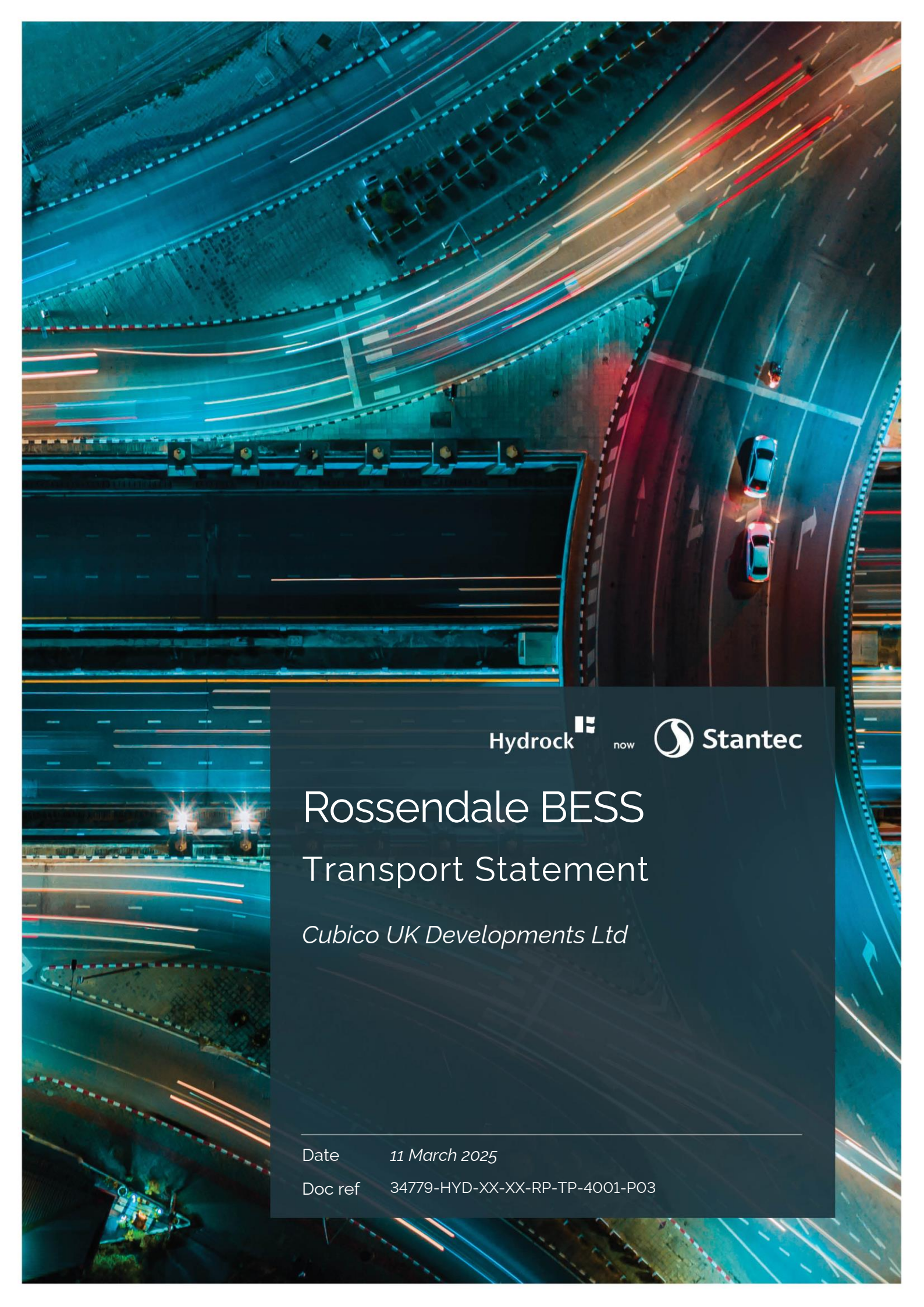




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Rossendale BESS Transport Statement

Cubico UK Developments Ltd

Date 11 March 2025

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Prepared by	Nathan Caines BSc (Hons) Mplan	
Checked by	Neil Bayliss-Rowe BSc (Hons)	
Approved by	Sam Denby BA (Hons) MSc CMILT	

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1. Introduction

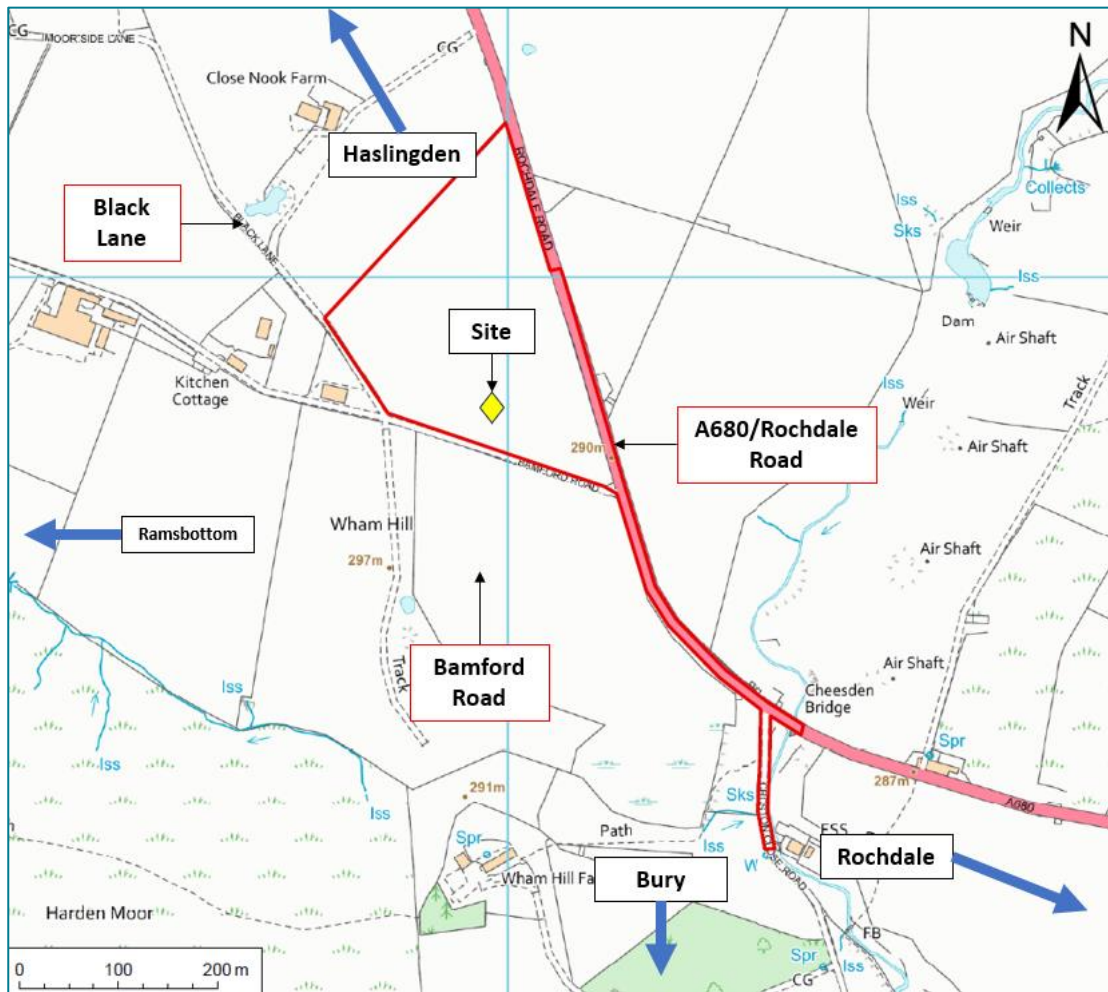
1.1 Overview

- 1.1.1 Hydrock now Stantec has been instructed by Cubico UK Developments Ltd to prepare a Transport Statement [TS] relating to a proposed construction, management and operation of a Battery Energy Storage System (BESS) with associated infrastructure, including access, drainage, security measures and landscaping and provision of a connecting cable to Croston Close Road substation on a parcel of land at Rochdale Road and Bamford Road, Turn Village.
- 1.1.2 The total proposed site boundary is approx. 53,000m²/ 5.29 Ha. The site is located east of Ramsbottom, west of Rochdale, south of Haslingden and Accrington, and north of Bury and Manchester.
- 1.1.3 This report has been prepared in support of the planning application which comprises of a battery storage development as well as associated vehicular access off the A680/ Rochdale Road.

1.2 Site Location

- 1.2.1 The site is located approx. 9km north west of Rochdale town centre, 6.3km north of Bury town centre, 2.5km east of Ramsbottom and 6km south of Haslingden. The existing site consists of open grassland in a trapezium shape. The site is bounded by farmland to the north, Rochdale Road to the east, Bamford Road to the South and Black Lane to the west.
- 1.2.2 **Figure 1.1** below demonstrates the site location within the wider context:

Figure 1.1: Site Location



Source: Cubico UK Developments Ltd

1.3 Scoping Discussions

- 1.3.1 Hydrock issued a scoping email to Lancashire County Council (LCC) Highway Officers on the 14th November 2024 to agree the scope of the assessment in principle, and to obtain additional information relating to the site or the surrounding highway network. The scoping correspondence is presented in **Appendix A**.

1.4 Structure of Report

- 1.4.1 This TS has been prepared in accordance with various local and national guidance as well as considering Hydrock's previous experiences of other similar sites. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

- 1.4.2 The report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed.
- 1.4.3 This report comprises seven sections, including this introduction:
- » **Section 2** offers a site description and review of existing conditions;
 - » **Section 3** considers the national and local transport policy;
 - » **Section 4** outlines the development proposals;
 - » **Section 5** presents the traffic impact of the development;
 - » **Section 6** outlines the proposed traffic management for the site; and,
 - » **Section 7** sets out the summary and conclusions.

2. Existing Conditions

2.1 Site Location

- 2.1.1 The site is located approx. 9km north west of Rochdale town centre, 6.3km north of Bury town centre, 2.5km east of Ramsbottom and 6km south of Haslingden.
- 2.1.2 The site currently consists of large open grassland, currently used for farm animals. The site is bounded by an approx. 1m tall stone wall around the entire circumference of the proposed site boundary.
- 2.1.3 A detailed location plan of the site and the surrounding local highway network is illustrated in **Figure 2.1:**

Figure 2.1: Local Highway Network



Source: GoogleMaps©

2.2 Highway Network

- 2.2.1 The sites main access point will be along the A680, to the north east of the proposed site. The A680 will serve as the primary access route to the site. Following the A680 southbound will provide connections to Rochdale and an extensive, significant road network including the A627, A58 and the M62.
- 2.2.2 Following the A680 northbound approx. 3km will provide connections to the A56 and M66 and therefore an extensive road network.

- 2.2.3 Black Lane which bounds the west of the site converges into Moor Side Lane which is a No Through road.
- 2.2.4 Bamford Road which bounds the south of the site is a minor road which provides connections to Ramsbottom and the A56 while travelling westbound from the site.

2.3 A680

- 2.3.1 The A680 is a single carriageway road, allowing for two-way vehicle movement. The road is governed by a 50mph speed limit. The A680 is approx. 7m wide and bounds the eastern edge of the site.
- 2.3.2 There is a single footway along the A680 in the vicinity of the site, that bounds the carriageways western edge. The footway measures approx. 1m wide and a dropped kerb is present on the junction between the A680 and Bamford Road.
- 2.3.3 There is an existing Traffic Regulation Order [TRO] in the form of a speed reduction sign. Travelling southbound from the site along the A680, the speed is reduced from 50mph to 40mph.
- 2.3.4 **Figure 2.2** illustrates the existing condition of the A680:

Figure 2.2: Existing condition of A680



Source: GoogleMaps©

2.4 Bamford Road

- 2.4.1 Bamford Road is a single carriageway road, allowing for restricted two-way vehicle movement. The road is governed by the national speed limit, 60mph. The road has a width of approx. 4.6m and bounds the southern edge of the site.
- 2.4.2 The carriageway is bounded by an approx. 1m tall stone wall on both sides of the road, with a small grass verge separating the wall from the road on both sides.
- 2.4.3 The existing condition of Bamford Road is shown in **Figure 2.3** below:

Figure 2.3: Existing condition of Bamford Road



Source: GoogleMaps©

2.5 Black Lane

- 2.5.1 Black Lane is a single carriageway road, allowing for restricted two-way vehicle movement with the support of laybys. The road is governed by the national speed limit, 60mph. The road has a width of approx. 2.8m and bounds the western edge of the site.
- 2.5.2 The carriageway is bounded by an approx. 1m tall stone wall on both sides of the road, with a small section of overgrown grass verge separating the wall from the road on both sides.
- 2.5.3 There are no Traffic Order Regulations evident along Black Lane.

2.5.4 The existing condition of Black Lane is shown in **Figure 2.4** below:

Figure 2.4: Existing condition of Black Lane



Source: GoogleMaps©

2.6 Accident Analysis

2.6.1 The DfT document "Guidance on Transport Assessment" states that:

"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

2.6.2 A review of the Personal- Injury Accidents (PIAs) available from the DfT recorded within the study area (along the immediate highway network) has been undertaken using the most recently available five-year data (1st January 2018 - 31st December 2022).

2.6.3 **Figure 2.5** illustrates the recorded findings within the vicinity of the site and the following **Table 2.1** will summarises the accident record and severity over the last 5 years:

Figure 2.5: Study Area Accident Report



Source: CrashMap.co.uk

Table 2.1: Study Area Accident Summary

Year/Severity	Slight	Serious	Fatal	Total
2018	1	-	-	1
2019	-	1	-	1
2020	-	-	-	-
2021	1	-	-	1
2022	1	-	-	1
Total	3	1	-	4

2.6.4 **Figure 2.5** and **Table 2.1** above highlight that there have been 4 recorded accidents within the study area between 2018 to 2022. There have been no recorded accidents in the direct vicinity of the site, or near the proposed site access along the A680. All of the four accidents are spaced out and occurred on different stretches of the A680, as can be seen in **Figure 2.5** above.

2.6.5 It is in Hydrock's view that although all accidents are unfortunate, the disparity and rarity of the incidents, there is no evidence to indicate any problems with the existing

local highway network surrounding the site and it can be instead accounted to human error or other reasons.

3. Transport Policy Context

3.1 Preamble

- 3.1.1 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.2.2 The most recent NPPF report was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 109 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 110 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 117).
- 3.2.5 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.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

3.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.4 Lancashire County Council Highways and Transport Strategy 2023-2025

3.4.1 This is the transport strategy for the county of Lancashire. This strategy updates and replaces previous transport plans and frameworks. It outlines policies and proposals for the period 2023 to 2025, focusing on improving journey times, reliability, and sustainable travel options across Lancashire. The wider strategy has been developed in close cooperation with district councils and relevant stakeholders, ensuring a comprehensive approach to transport planning. All policies and proposals have been subject to sustainability appraisal throughout the preparation stages.

3.4.2 **Highways asset management 2025 vision** - The use of innovative, cost effective and low carbon solutions offers the opportunity to improve the condition of the highways assets and keep the highway network and its users safe. The understanding of the underlying condition of the assets will allow a focus on the use of early intervention preventative maintenance strategies to prevent deterioration where possible, using recycled materials where we can, and avoid costlier, more intensive and disruptive maintenance work.

Network management and safety 2025 vision - Lancashire's transport network aims to provide for the safe and efficient movement of its users by a choice of ways to travel. Particular problems of traffic congestion and road capacity that have previously limited economic growth in key areas are being resolved or mitigated. The safety and attractiveness of the public realm that links the homes to local services and employment will have been improved.

Public transport and active travel 2025 vision - More people will be using sustainable travel for everyday and leisure journeys in Lancashire. Lancashire's sustainable travel offer will put the user first, with services, routes and facilities prioritised and tailored to local needs. Innovative, value for money interventions will be contributing to reducing the numbers of vehicles on our streets and the environmental and health problems they create. The strategy will aim to support those who rely on alternatives to the private car, especially younger and older people, and those living in the more deprived communities and rural communities.

Strategic partnerships 2025 vision - Lancashire will be an equal among regional partners recognising the counties importance to the northern economy and ability to grow and attract investment. The strategy sets out the need to sustain and build on the capabilities and reputation with the Government for promoting credible transport improvements and the proven track record for delivering nationally-important transport programmes and major projects.

3.5 The East Lancashire Highways and Transport Masterplan 2013-2025

- 3.5.1 The East Lancashire highways and transport masterplan is a forward-looking initiative, jointly developed by Lancashire County Council and Blackburn with Darwen Borough Councils. The plan underwent initial consultation in 2013, with the finalised plan incorporating changes based on consultation feedback.
- 3.5.2 The plan focuses is based on six different policies/ approaches aimed at improving the transport conditions in the area:
- 3.5.3 **Rail Improvements-** There is a policy for the substantial investment of £12.4 million to enhance the rail service between Blackburn and Manchester. This includes doubling sections of the track between Blackburn and Bolton, which will allow for more frequent and reliable train services. The goal of the policy is to reduce travel times and improve the overall passenger experience, making rail travel a more attractive option for commuters and resultantly reducing road congestion.
- 3.5.4 **Road Maintenance and Upgrades-** A critical part of the infrastructure, the Centenary Way viaduct in Burnley, is set to receive £2.8 million for essential maintenance. This viaduct is a key route for the A682 road, and the maintenance work will ensure its safety and longevity. This investment aims to prevent future disruptions and maintain smooth traffic flow through Burnley.
- 3.5.5 **Congestion Reduction and Connectivity-** To tackle congestion and improve connectivity, the masterplan includes measures for the M65 and M66 corridors. These corridors are vital for regional traffic, and the improvements will focus on easing bottlenecks, enhancing traffic management systems, and possibly expanding road capacity. The aim is to facilitate smoother travel for both local and long-distance traffic.
- 3.5.6 Enhancing local links is crucial for ensuring that all residents can access essential services. This includes improving road networks, public transport options, and pedestrian pathways to connect communities with schools, healthcare, employment, and leisure facilities. The focus is on creating a more integrated and accessible transport network.
- 3.5.7 **Cycling Infrastructure-** The masterplan emphasises the development of a comprehensive cycle network. This network will connect towns, employment hubs, and residential areas, promoting cycling as a healthy and sustainable mode of transport. Investments will be made in dedicated cycle lanes, secure bike parking, and safety measures to encourage more people to cycle.
- 3.5.8 **Support for Remote and Rural Areas-** Recognising the unique challenges faced by remote and rural communities, the plan includes measures to improve transport links in these areas. This could involve enhancing bus services, providing community transport options, and ensuring that rural residents can access key services and opportunities. The aim is to reduce isolation and support the economic vitality of rural areas.

- 3.5.9 **Future Development Support-** To support future growth, the masterplan ensures that transport routes to key development sites are maintained and improved. This includes planning for new housing developments, business parks, and other growth areas. The goal is to ensure that these sites are well-connected and that the transport infrastructure can support increased demand without leading to congestion.

3.6 Rossendale Local Plan 2019-2036

- 3.6.1 The Rossendale Local Plan seeks to promote sustainable housing and employment growth while protecting and enhancing the special valley and moorland setting of the borough. The plan will cover the whole of the Borough of Rossendale for the period 2019-2036 and will provide the statutory planning framework for the borough. The plan will be used to guide decision on planning applications and areas where investment should be prioritised. Once adopted it will replace the Adopted Core Strategy 2011.

Strategic Policy TR1: Strategic Transport

- 3.6.2 Opportunities to enhance the Borough's external and internal connectivity will be actively supported. Proposals which reduce the need to travel will also be encouraged. Working closely with partners inside and outside of the borough, focus will be on the following:
- » Improving links to Greater Manchester and the M60/M62, and enhancements to the A56;
 - » Developing the potential of the East Lancashire Railway for both transport and tourism purposes;
 - » Developing the strategic cycle network including links between the different routes and to neighbouring authorities;
 - » Addressing congestion hotspots identified in the Highway Capacity Study;
 - » Promoting sustainable transport solutions to address congestion and air pollution;
 - » Addressing known road safety issues;
 - » Integrating transport more effectively into proposals to improve the public realm where there are opportunities to do so;
 - » Ensuring development that generates significant movement is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Strategic Policy TR2: Footpaths, Cycleways and Bridleways

- 3.6.3 Proposals to improve, extend or add to the existing footpath, cycleway and bridleway network in the borough will be supported providing they:
- » a) Are integrated with existing routes to facilitate access on foot, by bicycle and by horse;
 - » b) Where appropriate, identify gaps in the existing network and map potential new link routes, particularly in areas where there is a high level of demand;
 - » c) Facilitate access to the network of footpaths, bridleways and cycleways by requiring new development adjacent to existing pedestrian, bridleway or cycle routes to provide direct, safe and secure links to these routes where possible.
 - » d) Do not harm residential amenities;
 - » e) Do not harm nature conservation interests;
 - » f) Take into account the needs of agriculture;

- » g) Are located and designed to minimise the risk of crime;
- » h) Have regard to the needs of people with impaired mobility;
- » i) Have regard to other users of the route and vehicular traffic; and
- » j) The development would not reduce, sever or adversely affect the use, amenity or safety of a Public Right of Way (PROW), or prejudice the planned development of the network, if acceptable provision is made to mitigate those effects, or divert or replace the right of way before the development commences. Any replacement or diverted PROW must be no less convenient or safe, and of no lower quality than the facility being replaced;

Strategic Policy TR3: Road Schemes and Development Access

3.6.4 Permission will not be granted for any development on land which;

- » Is required to allow road access to a site allocated on the Policies Map for development; or
- » Will prejudice the construction of identified road schemes.

Strategic Policy TR4: Parking

3.6.5 All proposals for new development will be required to meet the parking standards set out within the travel plan. These standards are not maximum standards and should be implemented unless the applicant can provide an evidence-based approach as to why a different level of provision would be appropriate, to the satisfaction of the Local Highway Authority.

3.6.6 The council will expect the parking provision to:

- » Be conveniently located in relation to the development it serves;
- » Be safe, secure and benefit from natural surveillance;
- » Be designed to ensure that the use of the parking provision would not prejudice the safe and effective operation of the highway network;
- » Not dominate the street scene or detract from the character of the area;
- » Incorporate secure, covered cycle parking in line with the Parking Standards set out in the Local Plan unless otherwise agreed;
- » Where appropriate, incorporate adequate soft landscaping and permeable surfaces to avoid the over-dominance of parking and to limit surface water run-off; and
- » Incorporate electric vehicle charging points, in the following scenarios as minimum:
 - » One charger per every five apartment dwellings;
 - » One charger per every individual new house on all residential developments;
 - » One charger per every ten parking spaces in non-residential car parks.

3.7 Summary

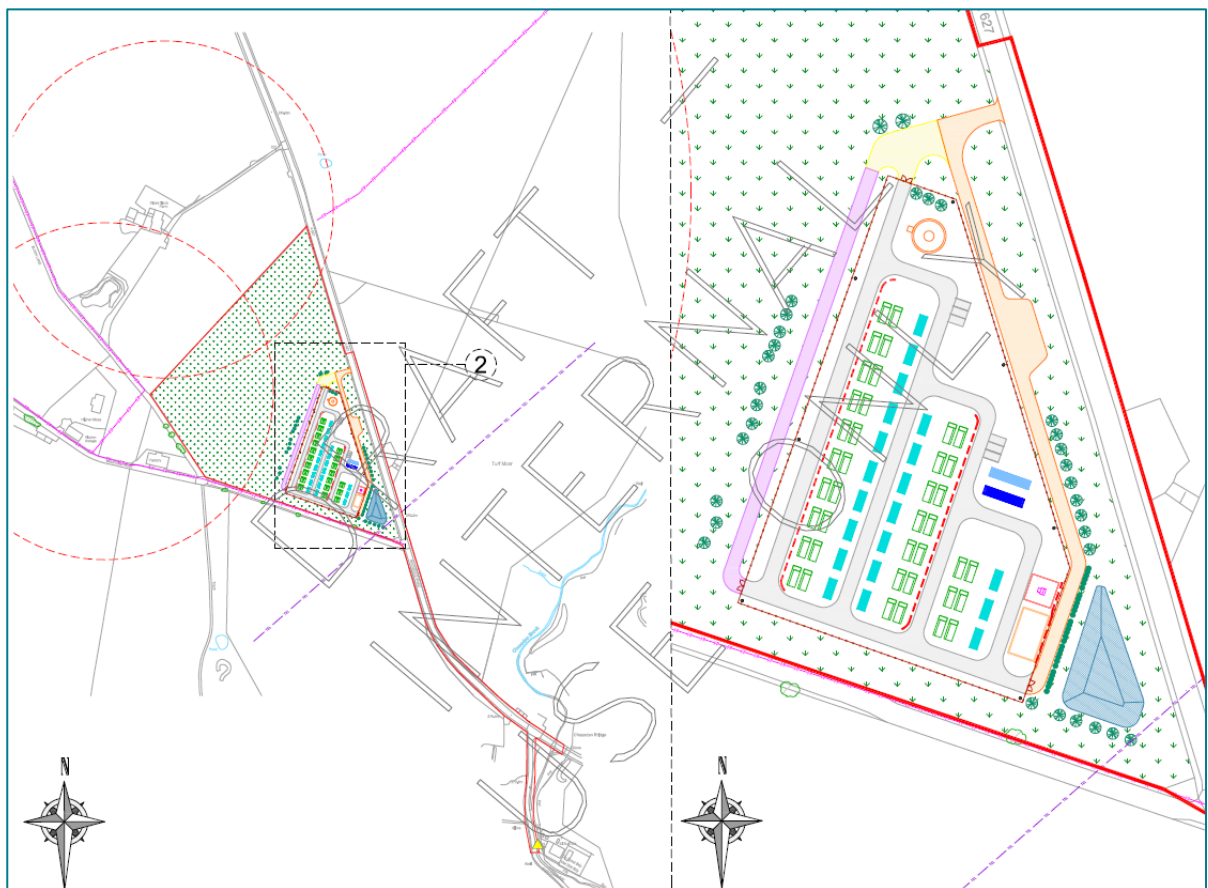
3.7.1 The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.

4. Development Proposal

4.1 Overview

- 4.1.1 The proposals for the site comprise of the construction, management and operation of a Battery Energy Storage System (BESS) with associated infrastructure, including access, drainage, security measures and landscaping and provision of a connecting cable to Croston Close Road substation on a parcel of land at Rochdale Road and Bamford Road, Turn village. The total proposed site boundary is approx. 53,000m²/ 5.29 Ha. The site is located east of Ramsbottom, west of Rochdale, south of Haslingden and Accrington, and north of Bury and Manchester.
- 4.1.2 This report has been prepared in support of the planning application which comprises of a battery storage development as well as associated vehicular access off the A680/ Rochdale Road.
- 4.1.3 **Figure 4.1** below provides an extract of the red line boundary for the site and is shown in **Appendix B**.

Figure 4.1: Proposed Site Layout



Source: Cubico

4.2 Site Access Arrangements

- 4.2.1 A single access point is proposed along the A680/Rochdale Road to the north of the site is proposed, which will accommodate HGV, fire tender and emergency vehicle access and egress.
- 4.2.2 As part of pre-application discussions with Lancashire County Council, it was previously proposed that two vehicle access points would be provided. However, based on the site's fire technical assessment it was accepted that given the site's size and layout, the single access point is considered sufficient. Multiple internal vehicle access points have been provided via an internal perimeter road which satisfies the emergency access.
- 4.2.3 The carriageway width of the proposed site access road will be circa 4.0m and widen to circa 6.6m. The access will be designed in accordance with local design standards and provide sufficient corner radii to allow vehicles to enter the site in a safe manner.
- 4.2.4 Internal roads will be provided within the site which will accommodate access for servicing and maintenance vehicles to the site and emergency vehicles.
- 4.2.5 A swept path review of an Articulated Vehicle (16.5m) and a Fire Tender has been completed to illustrate how vehicles access and manoeuvre within the site. These drawings are included in **Appendix C**.

4.3 Visibility Splays

- 4.3.1 Within proximity to the proposed site access, the A680/Rochdale Road is a 50mph highway and in line with the DMRB Guidance, the visibility splays needed to comply with the 85%ile speed will have a 'x' (minor arm setback distance) of 4.5m and a 'y' (major road visibility) distance of 149m. The visibility splays are presented in **Appendix D**.
- 4.3.2 Therefore, based on the 85%ile speed, the proposed site access off A680/Rochdale Road complies with the appropriate visibility splays required. The visibility splays are considered appropriate and are achievable.
- 4.3.3 All vehicle traffic for the development will access the site via A680/Rochdale Road and therefore the visibility splays noted above will apply for construction and operational vehicles.

4.4 Site Working Hours

- 4.4.1 Construction work will be governed by the planning approval and will be confined to the following:
 - » Monday - Friday 08:00 - 18:00;
 - » Saturday - 08:00 - 13:00;
 - » No time on Sundays, Bank or Public Holidays.
- 4.4.2 No collections from or deliveries to the site after 16:30.
- 4.4.3 There may be the requirement, under exceptional circumstances, for working outside of these hours. Should there be any changes to the above working hours or for

exceptional hours the contractor will notify the local Environmental Health Officer and Local Planning Authority.

- 4.4.4 All delivery vehicles and plant equipment arriving and leaving the site will also comply with the same time restrictions, although site personnel will be permitted to access the site shortly before these hours and exit the site shortly after them. Adherence to the codes of practice for construction working given in British Standard BS 5228 will be required.

5. Trip Generation

5.1 Overview

5.1.1 This section of the report considers the trip generation of the proposed development of the site with this review considering both the construction and operational phases.

5.2 Construction Phase

5.2.1 The construction period, which spans approximately 12 months will include the use of HGVs and smaller vehicles to bring the equipment onto the site and this will be managed to ensure that vehicle movements are controlled and kept to a minimum. It is envisaged that all deliveries to the site will be undertaken using a 16.5m vehicle or smaller with no abnormal load vehicles used to deliver equipment to the site.

5.2.2 An indicative breakdown of the likely total vehicle numbers arriving to the site during the construction phase of development is summarised in **Table 5.1** below.

Table 5.1: Indicative Construction Vehicle Numbers

Transport	Estimated Number of HGV Deliveries	Total HGV Movements
Tipper Truck (Stone Delivery)	315	630
Onsite battery container delivery & combined PCS and transformer units	34	68
Battery Delivery	34	68
Substation and electrical infrastructure delivery	17	34
Cable delivery	43	80
Concrete delivery	37	75
Duct delivery	34	68
Fence delivery	7	14
Plant Delivery	34	68
Total	554	1104

5.2.3 **Table 5.1** above estimates that a maximum of 554 deliveries (1104 two-way movements) could be made by construction traffic associated with the construction of the BESS over a 12-month period. There is expected to be a daily maximum of approximately 15 HGV deliveries (30 HGV movements) during the initial eight-week period when deliveries will be at their highest intensity.

5.3 Operational

- 5.3.1 After commissioning, there are anticipated to be around an average of one vehicle per month to the site for equipment maintenance. These would typically be made by light van or 4x4 type vehicles.
- 5.3.2 It should be noted that the site will need access 24/7. There may be periods where a higher number of vehicles would need to access the site for planned maintenance or emergency operations.
- 5.3.3 The operational movements are illustrated in **Table 5.2** below.

Table 5.2: Anticipated Operational Traffic Movements

Activity	Type of Vehicle	Total Number of Deliveries
Maintenance	7.5t Box Van	1 visit per month (2 two-way movements per month)

5.4 Summary

- 5.4.1 This review highlights that during the construction phase there would be a maximum total of 1108 two-way vehicle movements generated by the site during the construction phase. The construction phase is expected to be spread over 12 months. The majority of the deliveries would be undertaken by car/van with the bulk of HGV movements occurring during construction.
- 5.4.2 Following the construction period, the number of trips to the site would be greatly reduced with 1 vehicle trip per month generated by the site.
- 5.4.3 As outlined in the following section of this report, deliveries to the site will be actively managed to ensure that the impact of these deliveries on the wider road network is completed in a safe manner with minimal impact on the local highway network.

6. Construction Traffic Routing

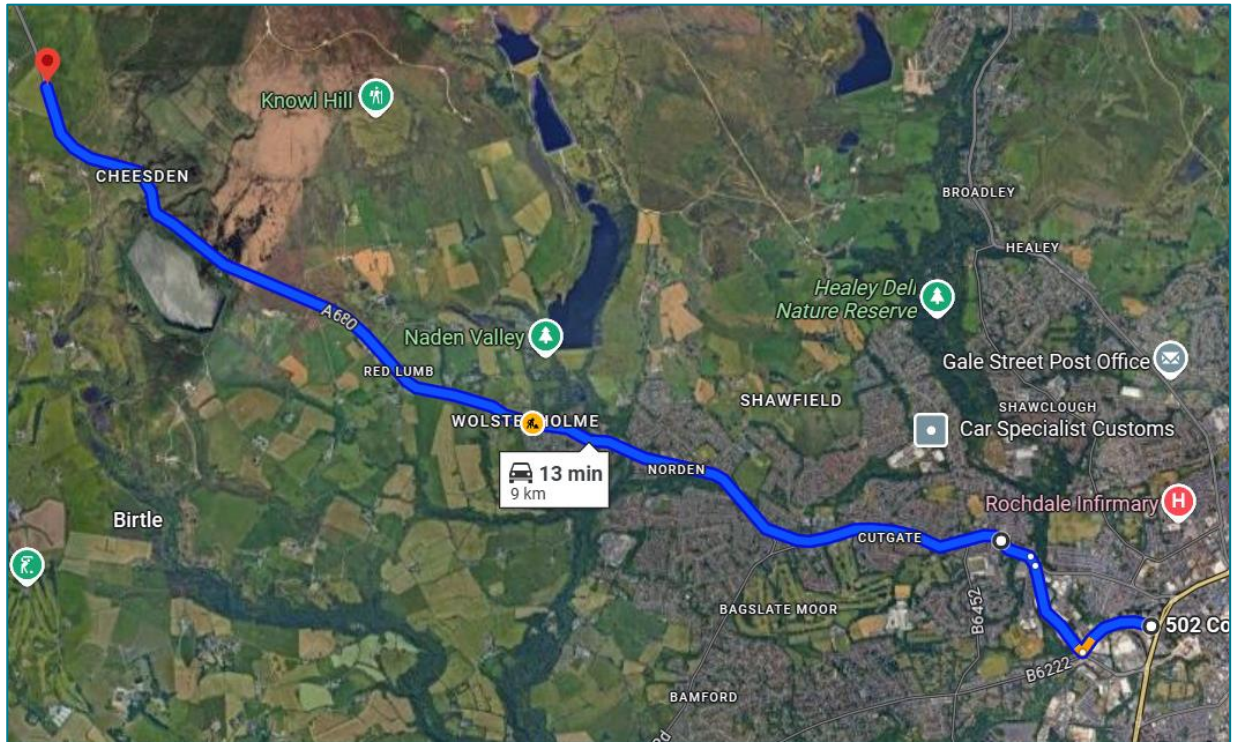
6.1 Introduction

- 6.1.1 Given the majority of trips to the site will occur during the construction phase of development, a detailed review of the construction traffic route to the site has been conducted. As requested by LCC this review considers the route from the site to the nearest appropriate A road and provides a review of the existing route, any constraints along this route and any improvements proposed to support access to the site for large HGV's.
- 6.1.2 To help reduce impacts on the external road network during construction, it is proposed that further discussions will take place to source aggregates from two local quarries.

6.2 Construction Traffic Route

- 6.2.1 A construction traffic route will be implemented for the site as illustrated in **Figure 6.1**.
- 6.2.2 All construction traffic movements will exit from the A58 to travel westward along College Road before accessing the A680 Mellor Street. All traffic will continue on the A680 Mellor Street which leads onto the A680 Rochdale Road before entering the site through the proposed site access.
- 6.2.3 All construction traffic will depart the site and return via the same route towards Rochdale towards the A58, leading towards an extensive road network including the M62, M66 and the A627(M)
- 6.2.4 An overview of the route is illustrated in **Figure 6.1** below.

Figure 6.1: Construction Traffic Routing Plan



Source: Google Maps ©

- 6.2.5 The nature of the A680/Rochdale Road being classified as "A" roads means that there should be no issues regarding HGV traffic movements. There is not expected to be any issues regarding the proposed traffic route shown above in **Figure 6.1**.

7. Summary and Conclusions

7.1 Summary

- 7.1.1 Hydrock has been instructed by Cubico UK Developments Ltd to prepare a Transport Statement [TS] relating to a proposed construction, management and operation of a Battery Energy Storage System (BESS) with associated infrastructure, including access, drainage, security measures and landscaping and provision of a connecting cable to Croston Close Road substation on a parcel of land at Rochdale Road and Bamford Road, Turn Village.
- 7.1.2 The total proposed site boundary is approx. 53,000m²/ 5.29 Ha. The site is located east of Ramsbottom, west of Rochdale, south of Haslingden and Accrington, and north of Bury and Manchester.
- 7.1.3 This report has been prepared in support of the planning application which comprises of a battery storage development as well as associated vehicular access off the A680/ Rochdale Road.
- 7.1.4 The site currently consists of open grassland with A680/ Rochdale Road bounding the site to the east and Bamford Road bounding the site to the south. The site is surrounded by open grassland/farmland.
- 7.1.5 A single access point has been proposed for the site, taken from the A680/ Rochdale Road, a northern access point to the site will be used by HGV vehicles accessing and egressing the site, as well as emergency vehicles.
- 7.1.6 A swept path review of the site layout highlights that the proposed arrangement can safely accommodate HGV and Fire Tender access and movement within the site.
- 7.1.7 As part of this review, consideration has been given to the access arrangements for the site as detailed in Section 4 of this report. This review has also considered access during the construction period for vehicles accessing the site. This review has set out how deliveries to the site will be managed in a safe manner and how issues along this route will be managed.
- 7.1.8 Following this review, it is considered that the development proposals do not represent a significant impact on the local highway network.

7.2 Conclusion

- 7.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, this TS demonstrates that the proposed development accords with highway access design recommendations and hence there is no basis for highway and transportation objections to the proposals.

Appendix A Scoping

Neil Bayliss-Rowe
Hydrock
Northern Assurance Buildings,
9-21 Princess Street
Manchester
M2 4DNP

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref:
Our ref: Pre -App Battery Storage Site
Date: 29th November 2024

PRE-APPLICATION ADVICE

Location: Land at Rochdale Road, Ramsbottom, BL0 0RR

Proposal: Battery Energy Storage Site

Grid Ref: 381976, 416948

Dear Neil

This note provides LCC Highways Development Control Teams Pre Application advice on the proposed battery storage site, based on the information submitted to date.

Advice is given in good faith and without prejudice to the formal consideration of any planning application, which will be subject to public consultation and ultimately decided by the Local Planning Authority. No advice given can prejudice or guarantee quite how the local planning authority may decide any particular case.

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.

While this pre application advice does not form part of the local planning authorities planning process, it is likely that the advice will form the basis of a formal response to the local planning authority if an application is subsequently submitted.

Comments

The general principle of the development is accepted.

We are unlikely to object subject to the following conditions/concerns being met or allayed.

Lancashire County Council
PO Box 100, County Hall, Preston, PR1 0LD



- Two accesses will be required, mainly due to the Fire Brigades conditions,
- Both will need to be suitable for a fire engine,
- One access will need to be suitable for any vehicle likely to be required for construction purposes,
- The construction access will need to be substantially complete prior to any construction or groundworks being carried out. This will be conditioned.
- A comprehensive Construction Management Plan (CMP) will be required, including HGV vehicle routing,
- Should these be Via Rochdale the Metropolitan Borough Council should also be consulted, given the location it is likely that Rochdale MBC may also wish to comment on or be formally consulted on any forthcoming application.
- A section 278 agreement will be required, and the access constructed prior to any works being carried out on site.
- The site is bounded by various Public Rights of Way, should these need to be closed or diverted a legal order will be required.
- A suitable drainage system will be required. To avoid any runoff onto the highway.
- A plan showing the cable route to the electric connection point will also be required.

Conclusion

Following our telephone conversation on the 27th of November it is apparent that some of these points such as the CMP and the need for a section 278 agreement can be dealt with as a condition of any forthcoming planning application. However, a plan showing the proposed access points will be required, with visibility splays, tracking for any likely construction vehicle and both access points being a suitable access for fire engine. Additionally, a written statement as either a Design and Access or Transport Statement should also be provided.

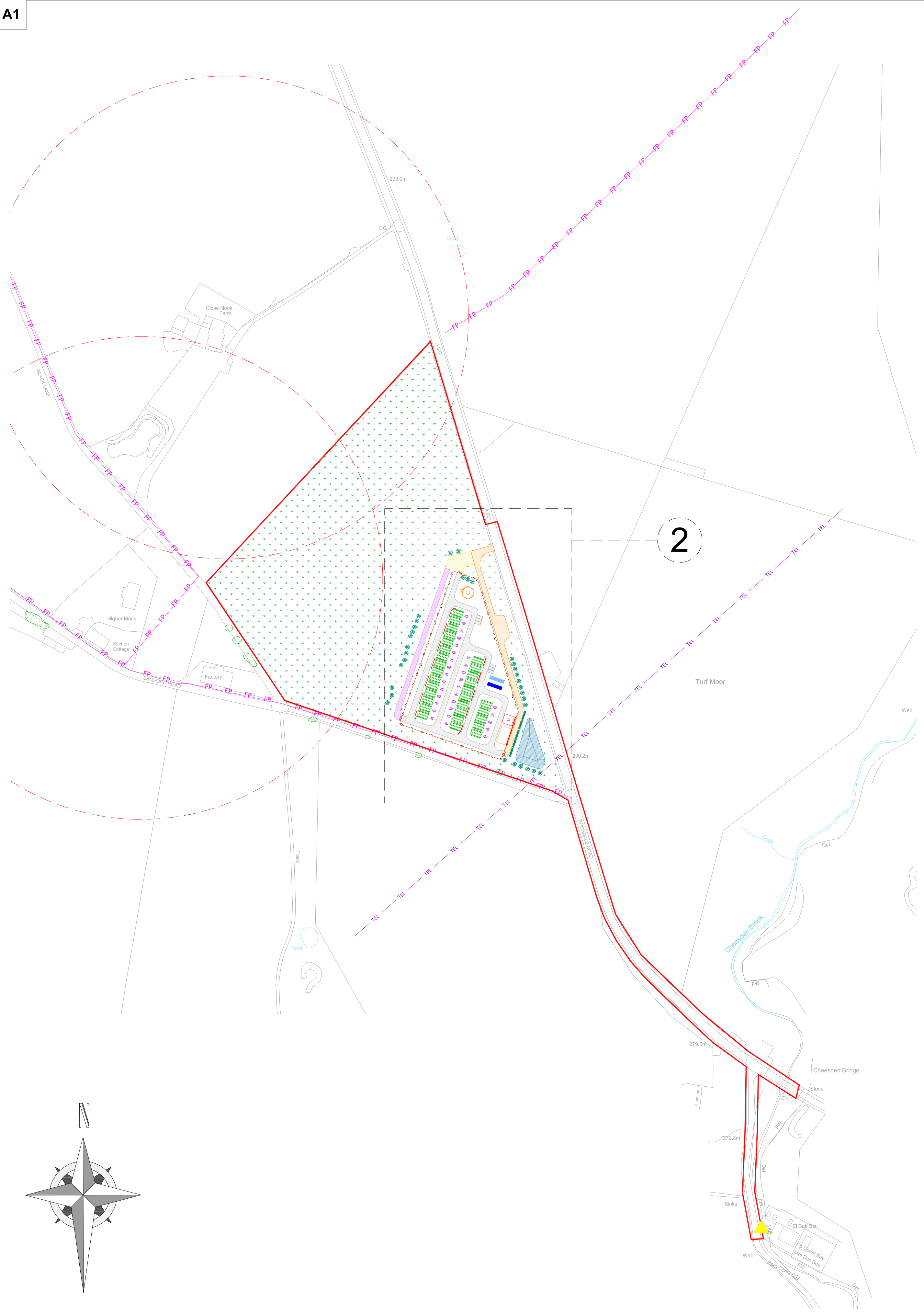
Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 01772 531202. Similarly, if you wish to present any draft plans prior to a formal planning application we would be willing to provide further comments.

Yours sincerely

Simon Hardie
Highway Development Control Officer
Highways and Transport
Lancashire County Council
W: www.lancashire.gov.uk



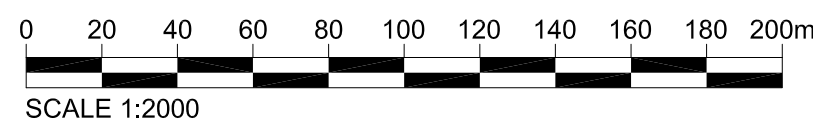
Appendix B Site Layout



1

PROPOSED SITE LAYOUT PLAN (OVERALL)

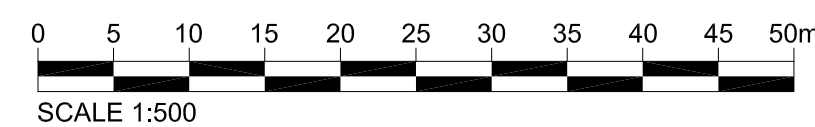
Scale: 1:2000@A1



2

PROPOSED SITE LAYOUT PLAN (BESS)

Scale: 1:500@A1



This drawing is the copyright of Cubico Sustainable Investments LTD and must not be reproduced in whole or in part or used in any manner without their written permission.
Scaled dimensions must not be taken from this drawing. All dimensions are to be confirmed on site prior to commencement of work.

Revisions:

Revision	Date	Revision Notes	Drawn	Inspected
01	13.12.24	First Issue	OM	PR
02	18.12.24	BNG Area Added, RLB Amended	OM	PR

LEGEND:

PLANNING APPLICATION BOUNDARY	
DNO ACCESS ROUTE	
SITE ACCESS	
INTERNAL ACCESS	
EMERGENCY ACCESS	
WATER COURSE	
PERIMETER FENCELINE	
200M RESIDENTIAL BUFFER	
EXISTING PROW	
EXISTING TELECOMS	
RETAINING WALL	

SITE INFRASTRUCTURE:

SECURITY GATE	BESS BATTERY UNIT
TWIN SKID (TX)	BATTERY INTERFACE CABINET
33kV SUBSTATION	CUSTOMER SWITCHGEAR
CCTV CAMERA	SPARE PARTS CONTAINER
AUX TRANSFORMER	CAR PARKING
240,000L WATER TANK	ATTENUATION POND
POC	

VEGETATION:

EXISTING VEGETATION	
BNG AREA	
PROPOSED VEGETATION	

Note:
BESS Units are currently spaced at 0.5m. NFCC Guidance states that the minimum distance is 0.914m. The 0.5m spacing is acceptable as per UL 9540A test results and NFPA 855:2023, as no unit-to-unit fire propagation occurs. However, future designs may need to adopt the 0.914m spacing if the draft 2024 NFCC guidance is finalised.
Access Tracks may also require further adjustment to meet Guidance Criteria.

Status:

PLANNING

Project:

Rossendale (Higher Moss)
Rochdale Rd, Ramsbottom,
Bury BL0 0RT

Client:

Cubico
SUSTAINABLE INVESTMENTS
Cubico Sustainable Investments
Tel: 020 3805 3800
www.cubicoinvest.com

Drawn by:

CADmando
2D, 3D CAD & BIM SERVICES
CADmando Design & Draughting Solutions Ltd
Unit B2, The Courtyard, Seewin Drive, Tewkesbury Business Park, GL20 8SD
Tel: +44 (0) 1684 850019
Mob: +44 (0) 7914438910

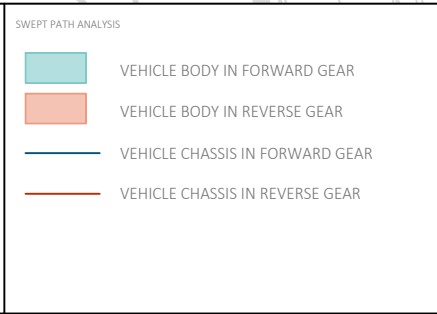
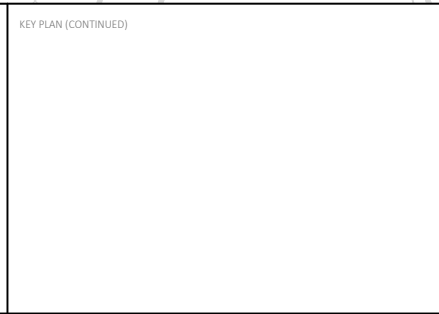
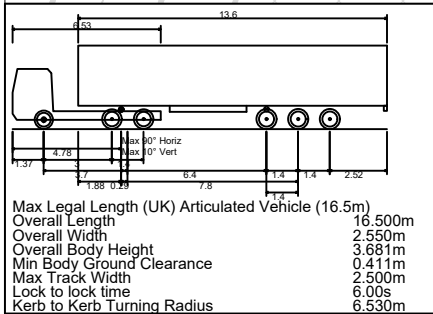
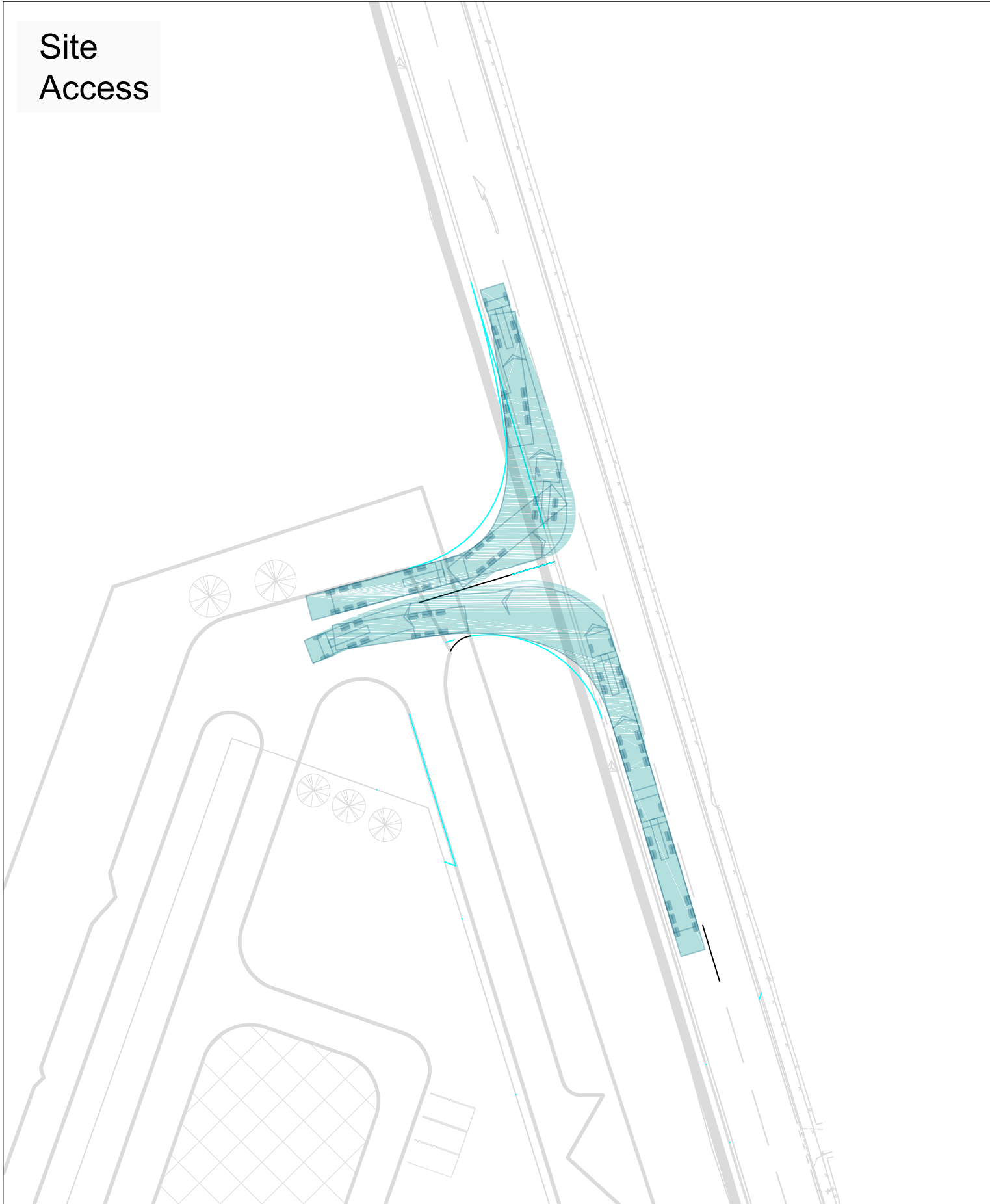
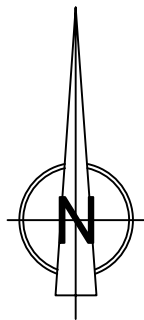
Drawing Title:

**Rossendale (Higher Moss) -
Proposed Site Layout Plan**

Drawn: OM	Checked: PR	First Issued: 13.12.2024
Project Code: CUB001-	Drawing Number: PL-03	
Sheet Size: A1	Scale: A.N	Revision: 02

Appendix C Swept Paths

Site
Access



NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS						
REV	REVNOTES	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P02	REVNOTES					
PS		11/12/2024	NBR	11/12/2024	NBR	11/12/2024
P01.01	FIRST ISSUE					
SR		06.09.24	NBR	06.09.24	CP	06.09.24



CLIENT

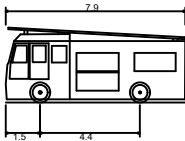
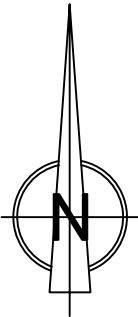
CUBICO

PROJECT

HIGHER MOSS, ROSSENDALE

TITLE			
ACCESS JUNCTION - SWEPT PATH ANALYSIS WITH LARGE REFUSE VEHICLE (4-AXLE)			
HYDROCK PROJECT NO.		SCALE @ A3	
34779		1:500/1:250	
STATUS DESCRIPTION			STATUS
SUITABLE FOR COMMENT & REVIEW			S3
DRAWING NO.			REVISION
34779-HYD-XX-XX-DR-TP-0002-P03			P03

Site
Access



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

KEY PLAN (CONTINUED)

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

- 1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
- 2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
- 3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P02	PS 11/12/2024 NBR 11/12/2024 NBR 11/12/2024					
P01.01	SR 06.09.24 NBR 06.09.24 CP 06.09.24					



CLIENT
CUBICO

PROJECT
HIGHER MOSS, ROSSENDALE

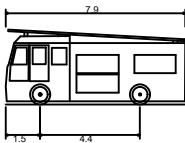
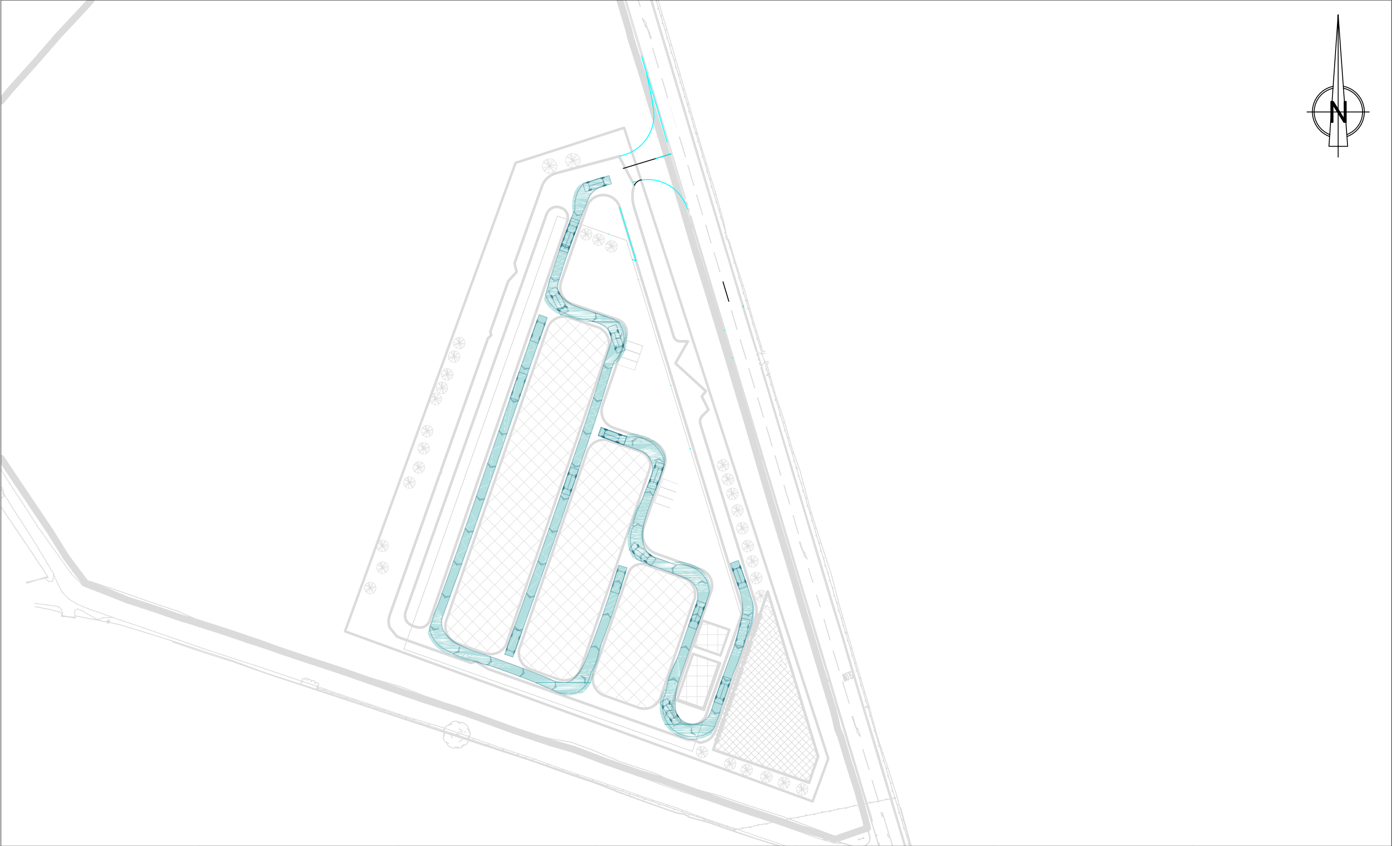
TITLE

ACCESS JUNCTION - SWEPT PATH ANALYSIS WITH FIRE TENDER

HYDROCK PROJECT NO. 34779
SCALE @ A3 1:250

STATUS DESCRIPTION
SUITABLE FOR COMMENT & REVIEW

DRAWING NO. 34779-HYD-XX-XX-DR-TP-0003-P03
REVISION P03



Pumping Appliance
Overall Length 7.90m
Overall Width 2.50m
Overall Body Height 3.30m
Min Body Ground Clearance 0.14m
Track Width 2.50m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.75m

KEY PLAN (CONTINUED)

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

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THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS						
P02	REVNOTES					
P5		11/12/2024	NBR		11/12/2024	NBR
P01.01	FIRST ISSUE					
SR		06.09.24	NBR		06.09.24	CP
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A



CLIENT

CUBICO

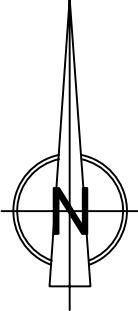
PROJECT

HIGHER MOSS, ROSSENDALE

TITLE		
SWEPT PATH ANALYSIS - FIRE TENDER		
HYDROCK PROJECT NO.		SCALE @ A3
34779		1:1000
STATUS DESCRIPTION		STATUS
SUITABLE FOR COMMENT & REVIEW		S3
DRAWING NO.		REVISION
34779-HYD-XX-XX-DR-TP-0004-P02		P02

Appendix D Visibility Splays

Site
Access



4.5m x 149m
lefthand
visibility splay

4.5m x 149m
righthand
visibility splay

KEY PLAN PROPOSED NEW KERBLINES PROPOSED ROAD MARKINGS PROPOSED EDGING PROPOSED NEW CARRIAGEWAY PROPOSED NEW FOOTWAY PROPOSED NEW TRAFFIC ISLAND PROPOSED YELLOW BOX
