

Dunelm Rochdale

Transport Statement

NOVEMBER 2023

Prepared By:

Suite 1A
4 Piccadilly Place
Manchester
M1 3BN

Prepared For:

ERP (Accrington) Limited
c/o Glenbrook Investments Limited
Union
2-10 Albert Square
Manchester
M2 6LW

Our Ref:

30197002-ARC-REP-Transport Statement



Huw Nicholas
Associate Technical Director

Contents

1	Introduction.....	3
2	Existing Conditions	4
3	Proposed Development.....	8
4	Assessment of Impact.....	16
5	Summary & Conclusion	17

Tables

Table 1	Summary of 5 Year Collision Data	6
Table 2	PM Existing Vehicular Trips.....	10
Table 3	Summary Table displaying Weekday AM and PM Peaks of the land use types within TRICS ..	11
Table 4	Comparison table of Existing Vehicular Trips to Retail Non-Food (existing permitted use)	12
Table 5	Summary Table displaying Weekend Peaks of the land use types within TRICS.....	12
Table 6	Net Vehicle Change – Trade Counters B8 compared to Retail Non-Food (Existing Permitted Use)	13

Figures

Figure 1	– Site Location Plan & Application Boundary (Sourced from Google maps Satellite image)	4
Figure 2	– Public Highway Boundary	5
Figure 3	– Access & Egress Routes	5
Figure 4	– 5 Year Collision Data	6
Figure 5	– Location of Junction Upgrade (Planned)	8
Figure 6	– Access & Egress Routes	8
Figure 7	– Development Traffic Distribution: Net Vehicle Change (Weekday AM Peak)	14
Figure 8	- Development Traffic Distribution: Net Vehicle Change (Weekday PM Peak)	15
Figure 9	- Development Traffic Distribution: Net Vehicle Change (Saturday Peak)	15

1 Introduction

1.1 Background

This Transport Statement (TS) has been prepared by Arcadis Consulting UK Limited (Arcadis) on behalf of ERP (Accrington) Limited (the client) to support the submission of a full change of use planning application at the existing retail unit (Dunelm and Carpetright) off Whitworth Road, Rochdale (the site).

The site comprises a single building divided into two units and the lawful planning use is for non-food retail as controlled by planning permission reference 00/D37893, which was approved on 25 August 2000.

In order to be market facing and commercially attractive, the Applicant is seeking to expand the existing non-food retail use to include Use Class B8 (storage and distribution) including trade counter (i.e. open Use Classes (E(a) and B8). The proposed change of use would enable the Site to be used flexibly between retail, storage and distribution, trade counter, or any combination of those uses to respond to market demand. For the avoidance of doubt, the probably does not seek to make any physical external alterations to the existing units.

The proposed description of development comprises:

“Proposed change of use to allow flexible or mixed use for retail (Use Class E(a)), storage and distribution (Use Class B8) including trade counter with ancillary office space (Use Class E(g)).

1.2 Site Context

An application has been submitted within the extent of ownership of the client for a proposed Starbucks drive-thru, Land at Whitworth Road Car Park, which is separate from the application referred to in this document and falls outside the site boundary depicted in Figure 1. If permission is granted for the Starbucks drive-thru, Land at Whitworth Road Car Park (referred to hereafter as 'Starbucks Drive-Thru Application'), it will reduce the number of car parking spaces associated with the change of use planning application.

1.3 Document Structure

The structure of this TS is as follows:

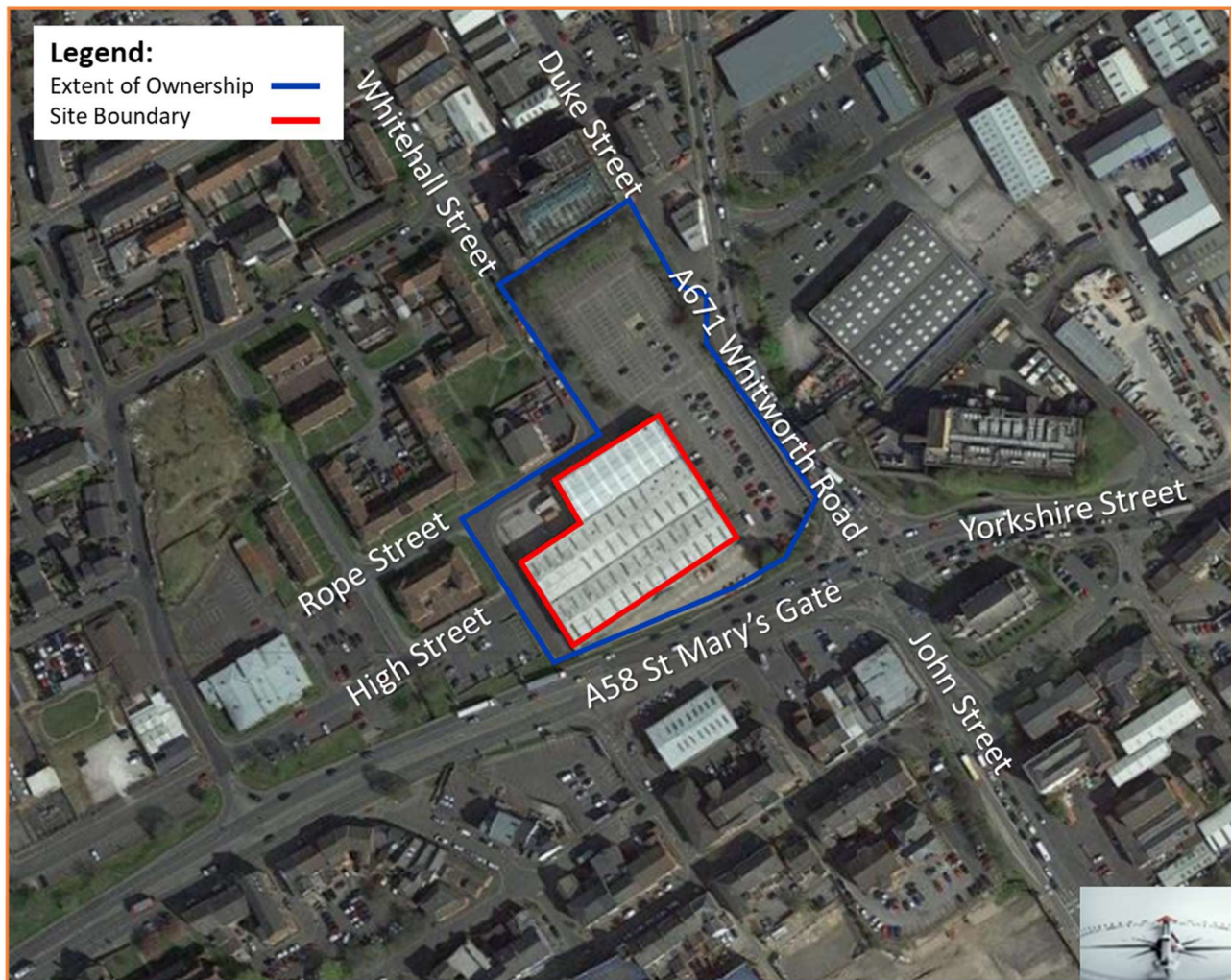
- **Section 2** describes the existing transportation and movement conditions around the application site.
- **Section 3** describes the proposed development.
- **Section 4** summarises the assessment of the potential impact of the development on the transportation and movement network.
- **Section 5** provides a summary and sets out the conclusions.

2 Existing Conditions

2.1 Site Location

The application site is located on the northwest corner of the junction of St Mary's Gate (A58) and Whitworth Road (A671) in Rochdale's Central Retail Park, shown in Figure 1. The site consists of the Dunelm and Carpetright retail store; it is proposed for the site to be used flexibly between non-food retail (as existing), storage and distribution (Use Class B8) including trade counter or any combination of those uses.

Figure 1 – Site Location Plan & Application Boundary (Sourced from Google maps Satellite image)



2.2 Highway Network

2.2.1 Public Highway Boundary

Figure 2 shows the extent of the public highway around the site. The site is entirely surrounded by adopted public highway, including the current vehicular access from Duke Street, as shown in Figure 2 – Public Highway Boundary.

Figure 2 – Public Highway Boundary



2.2.2 Access & Egress Routes

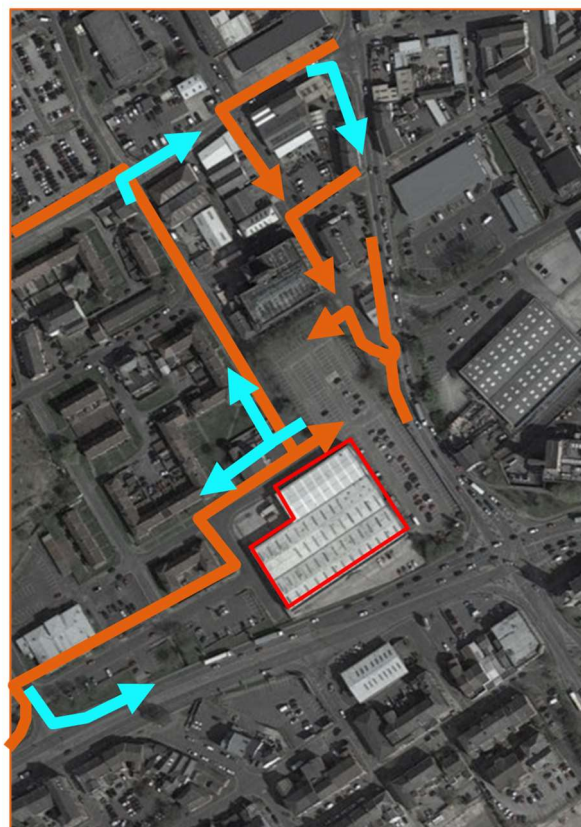
The current vehicular (car) access and egress routes for the site are shown in Access & Egress Routes Figure 3 – Access & Egress Routes. These are either from:

- Duke Street on the east side of the site; and
- Rope Street / Whitehall Street on the west side of the site.

Egress is only via Rope Street / Whitehall Street with exit to Duke Street restricted, although there is anecdotal evidence that this does occur.

HGV vehicles serving the site tend to arrive and depart from St Mary's Gate via High Street and Rope Street.

Figure 3 – Access & Egress Routes



2.2.3 Existing Highway Conditions

The application site is located close to a major junction on the ring-road around the north of Rochdale town centre (St Mary's Gate (A58) with Whitworth Road / John Street). This is a busy section of the network throughout the day with east/west traffic movements along the A58 and to / from Whitworth Road, with the typical weekday AM (0800-0900) and PM (1700-1800) peak periods being particularly busy. The weekend afternoon peak period on Saturdays is also busy. During these periods the junction can become congested with queues forming on all arms and drivers experiencing delays.

Traffic surveys were undertaken in 2021 at this site for other purposes, and hence excluded the AM peak, however, the key findings from these are:

- The network peak hours are:
 - Weekday PM = 17:30 to 18:30
 - Weekend (Saturday) = 14:00 to 15:00
- Entries into Duke Street from Whitworth Road during peak periods are low:
 - Southbound Right Turn = 4 weekday PM / 7 Saturday
 - Northbound Left Turn = 27 weekday PM / 43 Saturday

2.2.4 Collision Data

5 years of collision data has within the vicinity of the site has been extracted from [CrashMap](#) and the locations and type are shown in Figure 4 – 5 Year Collision Data and summarised in Table 1.

Figure 4 – 5 Year Collision Data

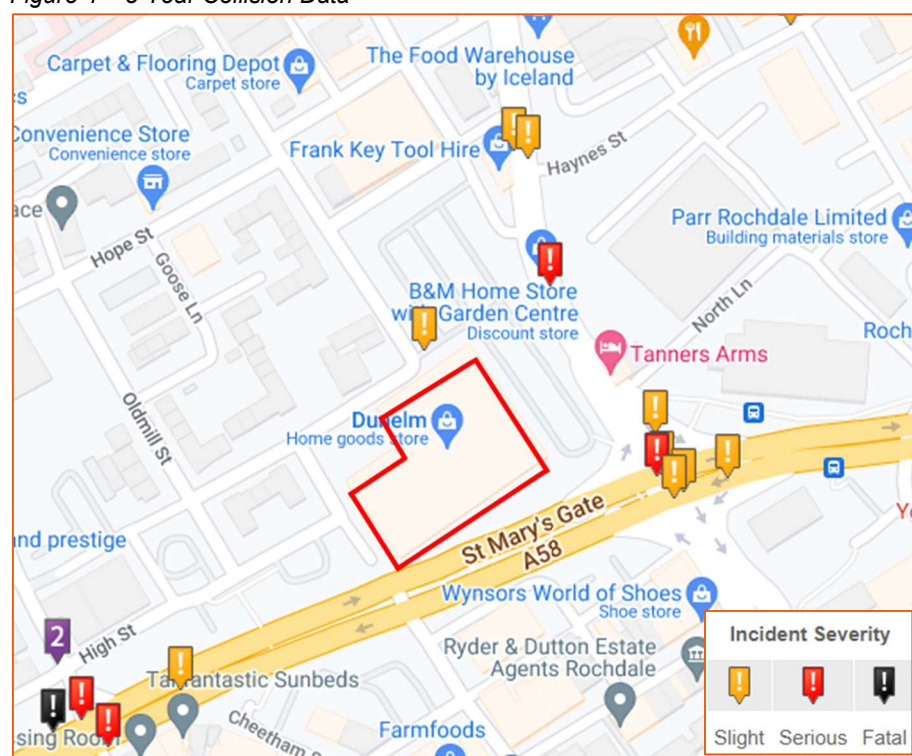


Table 1 Summary of 5 Year Collision Data

Slight	Serious	Fatal	Total
10	4	1	15

One of the 'Slight' injuries took place within the site at the Whitehall Street entrance involving two vehicles (cars) and one casualty.

2.3 Car Parking Conditions

Rochdale Borough Council provides information on the car parking spaces for the existing Whitworth Road (Dunelm) Car Park:

- General use spaces: 250
- Disabled spaces: 6 (Free parking with a valid Blue Badge)

2.4 Pedestrian & Cycle Access

Access for pedestrians and cyclists to the wider site can be gained from the following locations:

- Whitworth Road via steps located on the southern boundary of the application site.
- Corner of St Mary's Gate & Whitworth Street.
- Alongside vehicular access from Whitehall Street.
- Alongside vehicular access from Duke Street.

2.5 Bus Network

Numerous bus routes pass the site along St Mary's Gate and Whitworth Road, namely:

- Whitworth Road – 464, 862, 885, 999, R1
- St Mary's Gate – 458, 587, 590

The nearest bus stops are located:

- Whitworth Road – 170m to the north either side of the junction of Whitworth Road with Howard Street.
- St Mary's Gate – 160m south on the east side of the junction with Whitworth Road.
- Rochdale bus station is located 625m to the south.

2.6 Proposed Drive-Thru

A planning application is to be submitted to Rochdale Council for a potential drive-thru coffee shop (Starbucks) on the northern section of the Dunelm car park, along with enhancements to the current access from Duke Street. The Starbucks Drive-Thru TS states that 128 of the total 250 spaces will be reduced to 60 (reduction of 68) should it be approved. This would result in a total of 182 car parking spaces.

Should the application be approved for the Starbucks drive-thru, there is a potential reduction in the number of car parking spaces associated with the change of use parking planning application.

3 Proposed Development

3.1 Proposed Development

The intention of the development proposal is to expand the use of the site to enable flexible use for non-food retail and/or storage and distribution (including trade counter), which the possible land uses considered within this TS include:

1. Retail Non-Food (existing permitted use)
2. Trade Counter (B8)
3. Warehouse Self Storage (B8)
4. Warehouse Commercial (B8)
5. Parcel Distribution Centre (B8)

3.2 Proposed Access & Egress Routes

The location and routes for access to the site are to remain unchanged.

The Council are in the process of developing the detailed designs for an upgrade of the junction of Redcross Street and St Mary's Gate (refer to Figure 5) from an existing eastbound left-in/left-out, to a three-arm signal-controlled junction with integrated pedestrian and cyclist crossing facilities. The new junction layout is programmed to commence in Spring 2024.

The upgraded junction will provide an alternative route for vehicles to egress from the site (right turn) with the benefit of reducing traffic at the junction of Howard Road with Whitworth Road.

With the Redcross Street junction upgrade there will be an additional option to access and egress as shown in Figure 6. This will result in the further distribution of the additional traffic, particularly at peak times, across the local network.

Figure 5 – Location of Junction Upgrade (Planned)

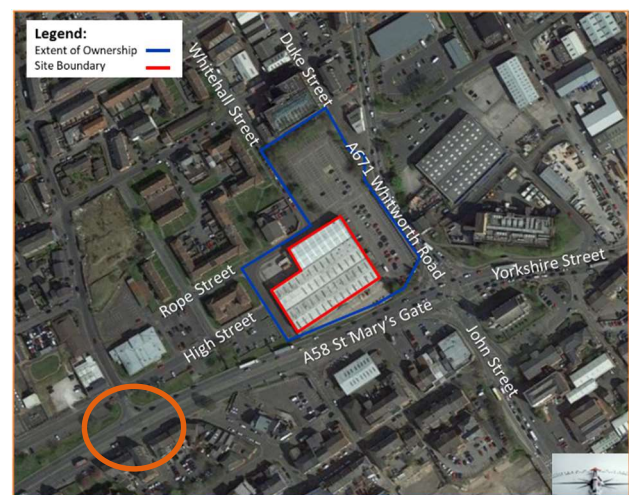
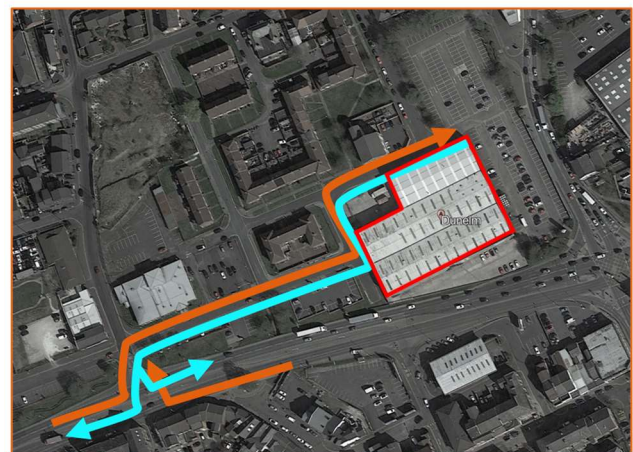


Figure 6 – Access & Egress Routes



3.2.1 Pedestrians & Cyclists

The existing access points for both pedestrians and cyclists remain the same.

3.2.2 Car Parking

Should the Starbucks Application be accepted the number of car parking spaces would be reduced by 68, otherwise there is no changes to the existing car parking provisions.

3.3 Existing Vehicular Trips

As mentioned in section 2.2.3, a traffic survey for the site was undertaken in 2021 for the weekday afternoon (PM) peak and a weekend peak. This data provides an indication of the existing vehicle arrival and departure for the existing retail units.

Two Manual Classified Counts (MCC) were conducted at the arrival and departure point of the existing site on the Thursday (15.07.2021), Friday (16.07.2021) and Saturday (17.07.2021). Table 2 shows the peak vehicle trip data for Weekday PM (Friday) and Weekend PM (Saturday) surveys, highlighting the worst-case scenario by emphasising Friday's peak count among weekdays.

- The network peak hours based on the traffic surveys are:
 - Weekday PM = 17:30 to 18:30
 - Weekend (Saturday) = 14:00 to 15:00

Table 2 PM Existing Vehicular Trips

Peak Period	Vehicle Trips		
	Arrivals	Departures	Total
Friday (Weekday) PM Peak (17:30 to 18:30)	51	37	88
Saturday Peak (Weekend) (14:00 to 15:00)	74	63	137

3.4 Trip Generation, Distribution & Assignments

Realising the flexible nature of the unit, the trip rates and the equivalent trips have been carried out for the permitted uses on the site and for the additional land uses for which permission is being sought.

The vehicular trip rate and trips of the proposed mixed development unit has been calculated using the TRICS data base (V.7.10.2) for the possible land uses as shown in Table 3 below. All sites used for the purpose of the trip generations were below 10,000 GFA (Gross Floor Area) to be a close representation of the GFA of the site (4,321 sqm). The sites chosen to have all been surveyed between the periods of 2010 – 2023 to provide a large enough dataset that acts as true representation.

Table 3 Summary Table displaying Weekday AM and PM Peaks of the land use types within TRICS

Land use	Peak Period	Arrivals		Departures		Total	
		Trip Rate	Vehicle Trips	Trip Rate	Vehicle Trips	Trip Rate	Vehicle Trips
Retail Non-Food (existing permitted use)	Weekday AM Peak (08:00 to 9:00)	0.28	12	0.12	5	0.40	17
	Weekday PM Peak (17:00 to 18:00)	1.02	44	1.11	48	2.13	92
Trade Counters (B8)	Weekday AM Peak (08:00 to 9:00)	3.35	144	2.91	126	6.27	270
	Weekday PM Peak (17:00 to 18:00)	2.914	126	3.205	138	6.12	264
Warehouse Self-Storage (B8)	Weekday AM Peak (08:00 to 9:00)	0.22	9	0.15	6	0.37	16
	Weekday PM Peak (17:00 to 18:00)	0.10	4	0.25	11	0.35	15
Warehouse Commercial (B8)	Weekday AM Peak (08:00 to 9:00)	0.80	34	0.10	4	0.90	39
	Weekday PM Peak (17:00 to 18:00)	0.04	2	4.00	172	4.04	174
Parcel Distribution Centre (B8)	Weekday AM Peak (08:00 to 9:00)	0.28	12	0.73	31	1.00	43
	Weekday PM Peak (17:00 to 18:00)	0.62	27	0.57	25	1.19	51

In summary, vehicular trip generation using TRICS for the Trade Counters (B8) provides the highest number of vehicle trips, representing a worst-case scenario / upper limit and therefore will be used for the purposes of this assessment.

Table 3 shows that the Trade Counters (B8) land use provides the highest number of vehicle trips, representing a worst-case scenario. The high total vehicle trip generation figures for Trade Counters (B8) can be attributed

to the substantial scale of the site, which greatly exceeds the size of the individual stores (with an average GFA of 513 sqm) found within TRICS.

It is considered to be unlikely that the whole footprint of the existing building (4,312 sqm) would be used for a single or multiple Trade Counter (B8) business given the general average size of such an establishment as mentioned above.

Table 4 shows a comparison between the existing vehicular trip for weekday and weekend PM peaks extracted from the 2021 survey and the equivalent to the TRICS data for Retail Non-Food (existing permitted use) land use type.

Table 4 Comparison table of Existing Vehicular Trips to Retail Non-Food (existing permitted use)

Land use	Peak Period	Vehicle Trips		
		Arrivals	Departures	Total
Existing Dunelm and Carpetright retail unit	Weekday PM Peak (17:30-18:30)	51	37	88
	Weekend PM Peak (14:00-15:00)	74	63	137
Retail Non-Food (existing permitted use)	Weekday PM Peak (17:30-18:30)	44	48	92
	Weekend PM Peak (14:00 to 15:00)	144	141	285

For both Weekend and Weekday PM peaks, the total vehicular trips generated by TRICS for Retail Non-Food (existing permitted use) is higher than that of total trips found for the existing site. Therefore, vehicle trips for Retail Non-Food (existing permitted use) will be used in the analysis, as this facilitates for the existing worst-case scenario.

The Weekend Peaks were generated for the Retail Non-Food (existing permitted use) and the worst-case scenario for B8 land use, Trade Counters (B8), shown in Table 5 below.

Table 5 Summary Table displaying Weekend Peaks of the land use types within TRICS

Land use	Peak Period	Arrivals		Departures		Total	
		Trip Rate	Vehicle Trips	Trip Rate	Vehicle Trips	Trip Rate	Vehicle Trips
Retail Non-Food (existing permitted use)	Weekend Peak (14:00-15:00)	3.34	144	3.26	141	6.61	285
Trade Counters (B8)	Weekend Peak (14:00 to 15:00)	3.32	143	3.64	157	6.96	300

Comparing the existing vehicles generated for Retail Non-Food (Existing permitted use) to the Trade Counters B8, which accounts for the worst-case scenario, Table 6 indicates the possible net vehicle changes.

Table 6 Net Vehicle Change – Trade Counters B8 compared to Retail Non-Food (Existing Permitted Use)

Land use	Vehicle Trips (Weekday AM)			Vehicle Trips (Weekday PM)			Vehicle Trips (Weekend PM)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Trade Counters B8	144	126	270	126	138	264	143	157	300
Retail Non-Food (Existing permitted use)	12	5	17	44	48	92	144	141	285
Net Vehicle Change	132	121	253	82	90	172	-1	16	15

In summary, Table 6 shows that the greatest change in vehicular trips would be on a Weekday AM peak period, with a maximum total increase of 253 vehicles across the hour. The Weekday PM peak shows total net change of 172 vehicular trips.

The weekend peak hours show limited difference in vehicle trip generation of up to an increase of 15.

3.5 Distribution & Assignment

Located at the junction of two key highway routes into and around Rochdale town centre, it is reasonable to assume that the majority of customers will already be travelling along A58 St Mary's Gate and Whitworth Road.

To inform the distribution and assignment of customers during each peak period we have estimated this on the relative significance of each route within the road hierarchy of Rochdale. St Mary's Gate (A58) provides a strategic route through the borough linking settlements along the Calder Valley with the M62, Rochdale itself, and towns to the west such as Heywood and Bury. Whitworth Road collects traffic from the residential areas such as Whitworth and Shawclough to the north, along with Rochdale Infirmary and employment area accessed off Princess Street.

The distribution for the proposed development represents the same approach as the 'Proposed Starbucks Drive-Thru, Land at Whitworth Road (Dunelm & Carpetright) Car Park, Rochdale' Transport Assessment, Arcadis, May 2023, which appear reasonable, hence the proposed distribution assumptions remain the same:

- All trips for the Trade Counter are likely to be pass-by and already on the network, but new to the site, as they are accessing construction materials and tools required for their projects and/or home.
- 70% customers are travelling along St Mary's Gate:
 - AM Weekday Peak 60/40 westbound/eastbound.
 - PM Weekday Peak 40/60 westbound/eastbound.
 - Saturday Peak 50/50 westbound/eastbound.
- 30% customers travelling along Whitworth Road:
 - All peak periods are a 50/50 split northbound / southbound.
- All customers diverting from St Mary's Gate westbound turn right at St Mary's Gate onto Whitworth Road then left into Duke Street to access and turn right from Redcross Street onto St Mary's Gate to egress.
- All customers diverting from St Mary's Gate eastbound turn left into Redcross Street to access and right out of Redcross Street to egress.

- All customers heading southbound on Whitworth Road will access the site by turning right at Duke Street, as this has an existing safe righthand holding lane with the capacity for 2 large cars to avoid blocking through traffic.

Combining the vehicular trip generation with the assumptions on distribution Figure 7– Development Traffic Distribution: Net Vehicle Change (Weekday AM Peak), Figure 8 - Development Traffic Distribution: Net Vehicle Change (Weekday PM Peak) and Figure 9 - Development Traffic Distribution: Net Vehicle Change (Saturday Peak) are flow diagrams for the Weekday AM, PM and Weekend peak hours respectively shows the assignment to the net vehicle change between the land use types: Trade Counters B8 and Retail Non-Food (existed permitted use).

Figure 7– Development Traffic Distribution: Net Vehicle Change (Weekday AM Peak)

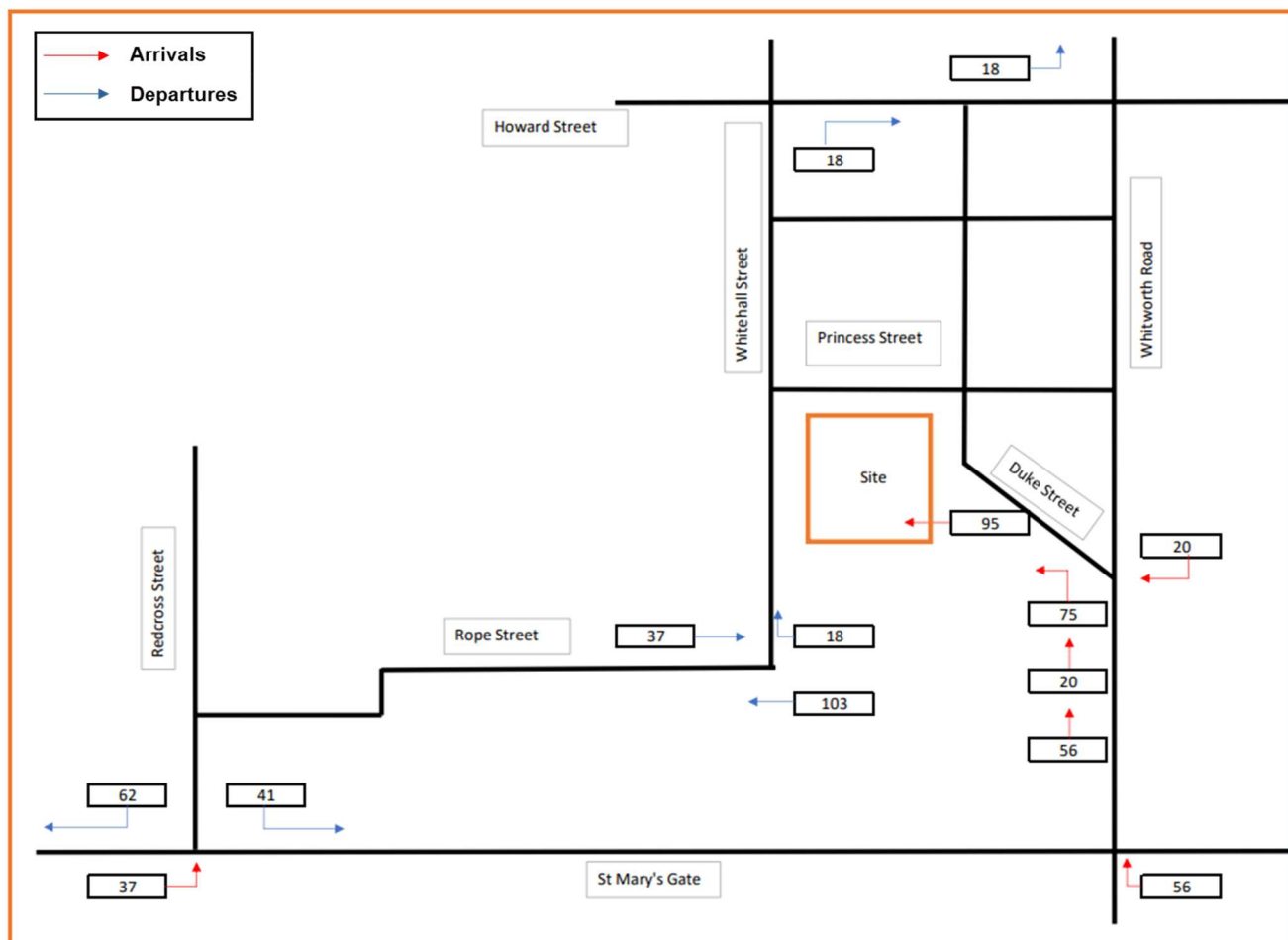


Figure 8 - Development Traffic Distribution: Net Vehicle Change (Weekday PM Peak)

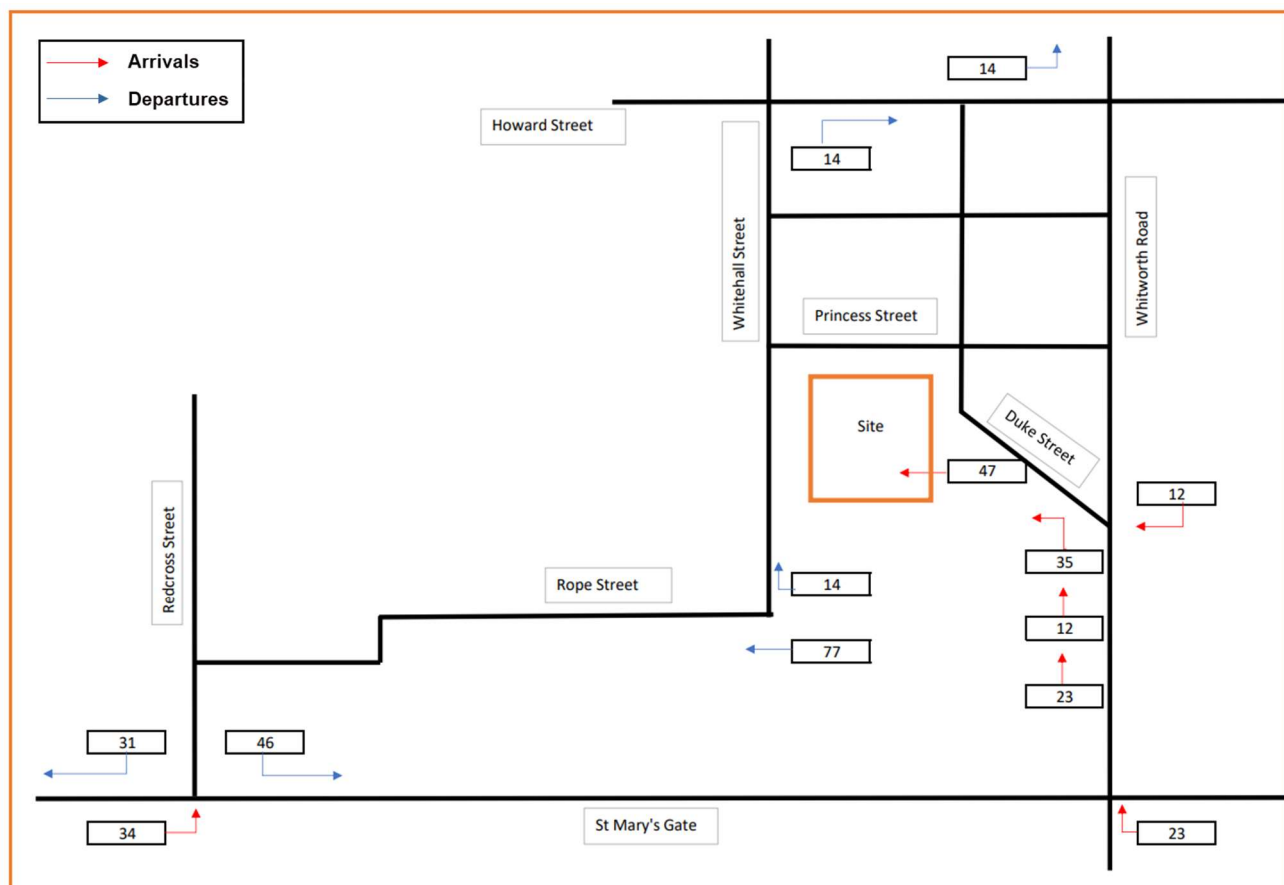
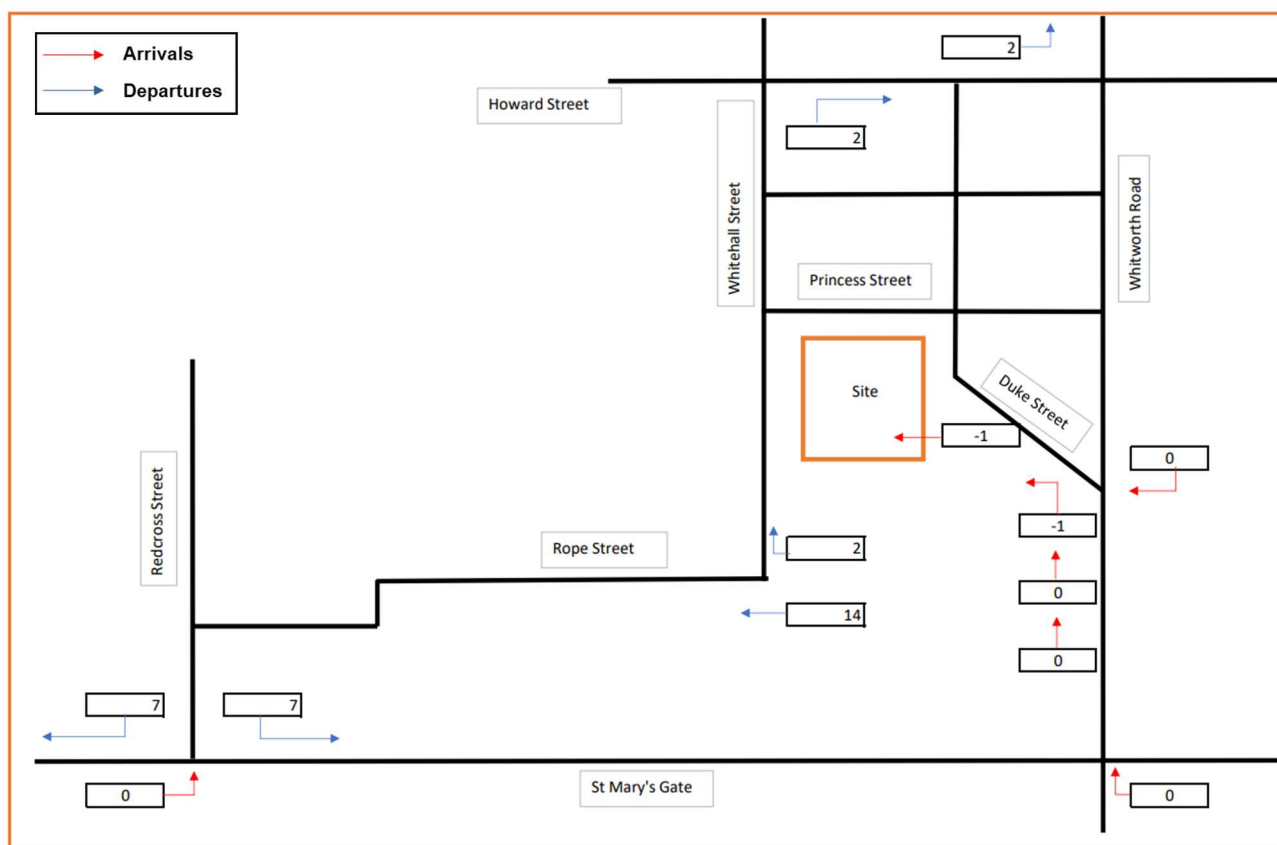


Figure 9 - Development Traffic Distribution: Net Vehicle Change (Saturday Peak)



4 Assessment of Impact

This section of the report sets out our assessment of the impacts of the proposed development upon the local transportation network, in particular the highway network during its weekday and Saturday peak periods.

4.1 Local Highway Network

The trip generation exercise in section 3.4 shows that whilst the proposed development is likely to be popular during the network peak hours, the availability of vehicular access points from both Duke Street and Rope Street / Whitehall Street will spread the loading.

The majority of net increase of vehicle movements into the site is through a left turn (A58 St Mary's Gate or Whitworth Road (northbound)), which is an unopposed movement and hence any increase is not expected to impact on the operation of the highway network.

There is one right turn movement into the site via Whitworth Road in the southbound direction. Based on the net change flow diagrams, it can be seen that the highest net change occurs in the weekday AM peak hour of up to 20 vehicles, equivalent to one vehicle every three minutes. This increase in turning movement is not expected to significantly impact the operation of the highway network.

The majority of vehicles exiting the site is expected to use the Redcross Street junction to access A58 St Mary's Gate. This junction is currently being developed to become a signalised junction, and hence is expected that the upgraded junction will be able to accommodate the slight increase of vehicles at this location, the expected maximum increase in turning movement of one vehicle a minute in the right turn direction in the AM peak.

It is expected that the trips generated for the proposed development will mainly consist of pass-by trips and/or those that are already on the network and are simply diverted to the development.

4.2 Parking

Whilst a sole use of the unit for a single or multiple Trade Counter could potentially result in a net-increase in the number of trips (the highest during the AM Peak at 253 vehicles); however, these tend to have a short dwell time (typically 5 to 10 minutes) and as such there will be a constant turnover in the use of spaces by the users throughout the day. It is therefore expected that the parking demand on the site will not raise any issues.

There is the potential for the reduction of 68 car parking spaces should the Starbucks Drive-Thru planning application be granted approval. The reduction in car parking spaces is unlikely to be detrimental to the parking provision in the higher trip generation scenario for the reasons given above in addition to the potential for linked trips between the Starbuck Drive-Thru and the proposed mixed-use development.

4.3 Active Travel

There is no proposed change to the existing Active Travel provisions.

4.4 Public Transport

The proposed development is unlikely to generate a significant number of public transport trips; particularly customers seeking building materials and equipment. The site is however, well served by public transport with stops nearby that are within acceptable walk distances (400m), with the Rochdale Interchange a relatively short walk in the town centre.

5 Summary & Conclusion

5.1 Summary

This Transport Statement has been prepared by Arcadis on behalf of ERP (Accrington) Limited to support the submission of the full planning application to expand the use of the existing retail unit (Dunelm and Carpetright) off Whitworth Road, Rochdale.

The proposal is to provide a flexible land use of the site to expand the existing non-food retail use to include Use Class B8 (storage and distribution) including trade counter, that is, open Use Classes E(a) and B8) or any combination of those uses.

The worst-case scenario of the Trade Counter (B8) land use has been considered in comparison to the existing permitted use and the estimated net change in vehicle trips has been determined. It is considered that any impact on the highway network would be limited. No changes are proposed for the walking and cycle facilities at the site, and there are also no significant changes expected for active travel and public transport trips to the site.

5.2 Conclusion

The proposed development worse-case scenario is predicted to not have a material impact upon the operation and safety of the existing highway network in the peak hours. This is in terms of a proportionately modest change in turning movements at key junctions and upon through traffic on the links of Whitworth Road and A58 St Mary's Gate.

National Planning Policy Framework (September 2023) advises at Paragraph 111 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.”

It is considered that the estimated worst-case scenario increase in vehicle trips generated to and from the site will not have a severe impact on the operation of the local highway network and as such there is no reason to refuse this application on highways grounds.

Arcadis Consulting (UK) Limited

80 Fenchurch Street
London EC3M 4BY
United Kingdom

T: +44 (0)20 7812 2000

[arcadis.com](https://www.arcadis.com)