current arrangement. The two parking spaces offered for these residents within the site means that there should be space for at least six cars in total for these residents, equivalent to a parking ratio of 1.5 spaces per property, which we assume to be 2-bed dwellings; the 1.5 ratio is a common parking standard for other authorities in the country.

4.6.7 At least two cycle parking spaces will be provided in a secure location.

4.6.8 We consider the car and cycle parking to be in line with RBC's standards as shown in Table 2.1.

4.7 Summary

4.7.1 The existing vehicular access from Wuerdle Street will be enhanced to provide a footway on the eastern side at the request of RBC Highways and utilised to serve the proposed development in an arrangement similar to the previous use on the site.

4.7.2 Pedestrians and cyclists will also be able to make use of the Wuerdle Street access which leads to the main building entrance via the courtyard along with a separate access via the proposed passageway off Halifax Road.

4.7.3 The applicant is committed to using the same waste collection contractor as the adjacent Spar/PFS, which currently collects waste weekly, early on a Thursday morning. The collection of waste in a

- combined single trip with their neighbour minimises the impact of waste collection from Halifax Road, with waste collection within the site not being feasible given the site constraints and also being uncommon locally.
- 4.7.4 8 parking spaces will be provided in total with 6 parking spaces to be provided for staff and visitors. Given that the future residents will not drive due to their medical conditions, coupled with the low number of staff, the proposed 6 parking spaces will provide ample parking capacity. 2 spaces will be offered to the existing residents of Wuerdle Street who will still be able to park outside of their properties.
- 4.7.5 The principles of the proposals also help the site to conform with the MfS principle of not overdesigning for occasional vehicle movements and NPPF guidance including paragraph 110 in terms of providing opportunity to promote sustainable modes of transport and providing safe and suitable access to the site for all users, as well as paragraph 112 in terms of giving priority to pedestrian movements, addressing the needs of people with disabilities and creating a safe, secure and attractive place that minimises scope for conflict between pedestrians, cyclists and vehicles.
- 4.7.6 In line with NPPF paragraph 111, the site will not cause an unacceptable impact on highway safety, therefore the development should not be refused on highway safety grounds.
- 4.7.7 Additionally, the development proposals are commensurate with local planning policy, with the parking provision being in line with the requirements set out in the Rochdale Core Strategy under Policy T2 – Improving Accessibility. The development proposals are also compliant with the accessibility hierarchy set out in Policy T2 which requires new developments to prioritise the safety and accessibility of people with mobility issues, pedestrians and cyclists.

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5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.
- 5.1.3 As mentioned previously, it is unlikely that any of the future residents of the site will be car owners. Furthermore, based on the client’s existing Heywood site, it is likely that some of the staff will be relying on means of transport other than the private car. It is therefore crucial that the site is accessible by sustainable modes that will be more suitable for the needs of the site’s future residents and staff.

5.2 Access on Foot

- 5.2.1 The streets in the vicinity of the site feature good quality pedestrian infrastructure in the form of footways, street lighting and road crossing points, some of which being traffic signal controlled. Furthermore, these facilities link up to the broader pedestrian infrastructure network, enabling pedestrians from the site to walk to nearby amenities, district centres and residential areas. Hence, it is reasonable to conclude that walking to and from the site will be both convenient and safe.
- 5.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown below in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *‘Providing for Journeys on Foot’* (2000)

5.2.3 The site's location on the Halifax Road means that it is within the CIHT's recommended 1200m walking distance of a range of amenities and local services. These include, but are not limited to, two convenience stores, several pubs and restaurants, Smallbridge library, two churches, Birch Hill Hospital and Smithy Bridge railway station. Therefore the site location is accessible on foot for day-to-day services from a resident and staff perspective.

5.2.4 Furthermore, most of the Littleborough, Wuerdle, Smithy Bridge, and Buckley areas are within the CIHT's recommended 2000m walking distance for commutes to work. Given that these areas are largely residential, the site will be accessible for any staff based locally and indeed visitors living in the local area.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

5.3.3 Given this observation, it is reasonable to conclude that a significant range of local services and residential area will be within cycling range of the site. An 8km catchment covers all of Rochdale which not only opens up a wide range of local amenities to cyclists to/from the site, but also means that a potential future employees and visitors will be able to access the site by bicycle.

5.3.4 The site benefits from being located circa 900m from National Cycle Network Route (NCNR) 66 which connects Sowery Bridge in West Yorkshire to Manchester. The route runs along a broadly south-west to north-east alignment and facilitates convenient cycle connections between the site and Rochdale. The route also connects to NCNR 92 which runs in a north-south alignment through the villages of Whitworth and Shawforth. From the site, cyclists will be able to access NCNR 66 via the Smithy Bridge Road, a largely residential road featuring a cycle lane along most of its length.

5.3.5 The cycling infrastructure within the vicinity of the site is of reasonable quality and provides convenient connections to nearby urban areas, including Rochdale. Having good quality cycle infrastructure so close to the site will ensure that cycling is an attractive option for everyone, including less experienced cyclists. As mentioned in Section 4.6, secure cycle parking will be provided within the development. The proposed development is therefore considered to be accessible via bicycle for future residents, staff and visitors to the site.

5.4 Access by Bus

- 5.4.1 The CIHT document '*Planning for Public Transport in Developments*' (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.
- 5.4.2 As mentioned in Section 3.2, Halifax Road is well served by bus stops. The nearest of these, referred to as '*Mount Avenue, Halifax Road, Wuerdle*', is circa 30m from the site frontage. A summary of the services that can be accessed from this stop is provided in Table 5.2.

Table 5.2: Summary of Local Bus Services

Service	Route	Weekday Frequency	Weekend Frequency	
		Monday - Friday	Saturday	Sunday
456	Littleborough - Rochdale	30 minute freq.	1 hr. freq.	1 hr. freq.
457	Stansfield - Rochdale	1 hr freq.	1 hr freq.	1 hr freq.
458	Littleborough - Rochdale	1 hr freq.	1 hr freq.	No service
587	Rochdale - Waterhouse Street	1 hr freq.	1 hr freq.	2 – 3 hr freq.
590	Rochdale - Crown Street	30 minute freq.	30 minute freq.	1 hr freq.

Source: [Plan Your Journey | Traveline](#)

- 5.4.3 The above table demonstrates that the bus services which run in proximity to the site provide convenient, high frequency connections to Rochdale and surrounding towns. This is particularly convenient given that the bus stop at *Mount Avenue, Halifax Road, Wuerdle* is located so close to the site, ensuing that passengers will not have to combine their bus journey with a lengthy walk to/from the site.
- 5.4.4 Given the above, bus travel is considered to be a viable mode of transport and provides a convenient choice for future residents as well as staff and visitors to the site.

5.5 Access by Rail

- 5.5.1 Smithy Bridge train station is located off Smithy Bridge Road around 900m to the south-east of the site which can be walking in around 13-minutes or cycled in around 4-minutes. The station is on the direct line to Manchester Victoria which can be reached in circa 18 minutes via Rochdale which can be accessed in circa 4 minutes. At peak times the service runs every 30 minutes. Given the station's proximity to the site and the frequency of services, it is reasonable to conclude that travel to and from the site by rail will be a viable option for both future staff and residents.

5.6 Travel Plan

- 5.6.1 A TP demonstrating the applicant's commitment to promoting sustainable travel choices with the aim of reducing car dependency has been prepared for submission as a standalone document. The TP will evolve over time and will be expected to be regularly reviewed and updated accordingly.

5.7 Summary

- 5.7.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities and services, as well as neighbouring local settlements, are within nationally recognised acceptable walking and cycling distances.
- 5.7.2 The local bus and rail services provide frequent connections to the main urban centres in the area. The site benefits from being located close to these well-serviced bus stops and the local train station. This ensures that people travelling to and from the site will not have to combine their bus/rail journeys with lengthy walks. All of this means that public transport should be a viable option for residents, staff and visitors to the site.
- 5.7.3 Given that all of the site's future residents and some of its staff will not be car owners, the excellent accessibility of the site via sustainable modes of transport will ensure that the site is ideally located to meet the transportation needs of future residents and staff.
- 5.7.4 As mentioned above, a TP will also be produced in support of the development which will provide encouragement for potential residents of the site to use sustainable modes of transport. It is hoped that a combination of the site's sustainable location and design and adoption of the TP will help to maximise the use of sustainable modes of transport.
- 5.7.5 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*', as well as providing '*safe and suitable*' access for all.
- 5.7.6 Policy T1 of the Rochdale Core Strategy sets out the borough's *commitment to prioritising low and non-carbon modes of travel* and emphasises the importance of *making best use of existing transport infrastructure*. Furthermore, the accessibility hierarchy detailed in Policy T2 requires new developments to prioritise the movements of people with mobility impairments, pedestrians and cyclists. Section 4.5 of the Rochdale Borough Transport Strategy explains that '*developers will be encouraged to link to or enhance existing pedestrian in their proposals*.' The proposals therefore align with local policy.

6 TRIP GENERATION

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to forecast the vehicular demand associated with the development proposals. It then provides an assessment of the impact that the scheme is likely to have on the local highway network.
- 6.1.2 The assessment undertaken follows an industry standard methodology and represents a robust assessment. Additionally, following detailed input from the client, Prime are able to compare the trip generation exercise presented below to the operational practices of the client's existing Cherwell Green site in Heywood. The Heywood scheme is also a 17 apartment supported housing scheme and, therefore, represents a fair comparison for these new proposals.

6.2 Vehicular Trip Generation

- 6.2.1 The TRICS database has been used to forecast the two-way trips the proposed development will generate. The detailed TRICS output is provided in Appendix C of this TS however, in sum, Land Use '03' (Residential) and Category 'F' (Sheltered Accommodation) were selected and sites in Greater London and Ireland were filtered out of the survey selection given their either end of the spectrum levels of public transport provision.
- 6.2.2 Table 6.1 presents the forecast 12-hour trip rates and trip generations associated with a typical sheltered accommodation development. The tradition highway network peak hours are presented in bold.

Table 6.1: Forecast Trip Generation for Development Proposals

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.053	0.062	0.115	1	1	2
08:00-09:00	0.077	0.074	0.151	1	1	2
09:00-10:00	0.116	0.151	0.267	2	3	5
10:00-11:00	0.154	0.151	0.305	3	3	6
11:00-12:00	0.172	0.142	0.314	3	2	5
12:00-13:00	0.107	0.122	0.229	2	2	4
13:00-14:00	0.125	0.166	0.291	2	3	5
14:00-15:00	0.113	0.110	0.223	2	2	4
15:00-16:00	0.119	0.095	0.214	2	2	4
16:00-17:00	0.163	0.125	0.288	3	2	5
17:00-18:00	0.083	0.089	0.172	1	2	3
18:00-19:00	0.068	0.071	0.139	1	1	2

- 6.2.3 The above demonstrates that similar developments for the same quantum will typically generate around 2 to 3 two-way trips during the network AM and PM peak hours respectively. Numbers this low will have a negligible impact on the local highway network. There is some minor fluctuation in the number of two-way trips generated by the site over the course of the day. However, the numbers are consistently low and never exceed 6 two-way trips in an hour.
- 6.2.4 The methodology presented above is essentially the same as that which was employed as part of the TS produced in support of the application (18/00751/FUL) for the Cherwell Green site, apart from time-sensitive elements. Indeed, the two-way trip generation during network peak hours presented above is identical to that of the Cherwell Green scheme (2 and 3 two-way trips during network AM and PM peak hours respectively). This is unsurprising given the similarity of the two schemes and suggests that the above ought to be acceptable to RBC.
- 6.2.5 It should also be noted that the trip generation exercise presented above does not take into consideration the fact that none of the site's future residents will be drivers and therefore represents a highly robust assessment. In reality, the majority of two-way trips likely to be associated with the development will be generated by members of staff.
- 6.2.6 Prime have been informed by the client that no more than 6 staff members are on-site at any one time at the Cherwell Green site, with a minimum of 1 staff member on-site. Additionally, staff at Cherwell Green operate on a staggered shift pattern with future staff at the proposed development likely to operate on the same basis. The effect of this will be to disperse staff arrivals over a period of several hours, usually between 08:00 and 11:00, thus reducing the impact on the highway network during the AM peak. In the evening staff departure times are also staggered, with the staff numbers reducing after 5pm which, again, will reduce the impact on the highway network during peak hours.
- 6.2.7 It is important to noted that not all staff will drive. It is understood that some of the staff at Cherwell Green travel to work by alternative means. Given the high quality nature of the local pedestrian, cycling and public transport infrastructure detailed in Section 5 of this TS, and promoted through the TP, it is likely that the true number of two-way trips generated by the site will be lower still than what has been presented above.
- 6.2.8 It is acknowledged that during scoping discussions (Appendix A) RBC Highways stated that consideration should be given to a junction capacity assessment at the Wuerdle Street/Halifax Road junction. Considering a worst-case of 6 two-way trips, these being the highest in any one hour in Table 6.1, and applying a particularly high trip rate of 1.0 to the 4 houses off Wuerdle Street, these resultant 10 trips would be well-below the traditional 30 two-way trip threshold for when junction capacity assessments should be considered. It is therefore logical to assume that the junction will operate with a considerable level of spare capacity. It should also be remembered that the neighbouring traffic signal controlled junctions on Halifax Road will create gaps in the traffic to aid turning in and out of

Wuerdle Street. This level of additional traffic, whilst being overly robust for assessment purposes, is likely to be imperceptible to existing road users.

6.3 Summary

- 6.3.1 It has been outlined that future residents of the site will unlikely be car drivers, and staff numbers are anticipated to be low (maximum of 6 on-site at any one time). It is therefore evident that the trip generation will be low and therefore the development proposals will have a negligible impact on local highway capacity. This is especially true given the staggered arrival/departure times that future staff are likely to operate on and the fact that some staff members are likely to travel to work by some form of sustainable transport.
- 6.3.2 Section 11.22 of the Rochdale Core Strategy summarises that minimising vehicular traffic '*benefits safety and penetration for sustainable travel and enables parking regimes to be more easily managed, supports business regeneration and increases town centre vibrancy*'. Given the low trip generation forecast for the proposed development, the scheme ought to be viewed as being commensurate with Policy T1 and Policy T2 of the Rochdale Core Strategy.
- 6.3.3 The impact of the development can certainly not be considered '*severe*' meaning that according to paragraph 111 of the NPPF, as described in Section 2 of this report, the development should not be refused on transport grounds.

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7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TS considers the highways and transportation implications associated with a proposed scheme comprising 17 apartments for adults with learning disabilities and 8 car parking spaces including 2 accessible spaces, on land located off Wuerdle Street, Rochdale.
- 7.1.2 A review of accident data for the roads in the vicinity of the site has been undertaken for the most recent five years available on CrashMap. This reveals that seven accidents occurred in the site's vicinity during the study period with all but one of these resulting in slight injuries. None of the accidents occurred at the site frontage or on Wuerdle Street. There is no evidence to suggest that the development proposals will exacerbate local accident frequencies or severities.
- 7.1.3 The development proposals are located on the east of the site, on the site of a former PFS. Access will be taken via the continuation of Wuerdle Street into the site, with the road upgraded to provide a 5.5m wide carriageway and a 1.37m wide footway on the eastern side in addition to the existing footway on the western side. Land within the application boundary on the western side of Wuerdle Street will be used as a construction compound for the apartments, and potentially developed in the future which will require a separate planning application.
- 7.1.4 A safe level of visibility is achievable at Wuerdle Street's junction with Halifax Road, and the largest vehicle expected to access the site, a fire appliance, will be able to access and turn within the site.
- 7.1.5 Pedestrian access will be taken through a courtyard to the rear of the building, accessible via the footways on Wuerdle Street. A separate pedestrian access via a passageway onto Halifax Road will also be provided.
- 7.1.6 Whilst RBC Highways have requested refuse collection be taken from within the site, we have investigated the feasibility of being able to drive refuse collection vehicles into the site, turnaround and exit in forward gear. Due to several constraints, such access will not be feasible, as such, the applicant proposes private refuse collection from Halifax Road, sharing the contractor who collects the waste from the neighbouring Spar/PFS, with the contractor collecting waste before 6am every Thursday morning. Sharing the contractor will mean that a new dedicated refuse collection trip will not be required and the impact on Halifax Road will be minimal. All other properties in the vicinity of Halifax Road also appear to have their refuse collected directly from Halifax Road.
- 7.1.7 The applicant proposes to provide 8 parking spaces including 2 disabled spaces and 2 spaces with access to EV charging facilities, a suitable number given that future residents will unlikely drive and as the number of staff will be small. Furthermore, staff shift patterns, based on the applicant's Cherwell Green scheme in Heywood, will be staggered and some staff members will arrive to work by alternative means. Therefore, it is likely that fewer than 6 spaces will be required at any one time. 2

of the 8 parking spaces will be offered to existing residents of the 4 properties that take access from Wuerdle Street, though they will still be able to park outside of their houses in a manner that will not restrict access to the development.

7.1.8 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local services and amenities on foot, by cycle, and by public transport. Staff and visitors will benefit from the proximity of the local bus stops adjacent to the site and the nearby Smithy Bridge train station when travelling to and from neighbouring local settlements.

7.1.9 A trip generation exercise has been undertaken which has established that, as the future residents will unlikely be car drivers, and as future staff will be small in number and operating on a staggered shift pattern, the development proposals will have a negligible traffic impact on the local highway network.

7.2 Conclusions

7.2.1 It is concluded that the proposed development would not have a severe impact on the operation of the highway network both in terms of safety and capacity. The impact will be negligible and it is Prime's view that no off-site mitigation measures will be required.

7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety, and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, Prime are happy to consult further with them.

APPENDIX A

SCOPING CORRESPONDENCE WITH RBC HIGHWAYS

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David Stoddart

From: Network Development <network.development@rochdale.gov.uk>
Sent: 01 September 2023 09:08
To: David Stoddart
Subject: RE: Wuerdle Street 17 Apartments with Care

Follow Up Flag: Follow up
Flag Status: Flagged

Hi David,

We still have concerns in regards to refuse collection from the A58 because of its high traffic levels and the developments position between two sets of traffic signals. This sensitivity is recognised by the current loading restrictions along this section of the road. Our preference would be for refuse collection to take place within the site with a clear turning area identified.

With regards to parking provision if future proposals do not meet Council standards we would require a clear rationale why the number of spaces being provided should be accepted. You have made reference to a previous application at Cherwell Avenue and we did at that time have concerns regarding parking hence the parking conditions imposed on the planning permission. The production of a Travel Plan may also help in the reduction of parking demand for the proposed development.

We would need to assess level of parking provision as any overspill parking onto Weurdle Street would have an impact on servicing access and residential amenity.

A junction assessment will be required if there is an expectation of 30+ two way vehicle movements through the junction. As this junction is traffic sensitive particularly in peak times we may need to assess any impact particularly the right turn movements from the A58 which would obstruct the two lane approach to the existing traffic signals.

Although the size of the development may not require the submission of a Travel Plan it would be beneficial when considering the amount of traffic generated and the level of parking expected.

We hope this is of assistance.

Kind regards

Tim Wood
Development Control Engineer
Place



☎ 01706 924660
✉ tim.wood@rochdale.gov.uk

Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

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From: David Stoddart <D.Stoddart@primetp.co.uk>
Sent: 31 August 2023 15:18
To: Network Development <network.development@rochdale.gov.uk>
Cc: Dawncoward <Dawncoward@icloud.com>
Subject: Wuerdle Street 17 Apartments with Care

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Hi,

I spoke with John Gilligham a week or so regarding the above scheme. Our client was provided with some pre-app advice which I've included below:

- *Although this is a relatively small development we would ask that any future planning application is supported by a Transport Statement(TS) as the site is located on one of the most sensitive sections of the strategic highway network and the developments highway impact must be fully assessed.*
- *Wuerdle Street is not adopted and its layout does not currently meet adoptable standards and we would require some improvements to accommodate additional highway movements in particular the introduction of a segregated footway.*
- *Any future TS should assess the suitability of the current junction arrangements of Wuerdle Street and Halifax Road/A58) in terms of capacity, accessibility and visibility etc.*
- *We would ask that swept path analysis of a standard sized refuse vehicle is provided for both the junction and within the development, we would not support any proposals that require servicing directly from Halifax Road. Bin storage areas should be clearly identified and be accessible both for residents and collectors.*
- *Parking provision for the development should be in line with Council standards.*
- *Any future application should identify how the proposed use could be made sustainable in terms of reducing vehicle trips to the site with the submission of a Travel Plan.*
- *All hard standing and parking spaces must be SUDs compliant.*
- *We may ask for a Construction Method Statement for the development because of the sites sensitive location.*

John provided some helpful advice regarding a few queries but I gather it may have been Tim who provided the initial advice. We have been provided with some further details from the client who will also be the operator, along with an updated proposed site layout which is attached. The layout shows a narrowing of the Wuerdle Street carriageway to 5.5m with a circa 1.5m footway on the eastern side.

I have provided some additional information below for your consideration and I would be most grateful if you could come back to me on the points highlighted in bold font.

The client operates an existing site (Cherwell Green), itself being a recent development, on the corner of Cherwell Avenue and Millbank Street in Heywood. This scheme also has 17 apartments and operates with the following staffing arrangements:

- Maximum number of staff at any one time: 6
- Minimum number of staff at any one time: 1
- Shift start times are staggered, usually 8,9,10 and 11am
- After 5pm staff numbers reduce, eventually down to 1
- Not all staff drive

The proposed development will likely operate in the same manner. Some further details of the nature of the level of support is as follows:

- Tenants will have good levels of independence. Low levels support will be provided depending on individual needs;
- Tenants will likely have mild learning disabilities which may include Down's Syndrome, autism and Aspergers; and
- Residents will very unlikely drive/own a car.

The applicant is currently proposing 6 parking spaces for staff and visitors which matches that of Cherwell Green, along with two spaces for use by the existing residents of Wuerdle Street (4 x terraced houses) who will also be able to park outside of their properties as they currently do. These numbers would be in line with your parking standards for residential institutions and sheltered housing so **I would trust you would be reasonably comfortable with the parking provision?**

We note your original request for refuse collection to take place within the site i.e. not directly from Halifax Road. We have investigated this using swept path analysis and it would appear to not be feasible to turn such a vehicle within the site which is particularly constrained by both area and level change. However we visited the site last week and it would appear that the vast majority of properties are serviced directly from Halifax Road, including the adjacent PFS and convenience store (Spar) and houses off Wuerdle Street. The applicant intends to use industrial sized bins which will be collected once a week. We propose that collection would take place from Halifax Road from the path on the eastern side of the building adjacent to where the PFS/Spar bins are collected, so the vehicle would be pulling in and servicing in that location anyway and we feel it would be the waste management company's preference to do this rather than have to enter the site. **Would you therefore be willing to allow refuse collection from Halifax Road?**

Also, given the relatively small scale of the site from a traffic generation perspective, **I trust you won't be expecting a capacity assessment of the Wuerdle Street/Halifax Road junction?** We will of course present trip rates in the Transport Statement.

Similarly, given the low car dependency nature of the use and the low staff numbers, **I trust that you won't require a Travel Plan to support the planning application?**

Many thanks in advance for your help, I look forward to your response. I'm happy to discuss over the phone/Teams or on-site if it helps.

Kind regards

Dave

David Stoddart
Associate Director

D: +44 (0)151 728 1864

M: +44 (0)7944 446 528

9 Hurricane Court, Liverpool International Business Park
Estuary Boulevard, Liverpool, L24 8RL



www.primetp.co.uk



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APPENDIX B

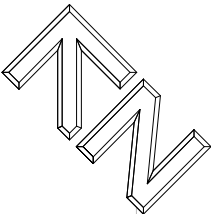
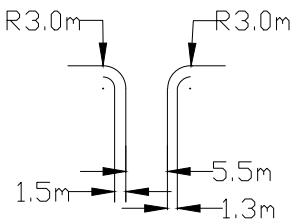
TECHNICAL DRAWINGS

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KEY



2.4m x 43m VISIBILITY SPLAYS
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*	*	*	*
Rev	Date	By	Revision notes

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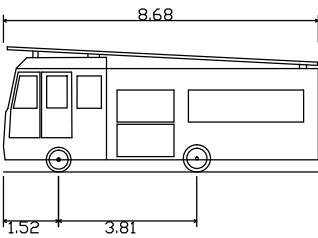
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PROPOSED ACCESS STRATEGY

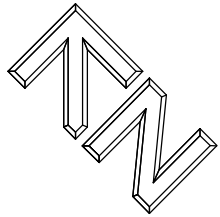
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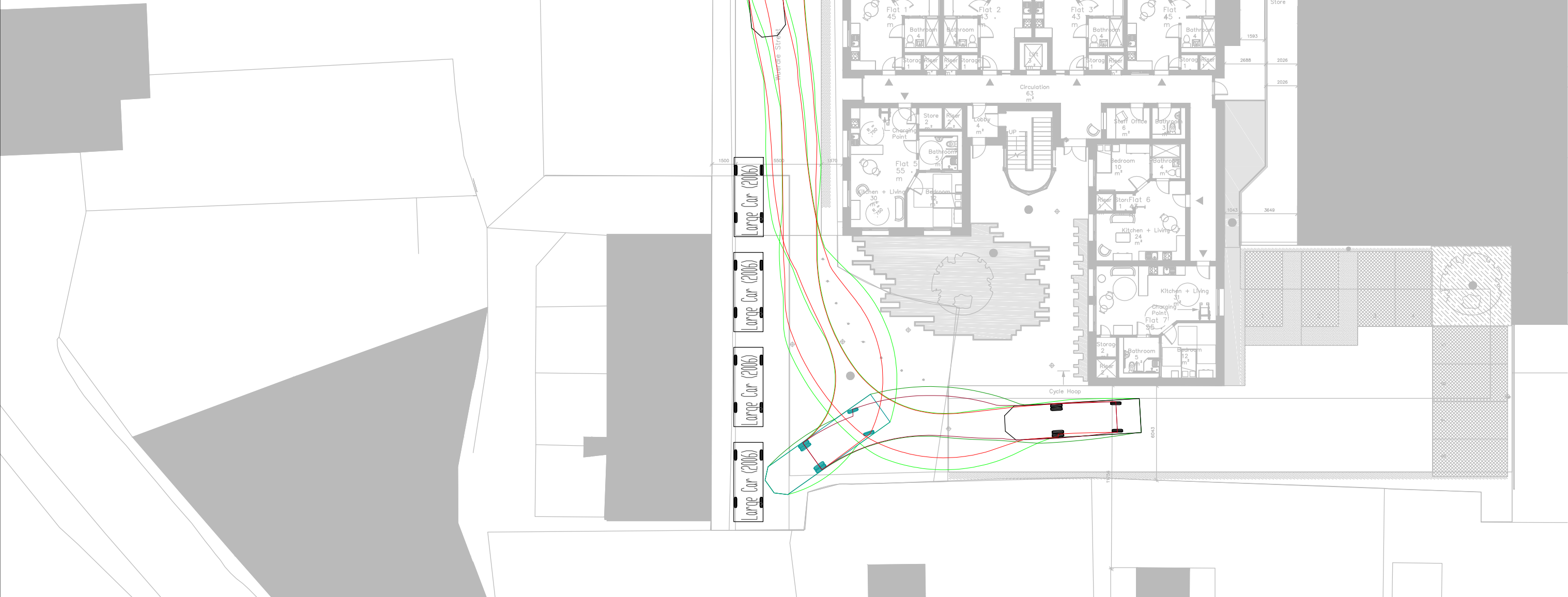
VEHICLE PROFILE



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 7.910m



DB32 Fire Appliance



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

*	*	*	*
Rev	Date	By	Revision notes

DISCLAIMER
• PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
• PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
• PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
• DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
• THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project	WUERDLE STREET, ROCHDALE
Title	SWEPT PATH ANALYSIS - FIRE APPLIANCE

Drawn by CM	Issue date 13 SEPT 2023
Scale(s)	1:250 @ A3
Drawing No P23071-002	
Status	INFORMATION

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APPENDIX C

TRICS REPORT OUTPUTS

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Calculation Reference: AUDIT-753001-230912-0907

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : F - SHELTERED ACCOMMODATION
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 14 to 87 (units:)
 Range Selected by User: 14 to 124 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 12/09/12 to 12/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	3 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DB-03-F-02 HIGHFIELD PARK RHYL Edge of Town Centre Residential Zone Total No of Dwellings: 59 Survey date: TUESDAY 11/11/14	SHELTERED HOUSING	DENBIGHSHIRE	Survey Type: MANUAL
2	GM-03-F-07 LANCASTER ROAD SALFORD SWINTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 21/06/19	SHELTERED HOUSING	GREATER MANCHESTER	Survey Type: MANUAL
3	LC-03-F-02 RICHMOND AVENUE BURSCOUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 Survey date: THURSDAY 21/04/22	SHELTERED HOUSING	LANCASHIRE	Survey Type: MANUAL
4	LE-03-F-02 AYLESTONE LANE LEICESTER WIGSTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 49 Survey date: THURSDAY 27/09/12	SHELTERED HOUSING	LEICESTERSHIRE	Survey Type: MANUAL
5	LN-03-F-01 WILLOW CLOSE HECKINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 11/12/12	SHELTERED HOUSING	LINCOLNSHIRE	Survey Type: MANUAL
6	NT-03-F-01 BEAUMONT STREET NOTTINGHAM SNEINTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 87 Survey date: FRIDAY 21/06/13	SHELTERED HOUSING	NOTTINGHAMSHIRE	Survey Type: MANUAL
7	SM-03-F-01 THE AVENUE TAUNTON STAPLEGROVE ROAD Edge of Town Centre Residential Zone Total No of Dwellings: 36 Survey date: FRIDAY 28/09/12	SHELTERED HOUSING	SOMERSET	Survey Type: MANUAL
8	WK-03-F-01 NORTHUMBERLAND ROAD LEAMINGTON SPA MILVERTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: THURSDAY 25/10/12	SHELTERED HOUSING	WARWICKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	42	0.053	8	42	0.062	8	42	0.115
08:00 - 09:00	8	42	0.077	8	42	0.074	8	42	0.151
09:00 - 10:00	8	42	0.116	8	42	0.151	8	42	0.267
10:00 - 11:00	8	42	0.154	8	42	0.151	8	42	0.305
11:00 - 12:00	8	42	0.172	8	42	0.142	8	42	0.314
12:00 - 13:00	8	42	0.107	8	42	0.122	8	42	0.229
13:00 - 14:00	8	42	0.125	8	42	0.166	8	42	0.291
14:00 - 15:00	8	42	0.113	8	42	0.110	8	42	0.223
15:00 - 16:00	8	42	0.119	8	42	0.095	8	42	0.214
16:00 - 17:00	8	42	0.163	8	42	0.125	8	42	0.288
17:00 - 18:00	8	42	0.083	8	42	0.089	8	42	0.172
18:00 - 19:00	8	42	0.068	8	42	0.071	8	42	0.139
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.350			1.358			2.708

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	14 - 87 (units:)
Survey date range:	12/09/12 - 12/09/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.