

J000552-TS01
October 2024

Erection of a 775.9sqm GEA Extension
to Existing Factory Buildings and New
Detached 1,339.4sqm Storage /
Warehouse Building Along With
Amendments to Car Parking &
Landscaping to Support an Existing
Manufacturing Business

Hanson Place, Gorrells Way,
Rochdale, OL11 2PX

Transport Statement

Prepared on behalf of:



Hanson Springs Ltd

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Hanson Springs Ltd to consider highways and transport matters with respect to proposals for an extension to an existing factory building, new detached storage / warehousing building and amendments to ancillary car parking & landscaping areas at the Hanson Springs manufacturing site, Gorrells Way, Rochdale. The application is proposed to support the well-established spring manufacturing business at the site, by providing space for additional machinery to improve the spring making process and a new warehousing facility to allow for the on-site storage of popular products, to allow for greater stock availability and therefore improve order response times to customers. The works will complement the existing spring manufacturing activities on the site and improve the appearance of public facing elements of the site.
- 1.2 The TS report has been prepared to apprise the Local Planning & Highway Authority (Rochdale Borough Council - RBC) and Strategic Road Network (SRN) authority (National Highways) as to the existing operational characteristics of site (in highways and traffic terms) and the predicted changes in general traffic & heavy goods vehicle (HGV) demand levels expected to be generated by the proposals. The report also provides a comprehensive review of the proposed internal car parking / servicing arrangements to be delivered in parallel to the new building works. In addition, the report sets out the accessibility of the application site to alternative, more sustainable travel modes to the private car, such as walking, cycling and public transport.
- 1.3 The report is to be submitted alongside a full application for the proposals and reflects guidance for transport assessment as set out in National Planning Policy Guidance (NPPG) 'Travel Plans, Transport Assessments & Statements in Decision Taking'. This guidance notes that Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. Such reports are required for all developments which generate significant amounts of travel movements and are used to establish whether the residual transport impacts of a

proposed development could be “severe”, which is the critical threshold for determining whether a project should be refused on highways ground, in accordance with guidance set out in NPPF Para 115. Whilst it is not anticipated that the application scheme is likely to generate a significant level of development traffic over and above existing vehicle movements associated with current manufacturing activities at the site, pre-application responses from stakeholders have identified that it would still be appropriate to prepare a Transport Statement (TS) report to formally consider the transport implications of the proposals.

1.4 The core structure of the remainder of this TS report is therefore as follows:

- A description of the location of the application site, a review of current general operational practice and the identification of the relevant site planning status / planning history.
- A review of existing local highway network conditions - including a description of the connecting network to the site, details of recorded traffic demand associated with current site operation, a review of historical road safety records and an audit of available opportunities for the use of sustainable travel modes for staff & visitor journey making to / from the site.
- A description of the main development elements proposed - including a review of the proposed HGV servicing arrangements and parallel changes to the layout of the main site staff / visitor car parking areas.
- An assessment of the anticipated travel demand associated with the application scheme proposals.
- Summary and conclusions.

2.0 SITE LOCATION AND PLANNING HISTORY

2.1 Site Location & Existing Use

2.1.1 The strategic location of the application site is illustrated in **Figure TS1** to this report. The site forms part of a wider employment area served by Gorrells Way / Corporation Road located between the Rochdale Canal & alignment of the Rochdale - Manchester railway line. **Figure TS2** to this report provides the local context of the application site and its proximity to the key local distributor road routes of A664 Queensway, A664 Edinburgh Way and the A627(M) link road. An aerial view of the site in the context of the existing road network and surrounding commercial properties is included as **Figure TS3**. **Appendix TS1** includes for photographs of existing site conditions and immediate local road routes connecting to the site.

2.1.2 The wider application site at Hanson Place has historically been used for industrial purposes for many years and is occupied by Hanson Springs Ltd. Hanson Springs Ltd is a springs manufacturing company that was established in 1963 and operates two factories in Rochdale, with the Hanson Place / Gorrells Way site acting as the business headquarters and main manufacturing facility. The company has established itself as the leading manufacturer of compression springs to the Flow Control industry, exporting over 85% of sales, with major markets in the USA, Italy, Germany, China & India.

2.1.3 The Hanson Place / Gorrells Way site is an irregular shaped land parcel bounded to the east by the alignment of the Manchester - Rochdale railway line, to the north and west by the alignment of A664 Edinburgh Way and its junction with the A627(M) and to the south by adjacent commercial properties. Vehicle access to the site is via a security gated connection to Hanson Place (see **Appendix TS1**), which links directly into the local access road of Gorrells Way. Gorrells Way is a cul-de-sac industrial access road route serving a local employment area and ultimately provides a connection to A664 Queensway via a route which passes over the Rochdale Canal and under the A627(M).

2.1.4 The site is currently utilised for the manufacturing of industrial spring products, the majority of which are exported overseas. The site therefore operates as a secure air freight business, with all imports and exports logged at entry / exit to the site via security staff based at the single gated site access point. This access point is also used by all staff / visitor movements (vehicle or pedestrian based). In addition to the core spring manufacturing activities, the site also includes for ancillary offices and staff welfare areas, including for a large staff canteen.

2.1.5 The site is currently operated by circa 180 staff, with operating hours as follows:

- Monday - Thursday: 06:00 - 18:00
- Friday: 06:00 - 14:30
- Saturday / Sunday: Site Closed.

2.1.6 In practice staff work a variety of hours across the above identified core working periods, meaning that the site does not exhibit clear 'shift start / shift end' surges in staff travel demand, albeit the majority of arrival movements at the site take place before 08:00 and most departures by 17:00 (see section 3.2 to this report) - thereby being generally concentrated during periods outside of traditional weekday network 'rush hours'.

2.1.7 Notwithstanding the above operational hours, it is understood that there are no formal restrictions on operating times associated with the site.

2.2 Relevant Planning History

2.2.1 The on-site area proposed for the delivery of the new storage building has previously benefitted from planning consent for a similar warehouse facility (secured in September 2016, planning application ref: 16/00640/FUL). Copies of the submitted plans related to this historical scheme are provided as **Appendix TS2** for reference.

2.2.2 The 2016 application scheme envisaged a building of circa 1,682sqm floorspace to be serviced from the main internal site access road, with staff & visitor car parking

to take place within the core central parking area serving the wider Hanson Springs business. Whilst no highways objections were raised to the scheme and the proposals were granted planning consent, the project was not taken forward and the consent is understood to have lapsed. Notwithstanding this, it is clear that historically LPA & LHA officers have not raised concerns regarding similar scale additional manufacturing buildings at the Hanson Springs site to support existing business activities.

2.3 Relevant Planning & Highways Policy

- 2.3.1 The following paragraphs provide a summary of transport related planning policy issues that are considered relevant to the application scheme. This review includes consideration of transport policy guidance set out in both national transport and local planning policy documentation.

National Planning Policy

- 2.3.2 December 2023 National Planning Policy Framework (NPPF) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. Key policy objectives stated in the NPPF are as follows:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate

opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.” (Para 108)

“The planning system should actively manage patterns of growth in support of these objectives. 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... (para 109)

“...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 disabilities 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...”(Para 116)

2.3.3 Paragraphs 114 and 115 of NPPF also provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals:

“In assessing sites that may be allocated for development in plans, or specific applications for development, 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) 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.” (Para 110)

“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.” (Para 115)

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”(Para 117)

2.3.4 Paragraph 115 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. The NPPF clearly identifies that development should only be refused in those cases where highways impact would be ‘severe’ (our underlining) - which is typically understood to mean situations where development is likely to result in a material detrimental ‘step change’ in circumstances when compared to predicted Baseline ‘Do-Nothing’ conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

2.3.5 Whilst the NPPF does not seek to define the nature of what is considered to represent a ‘severe’ impact, thereby allowing for some flexibility to reflect site specific circumstances, it is clear that the guidance has the effect of setting a ‘high-bar’ for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 115 inherently suggests that some measure of highways impact must be viewed as being ‘acceptable’ and that it is only when a ‘severe’ detrimental highways position is identified, that a refusal of planning permission on such grounds is appropriate.

Local Planning Policy - 'Places for Everyone' Sub Regional Plan

- 2.3.6 The 'Places for Everyone' Plan covering nine Greater Manchester Authority areas (including Rochdale) became part of the statutory development plan on March 21, 2024. The plan includes a number of transport related policies, with those policies most relevant to the application scheme considered to be as follows:

"JP-C1: An Integrated Network

In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, we will support a range of measures, including

- 1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.***
- 3. Locating and designing development, to deliver a significant in the proportion of trips that can be made by walking, cycling and public transport.***
- 5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):***
 - a. Pedestrians (and people using mobility aids);***
 - b. Cyclists, powered two-wheelers, and public transport users;***
 - c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)***
 - d. People in personal motorised vehicles."***

"Policy JP-C8: Transport Requirements of New Development

We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. We will do this by:

- 1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network'.***
- 2. Ensuring that new development is connected visually and physically;***

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development*
5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*
Parking Infrastructure
7. *Making adequate car parking provision, including for disabled drivers and passengers;*
8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*
9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*
14. *Making appropriate provision for deliveries and servicing*
16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision."*

Local Planning Policy: Local Plan Core Strategy & Retained UDP Policy

- 2.3.7 The Rochdale Local Plan Core Strategy was adopted by the Council in October 2016. At present the planning policy framework for Rochdale is made up of a combination of Core Strategy policies and a limited number of saved policies from the previous Rochdale Council Unitary Development Plan. The Allocations Plan element to the

Local Plan is still at an early stage and is due to be prepared alongside the wider Places for Everyone Strategic Plan.

2.3.8 Review of the development plan proposals map associated with the original 2006 Unitary Development Plan identifies that the site lies within a wider 'Primary Employment Zone' area (see **Figure TS4**), associated with policy EC/2. This policy states that land within such zones shall be permitted for industrial, business and warehouse land uses (i.e. B1 (now class E), B2 & B8 uses).

2.3.9 Key employment and enterprise related policies in the 2016 Core Strategy are as follows:

- *Strategic Objective SO1*: is 'to deliver a more prosperous economy'. To do this, the Core Strategy focuses on, *inter alia*, identifying quality employment sites and areas to increase the number and range of jobs and employment levels.
- *Policy SP2 'The Spatial Strategy for the Borough'* states that, in the Manchester fringe in the south of the borough, where there is good access to existing facilities and infrastructure, the motorway corridor, public transport facilities and the wider Greater Manchester city region, 'we will deliver most new housing, employment and commercial development'.
- *Policy E2 'Increasing Jobs and Prosperity'* states that the Plan will ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy.

2.3.10 Key transport and accessibility policies set out in the Local Plan Core Strategy are Policies T1 and T2. These policies concentrate on ensuring accessibility across Rochdale Borough and the promotion of sustainable travel, with key objectives being to:

- Deliver transport improvements at strategic, borough-wide and local levels to support development proposals
- Ensure that development is in the most appropriate and accessible locations;
- Minimise trips, especially single occupancy car journeys, and trip length;
- Promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;
- Support measures that enhance safety and access for people with impaired mobility,
- Protect traffic-sensitive town centres and residential communities; and,
- Reduce emissions from traffic (particularly NOx gases, PM10 particulate and CO2 levels) by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and taking advantage of technological innovations.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As identified in section 2.1 to this report, the Hansons Springs application site forms part of a wider employment area served by the local industrial estate road routes of Gorrells Way / Corporation Road. Gorrells Way / Corporation Road form a publicly adopted industrial cul-de-sac route of minimum 7.3m carriageway width, with segregated footways to both sites and operating under a standard urban 30mph speed limit. The route corridor is street lit and characterised by regular kerbed access points serving frontage commercial development. Immediate sections of Gorrells Way to the Hanson Springs site and all key local side connection points to this route are protected by double yellow line parking restrictions (see **Appendix TS1**), which helps assist the movements of larger service / delivery vehicles. The south-western termination of the cul-de-sac (Corporation Road) includes for a turning head feature located circa 650m from the Hanson Springs site and also offers an additional walk / cycle only connection under the Manchester - Rochdale railway line, linking to Gypsy Way to the north and the local residential areas of Sudden and Marland.
- 3.1.2 Onward connections to the wider adopted highway network are provided via a 280m section of route connecting to A664 Queensway to the east. This route section includes for a bridge crossing over the Rochdale Canal and an underpass section beneath the A627(M) dual carriageway. All of this eastern section of route is subject to double yellow line parking restrictions, with a continuous segregated footway only available to the northern side. Local connections are available from this footway to the Rochdale Canal towpath at the bridge crossing, with the tow path forming part of National Cycle Route 66 (NCR66).
- 3.1.3 Gorrells Way ultimately terminates to the east at a ghost island give-way T-junction with A664 Queensway. In the immediate vicinity of the Gorrells Way side road connection point A644 Queensway is a dual carriageway route (with hard central reserve) providing links between Castleton to the south (single lane

connection) and a three-arm roundabout connection to A664 Edinburgh Way immediately (circa 65m) to the north (two lane connection).

3.1.4 The A664 Queensway continues to the east to provide onward high standard A-road connections towards Lower Place & Kingsway, with a further section of the route (A664 Edinburgh Way) connecting to the large multi-lane traffic signal junction connection with the A627(M) / Sandbrook Park to the immediate north. The A627(M) provides trunk road connections direct to M62 J20 to the south west.

3.1.5 A664 Edinburgh Way continues further to the north to connect to A58 Manchester Road, providing links to Rochdale town centre & Heywood and B6452 Roch Valley Way to Spotland. All local sections of the A664 / A627(M) / A58 / B6452 main road routes are of a standard suitable to accommodate HGV movements, with most longer distance HGV trips anticipated to utilise the A627(M) connection and the onward links available via this route to the national motorway / trunk road network.

3.2 Existing Application Site Vehicle Demand

3.2.1 As noted above, the Hanson Springs business currently only operates the site on weekdays, with typical (Monday - Thursday) activities being based on 6am - 6pm working hours. In order to provide a snapshot of 'typical' travel demand conditions associated with current site operations two weekday traffic surveys (site entry / exit counts) were carried out by security staff based at the site entrance from Gorrells Way / Hanson Place for the time periods 05:00 - 19:00 for the following dates:

- Thursday 19th September 2024;
- Thursday 26th September 2024.

The site manager at Hanson Springs has confirmed that the two surveys dates were associated with standard daily operation of the site.

3.2.2 Details of the collected survey data (vehicle and pedestrian data) are included as **Appendix TS3** to this report, with summary graphs for observed vehicle movements included as **Figure TS5(a&b)** and observed pedestrian / cycle movements as **Figure TS6(a&b)**. Recorded travel mode split for the two survey days is illustrated in **Figure TS7**. Review of this information identifies similar demand patterns for both days, with key trends as follows:

- Main arrival movements (both vehicles and pedestrians) takes place during the early morning period of 05:00 - 08:00, with maximum site arrival hour being immediately prior to the formal site start time of 06:00 (i.e. 34 - 38 arrival movements for the period 05:00 - 06:00). There is no evidence of any clear 'surge' in vehicle arrivals to the site.
- Vehicle demand to / from the site during the traditional network AM peak 'rush hour' period of 08:00 - 09:00 is generally very low, being just 7 & 11 movements (in + out) over the two survey days.
- Off-peak vehicle demand at the site during the core day-time periods of 09:00 - 14:00) is typically below 20 vehicles per hour (in + out), or less than 1 vehicle movement every 3 minutes.
- Main departure demand from the site is spread over an extended period (14:00-18:00) with no clear peak demand hour. Typically two-way trip demand during these hours (in + out) is less than 30 vehicles per hour, or less than 1 vehicle every 2 minutes. Site related demand during the traditional network PM peak 'rush hour' period of 17:00 - 18:00 was between 15 - 23 vehicles per hour.
- Pedestrian / cycle demand to / from the site illustrates generally similar trends, i.e. the majority of trips taking place outside of traditional network AM & PM peak periods. Maximum pedestrian demand typically takes place slightly later than vehicular demand, with maximum pedestrian demand recorded during the hour 06:00 - 07:00 and maximum recorded pedestrian demand during the hours 15:00 - 17:00. An additional peak in pedestrian / cycle movements was recorded during the lunchtime hour of 12:00 - 13:00 which is potentially

related to staff walking to the nearby mobile snack-bar parked on a side road to Gorrells Way.

- 3.2.3 In addition to this review of recorded general vehicle movements, an additional review has been undertaken of logged HGV trips to / from the site, as recorded by security staff on the two identified survey days and for the additional operational weeks of Monday 30th September - Friday 4th October 2024 & Tuesday 8th - Friday 11th October 2024. These results are summarised in the tables presented as **Appendix TS4** to this report. Review of this HGV log data identifies that HGV demand to / from the site is at typically low levels (5 - 14 arrival movements per day), with these HGV trips generally taking place outside of traditional network AM & PM peak hours - most HGV movements being recorded between 09:00 - 16:00 (circa 85% of all movements), with no clear 'peak' demand hours. Only four of the eleven survey days recorded in excess of 10 HGV arrival / 10 HGV departure movements.

Car Parking

- 3.2.4 Analysis of recorded site entry / exit movements allows for an understanding of car parking accumulation across the day associated with typical site operation. **Figure TS8** illustrates the build-up of parked vehicles and confirms similar parking demand trends for both survey dates. Review of the parking accumulation exercise demonstrates that parking demand builds quickly towards peak demand levels from 06:00, reaching a relatively constant 'maximum' demand level from 09:00, which extends through to circa 14:30. Peak parking demand during this core maximum day-time period is noted to be of order of 80 - 85 vehicles.
- 3.2.5 Post 14:30, site parking demand falls steadily, with the site car park being almost empty by the end of formal operating day, from 18:00.

3.3 Local Highway Network Operating Conditions

3.3.1 Focus TP are not aware of any available recent background traffic data for the immediate local road routes of Hanson Place / Gorrells Way. Given the cul-de-sac nature of these routes and the fact that they serve a relatively limited number of commercial properties, it is not anticipated that underlying traffic levels would be substantive or that the corridor experiences any regular congestion. This view is informed by site visits, which suggested low levels of baseline traffic demand and free flowing conditions on the core connecting section of Gorrells Way to A664 Queensway.

3.3.2 2026 future year traffic forecasts for A664 Queensway in the vicinity of the Gorrells Way junction have been prepared by consultants SCP in relation to the 2021 planning application for new residential development at Cown Top Lane. These estimates (see also **Appendix TS5** to this report), suggest AM & PM weekday 'rush hour' demand in 2026 on the A664 Queensway approach to the nearby roundabout junction with Edinburgh Way (including for traffic associated with the proposed Cown Top Lane residential scheme) would be as follows.

2026 AM Peak Period (08:15-09:15)

- Eastbound: 957 pcus
- Westbound: 814 pcus

2026 AM Peak Period (16:00-1700)

- Eastbound: 768 pcus
- Westbound: 800 pcus

3.3.3 Based on typical observed Hanson Springs related traffic during these periods (based on the recorded site arrival / departure traffic demand on survey day Thursday 19th September), this would suggest that current application site traffic would only represent between 0.5% and 1.6% of 2026 baseline traffic volumes on the immediate section of the A664 Queensway corridor, viz:

Table TS3.1 - Existing Hanson Springs Related Demand as Proportion of Baseline Traffic Flow on A664 Queensway

	A664 Queensway		
	Hanson Springs Traffic	2026 Predicted A664 Queensway Traffic	Hanson Springs Percentage
AM Peak (08:15-09:15)	8	1771	0.45%
PM Peak (16:00-17:00)	24	1560	1.54%

(Two-way traffic - pcus)

3.4 Road Safety: Review of Personal Injury Accident Records

- 3.4.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data for the most recent validated 5-year search period (1 January 2018 to 31 December 2022 inclusive). This information has been obtained from the crashmap.co.uk database and includes for all police recorded injury accident incidents, therefore representing standard accident reference information for the appraisal of local road safety trends. The specification of a five-year search period is in line with industry good practice guidance.
- 3.4.2 Details of the location of the search area and recorded historical accident events are illustrated in **Figure TS9** to this report, with the search area including the immediate sections of Gorrells Way to the application site entrance, the connecting section of route between the site and A664 Queensway and the immediate section of A664 Queensway to the Gorrells Way ghost-island T-junction.
- 3.4.3 Review of the accident search information indicates that the local highway network to the application site exhibits a generally excellent highway safety record, with no accidents recorded on the search area sections of Gorrells Way and only one 'slight' classification event on immediate sections of A664 Queensway. Review of the A664 Queensway accident identifies that this incident took place in 2019 and related to a rear shunt incident on the main carriageway.
- 3.4.4 Given the overall limited frequency of recorded accident incidents in the immediate vicinity of the application site and the generally good road safety history of those routes directly serving the site, it is not considered that there are

any substantive prevailing local road safety issues that would call the application scheme into question or require the implementation of specific highway safety related improvement measures.

3.5 Access by Alternative Modes to the Private Car

Foot / Cycle Access

- 3.5.1 Access by foot or cycle to / from the Hanson Springs site is taken from Hanson Place / Gorrells Way, via the main site security gate feature. Pedestrian connections to the site gate are via segregated footway routes along connecting sections of Gorrells Way. In general these connecting sections of segregated footway are of good quality being typically of circa 2m width.
- 3.5.2 Main walking connections from the application site to the wider area are via the Gorrells Way link to A664 Queensway, with a continuous footway available to the northern side of that corridor. This link also provides a stepped connection to the Rochdale Canal towpath, which is a signed walk / cycle route (NCR 66). Further walk / cycle connections are also available via path connections from Gorrells Way / Corporation Road to the south west, linking to Gipsy Lane and Bow Street respectively.
- 3.5.3 National planning guidance highlights that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. **Figure TS10** to this report illustrates the practical coverage of a 2km local walk catchment to / from the application site. This exercise demonstrates that the local residential areas of Marland, Castleton, Kirkholt & Stoneyfield are all located within a reasonable walk commute catchment of the site. This good pedestrian accessibility is perhaps reflected by the good levels of walk trips already observed taking place to / from the Hanson Springs site.
- 3.5.4 National planning guidance notes that cycling has the potential to substitute for shorter car trips in urban and rural areas - particularly those of 5km or less, or which could form part of a longer journey by public transport. **Figure TS11** to this

report also illustrates a 5km cycle catchment to / from the application site and demonstrates that such a cycle distance would allow for potential cycle access to the majority of the built up extents of Rochdale and the surrounding suburbs. Available cycle infrastructure within the vicinity of the site is illustrated in **Figure TS12**.

Access to Public Transport

- 3.5.5 Nearest bus stops to the application site are located on A664 Queensway, just to the west of the Gorrells Way side road connection, i.e. a circa 375m walk from the application site security gates. These bus stops are of good quality, including ‘bus cage’ carriageway markings, recently upgraded ‘bee-line’ branded passenger shelters with seating and bus timetable information panels for both travel directions (see **Appendix TS1**).
- 3.5.6 The A664 Queensway bus stops are served by the 434 Rochdale - Kingsway - Kirkholt - Castleton - Middleton bus route (see **Figure TS13**). The 434 service offers an hourly frequency weekday service beginning at 05:00 in Middleton and therefore could represent a practical travel option for some local based staff.
- 3.5.7 Review of Greater Manchester Accessibility Level (GMAL) mapping (see **Figure TS14**), illustrates that the Gorrells Way site benefits from an accessibility level of 3 / 4 (out of 8).

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Principle of the Development Proposals

4.1.1 The application scheme represents works to support continuing spring manufacturing activities at the site and includes for the following core elements:

- 775.9sqm GEA extension of existing class B2 factory building;
- 1339.4sqm GEA detached B8 storage / warehousing building (including ancillary staff offices and welfare facilities).
- Reconfiguration and formalising of existing central car parking area and internal vehicular / pedestrian arrangements.
- Associated hard and soft landscaping

4.1.2 A plan illustrating the nature and extent of the proposed works, including the location of the extended / new buildings is included as **Appendix TS6** to this report.

4.1.3 The proposed factory building extension would allow for additional manufacturing processes to be carried out at the site, to allow the business to offer an improved range of products. The existing factory building functions as the 'hot-coil' spring making operation and the proposed extension will create an additional area for 'cold coil' processes. No fumes or excessive noise will be created by these additional process options.

4.1.4 The proposed new storage / warehouse building will contain high racking to enable to the storage of manufactured springs awaiting dispatch and will allow for a stockpile of popular products at the site, thereby improving the company's turn-around time in responding to client orders and to allow more efficient use of site resources.

4.2 Proposed Internal Highway Layout Arrangements

- 4.2.1 It is proposed that vehicle and pedestrian access to the wider Hanson Springs site would continue to be taken from the existing security gate access point to Hanson Place / Gorrells Way. No changes are proposed to these security gate arrangements.

HGV Servicing & Delivery Traffic

- 4.2.2 HGV service and delivery traffic will continue to utilise the main internal site service road to access the core manufacturing buildings (including the extension building) and proposed new storage / warehouse building. **Appendix TS7** to this report illustrates key HGV service manoeuvres associated with these proposed new site elements and the dedicated service / loading zones identified to accommodate such movements. This vehicle swept path exercise demonstrates that vehicle servicing for the new buildings would be undertaken 'off-line' from the main looped service route through the site, with loading / unloading able to be carried out in safe designated areas.
- 4.2.3 On completion of loading / unloading, all HGV vehicles servicing the new buildings would be required to follow the one-way looped route through the site and return to the main security gate for processing and exit.

Internal Site Car Parking

- 4.2.4 As part of the application scheme works and to improve public facing elements of the site, the application scheme would also include for upgrading of the internal site layout to provide improved staff / visitor parking arrangements. These improvements would include for rationalisation and formal marking of the main central car parking area, to provide up to 119 marked car parking spaces. The majority of these spaces would be provided at 2.75m by 5.5m dimension, served by standard 6m central manoeuvring aisle widths. The re-arranged car parking area would also include for three designated disabled standard spaces close to the main building access points and two EV charging points (close to the main security hub).

Suitable internal site signage would be installed at the entry to the site to direct staff and visitor traffic into the car park. This signage reinforce the security protocols for site visitors, who are already advised as to parking arrangements by staff on arrival to the site security lodge.

- 4.2.5 The proposed internal car park scheme would also include for improved pedestrian arrangements in the vicinity of the existing main site administration building access points and an enhanced area of landscaping / pedestrian circulation space to the side of the buildings. The application scheme also includes for relocated covered cycle parking for 10 cycles and a motor-cycle parking area suitable for 3 motor-cycles located beneath the canopy of the main Hanson Springs factory building and serving the whole site (see **Appendix TS6**).

5.0 PREDICTED TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME & ASSESSMENT OF IMPACT

5.1 Forecast Additional Staff Traffic

- 5.1.1 As noted in section 4.1 above, it is anticipated that the core application scheme elements will effectively consolidate and improve existing on-site manufacturing activities at the site and allow for improved business response to customers via the stockpiling of popular products within the new storage / warehouse facility. It is not anticipated that these additional site elements, in particular the storage facility, will generate a significant demand for new staff. Discussions with site management have identified that it is not anticipated that staffing levels at the site would increase by more than 10 - 20 staff within the future business forecasted periods.
- 5.1.2 Similar to existing operating practice at the site, it is not anticipated that many of these new staff positions would require journeys to / from the site during traditional network AM & PM 'rush hour' peak periods. Even if one were to assume the highly robust future scenario of a) all of these potential new staff trips being car based (considered unlikely given that only circa 70% - 75% of current trip movements to / from the site involve a car / van), and; b) that two thirds of these staff movements took place during AM / PM 'rush hours', this would still only represent an increase of circa 13 - 14 trips on A664 Queensway during peak hours, or an increase of less than 1% of forecast 2026 baseline two-way traffic demand on this route.
- 5.1.3 Furthermore even in the unlikely situation of an additional 20 staff vehicles being required to be parked on site, the proposed site car parking arrangements (119 spaces) would still provide sufficient capacity to cater for such demand, given that maximum existing observed parking levels at the site are typically of the order of 80 - 85 spaces.

5.2 Forecast Additional HGV Traffic

5.2.1 As noted in section 3.2 above, current daily HGV demand to / from the site is generally low, typically less than 10 HGV arrival / 10 HGV departure movements a day, with the majority of these movements taking place outside of AM & PM 'rush hour' peak demand periods. Discussions with site management suggest that it is not anticipated that the application scheme would result in a significant increase in average daily service HGV movements. Ultimately, even if one were to assume a highly robust estimate of a 40% - 50% increase in HGV trips per day, this would still only represent an additional site related HGV demand over the local highway network of circa 8 - 10 HGV trips (4 / 5 arrivals, 4/5 departures), which could generally be expected to take place during core weekday day-time off-peak hours, when local baseline traffic levels are low.

5.3 Alternative Trip Demand Methodology (TRICS Trip Estimates)

5.3.1 Notwithstanding the above anticipated trip demand estimates based on Hanson Springs business forecasts / expectations, in order to provide an alternative robust assessment of application trip potential, Focus TP have prepared comparative traffic forecasts based on development trip rates extracted from the TRICS traffic generation database. TRICS is a nationally accepted source of trip generation data, referencing real life surveys of the operation of a range of different land use types across the UK. It can therefore be used to provide an indication as to 'industry standard' operation of new land use and therefore offer a useful comparison to business / site specific estimates, such as those provided by Hanson Springs.

5.3.2 Such a comparison exercise allows planning authorities the opportunity to understand the traffic generation implications of possible alternative future use of the buildings, should the current proposed operator ultimately vacate the site and it be taken up by another party. It must be stressed that such a change in operator of the proposed buildings is considered very unlikely in this case, given that Hanson Springs Ltd is a well-established business and has been based at the application site for many years. Indeed, the specific purpose of the planning application is to strengthen Hanson Springs operations at the site.

5.3.3 For the purpose of the comparative assessment and to provide a comprehensive review of trip generation, TRICS trip estimates have been prepared on the proposed land use schedule as follows:

- New Storage Building: 1,339sqm (TRICS Warehousing & Distribution)
- Factory Building Extension: 776sqm (TRICS General Industrial)

5.3.4 Copies of the TRICS output for both of these land use types is included as **Appendix TS8** to this report for reference.

Predicted B8 Warehousing & Distribution Land Use Trip Demand

5.3.5 Estimated average trip rates for representative small B8 Warehousing & Distribution sites as held within the TRICS database are illustrated in **Table TS5.1** below.

Table TS5.1 - TRICS B8 Warehousing & Distribution Trip Rates

	Average Trip Rates (per 100sqm)		
	Arrival	Departure	Total
AM Peak (08:00-09:00)	0.356 (0.042)	0.105 (0.042)	0.461 (0.084)
PM Peak (17:00-18:00)	0.050 (0.004)	0.264 (0.055)	0.314 (0.059)
12-hour (07:00-19:00)	1.993 (0.542)	2.044 (0.487)	4.037 (1.029)

All vehicles (HGVs)

5.3.6 These B8 Warehousing & Distribution related trip rates have been applied to the proposed development floorspace at the application scheme (1,339sqm), with the results summarised in **Table TS5.2**.

Table TS5.2 - Predicted Traffic Demand for 1,339sqm B8 Warehousing & Distribution Unit (TRICS)

	Trip Demand (Average) (1,339sqm)		
	Arrival	Arrival	Arrival
AM Peak (08:00-09:00)	5 (1)	1 (1)	6 (1)
PM Peak (17:00-18:00)	1 (0)	4 (1)	5 (1)
12-hour (07:00-19:00)	27 (7)	27 (7)	27 (7)

All vehicles (HGVs)

Predicted B2 General Industrial Land Use Trip Demand

- 5.3.7 Estimated average trip rates (per 100sqm development) for representative small B2 General Industrial Unit sites, as held within the TRICS database, are illustrated in **Table TS5.3** below for traditional AM & PM rush hour peaks and the core 12-hour weekday daytime period 07:00-09:00).

Table TS5.3 - TRICS B2 Industrial Unit Trip Rates

	Average Trip Rates (per 100sqm)		
	Arrival	Departure	Total
AM Peak (08:00-09:00)	0.403 (0.036)	0.087 (0.036)	0.490 (0.072)
PM Peak (17:00-18:00)	0.048 (0.003)	0.350 (0.005)	0.398 (0.008)
12-hour (07:00-19:00)	2.201 (0.382)	2.222 (0.379)	4.423 (0.761)

All vehicles (HGVs)

- 5.3.8 These B2 General Industrial Unit trip rates have been applied to the proposed development floorspace proposed at application site (1,339sqm), with the results summarised in **Table TS5.4**.

Table TS5.4 - Predicted Traffic Demand for 776sqm B2 General Industrial Units (TRICS)

	Trip Demand (Average) (776sqm)		
	Arrival	Departure	Total
AM Peak (08:00-09:00)	3 (0)	1 (0)	4 (0)
PM Peak (17:00-18:00)	0 (0)	3 (0)	3 (0)
12-hour (07:00-19:00)	17 (3)	17 (3)	34 (6)

All vehicles (HGVs)

Total Combined Trip Demand (TRICS Estimate)

- 5.3.9 The summation of the individual development element TRICS trip demand estimates is set out in **Table TS5.5** to this report. Review of these results suggests that combined application scheme trip demand, as estimated via TRICS average trip rate methodology, would only be of the order of 7-10 vehicle movements per hour (including 1-2 HGV trips), or just 1 vehicle related trip movement every six-minutes. HGV movements could be expected to be of the order of up to 19-20 trips per day (in + out).

Table TS5.5 - Predicted Combined Traffic Demand (TRICS) for Proposed Application Scheme Elements

	Trip Demand (Average) Proposed Application Scheme Elements (Combined)		
	Arrival	Departure	Total
AM Peak (08:00-09:00)	8 (1)	2 (1)	10 (2)
PM Peak (17:00-18:00)	1 (0)	6 (1)	7 (1)
12-hour (07:00-19:00)	44 (10)	45 (9)	88 (19)

All vehicles (HGVs)

Comparison to Worst Case Hanson Springs Vehicle Demand Estimates

- 5.3.10 Review of the above TRICS based estimates suggests the potential for slightly higher levels of daily vehicle trip demand associated with the application scheme buildings (circa 88 trip movements (all vehicles) per day when compared to an estimated 40-50 trips (staff + HGVs) based on Hanson Springs worst case forecasts. Overall however, both estimates represent a generally low level of traffic demand, with both methodologies suggesting site trip demand during critical rush hour peak periods likely to be below 10 vehicles per hour (two-way) or less than 1 vehicle every six minutes.

5.4 Impact Statement

- 5.4.1 Given the overall low volumes of predicted traffic associated with the application scheme, particularly during key network peak periods - relating to a change in baseline traffic volumes on A664 Queensway of well below 1% - it is concluded that there is no evidence to suggest that the proposals would result in a severe impact on local highway network operational performance or highway safety. No off-site highway improvements would be required to accommodate such low traffic volumes.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Hanson Springs Ltd to consider highways and transport matters with respect to proposals for an extension to an existing factory building, new detached storage / warehousing building and amendments to ancillary car parking & landscaping areas at the Hanson Springs manufacturing site, Gorrells Way, Rochdale. The TS report has been prepared to apprise the Local Planning & Highway Authority (Rochdale Borough Council - RBC) and Strategic Road Network (SRN) authority (National Highways) as to the existing operational characteristics of site (in highways and traffic terms) and the predicted changes in general traffic & heavy goods vehicle (HGV) demand levels expected to be generated by the proposals.

Site Location and Existing Conditions

- 6.2 The wider application site at Hanson Place has historically been used for industrial purposes for many years and is occupied by Hanson Springs Ltd. The site is an irregular shaped land parcel bounded to the east by the alignment of the Manchester - Rochdale railway line, to the north and west by the alignment of A664 Edinburgh Way and its junction with the A627(M) and to the south by adjacent commercial properties. Vehicle access to the site is via a security gated connection to Hanson Place which links directly into the local access road of Gorrells Way.
- 6.3 The site is currently utilised for the manufacturing of industrial spring products, the majority of which are exported overseas. The site therefore operates as a secure air freight business, with all imports and exports logged at entry / exit to the site via security staff based at the single gated site access point. This access point is also used by all staff / visitor movements (vehicle or pedestrian based). The site is currently operated by circa 180 staff, based on 6am - 6pm manufacturing times Monday - Thursday and half-day working Friday. The site does not operate at weekends.

- 6.4 A historical planning application was consented in 2016 for a storage / warehouse building of similar scale and location to the storage building currently proposed. Ultimately this application was not taken forward by the business at that time, but no highways and transport objections were raised re: the scheme, suggesting that the principle of such development is acceptable.

Local Highway Network & Observed Site Traffic Demand

- 6.5 The Hansons Springs application site forms part of a wider employment area served by the local industrial estate road route of Gorrells Way / Corporation Road. Gorrells Way / Corporation Road form a publicly adopted industrial cul-de-sac route of minimum 7.3m carriageway width, with segregated footways to both sites and operating under a standard urban 30mph speed limit. Onward connections to the wider adopted highway network are provided via a 280m section of Gorrells Way connecting to A664 Queensway to the east. This route section includes for a bridge crossing over the Rochdale Canal and an underpass section beneath the A627(M) dual carriageway and is subject to double-yellow line parking restrictions. Gorrells Way ultimately terminates to the east at a ghost island give-way T-junction with A664 Queensway. Wider connections are available from the A664 to Rochdale town centre, Castleton and the national trunk road network via A627(M).
- 6.6 Traffic demand associated with existing site manufacturing operations highlights the following core trends:
- Vehicle demand to / from the site during traditional AM & PM rush hour periods is low (less than 25 vehicles per hour, in + out). Main arrival movements (both vehicles and pedestrians) takes place during the early morning period of 05:00 - 08:00, with departures spread over an extended period 14:00-18:00. Current application site traffic during traditional AM & PM peak periods only represents between 0.5% and 1.6% of 2026 baseline traffic volumes on the immediate section of the A664 Queensway corridor.
 - HGV demand to / from the site is at typically low levels (5 - 14 arrival movements per day), with these HGV trips generally taking place outside of

traditional network AM & PM peak hours - most HGV movements being recorded between 09:00 - 16:00 (circa 85% of all movements), with no clear 'peak' demand hours. Only four of the eleven survey days recorded in excess of 10 HGV arrival / 10 HGV departure movements.

- Parking demand at the site builds quickly towards peak demand levels from 06:00, reaching a relatively constant 'maximum' demand level from 09:00, which extends through to circa 14:30. Peak parking demand during this core maximum day-time period is noted to be of order of 80 - 85 vehicles. Post 14:30, site parking demand falls steadily, with the site car park being almost empty by the end of formal operating day, from 18:00.

- 6.7 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data for the most recent validated 5-year search period. indicates that the local highway network to the application site exhibits a generally excellent highway safety record, with no accidents recorded on the search area sections of Gorrells Way and only one 'slight' classification event on immediate sections of A664 Queensway. Review of the A664 Queensway accident identifies that this incident took place in 2019 and related to a rear shunt incident on the main carriageway. Given the overall limited frequency of recorded accident incidents in the immediate vicinity of the application site and the generally good road safety history of those routes directly serving the site, it is not considered that there are any substantive prevailing local road safety issues that would call the application scheme into question or require the implementation of specific highway safety related improvement measures.

Site Accessibility via Alternative Travel Modes to the Private Car

- 6.8 Main walking connections from the application site to the wider area are via the Gorrells Way link to A664 Queensway, with a continuous footway available to the northern side of that corridor. This link also provides a stepped connection to the Rochdale Canal towpath, which is a signed walk / cycle route (NCR 66). Further walk / cycle connections are also available via connections under the Manchester

- Rochdale railway line from Gorrells Way / Corporation Road to the south west, linking to Gipsy Lane and Bow Street respectively. The local residential areas of Marland, Castleton, Kirkholt & Stoneyfield are all located within a reasonable walk commute catchment (2km) of the site. This good pedestrian accessibility is perhaps reflected by the good levels of walk trips already observed taking place to / from the Hanson Springs site. A 5km cycle catchment includes for the majority of the built up extents of Rochdale and surrounding suburbs.

- 6.9 Nearest bus stops to the application site are located on A664 Queensway, a circa 375m walk from the application site security gates. These stops are of good quality and are served by a Rochdale - Middleton (via Castleton) hourly service, with service operating times that would support commuter use to access the application site.

Application Scheme Principles

- 6.10 The application scheme represents works to support continuing spring manufacturing activities at the site and includes for the following core elements:

- 775.9sqm GEA extension of existing class B2 factory building;
- 1339.4sqm GEA detached B8 storage / warehousing building (including ancillary staff offices and welfare facilities).
- Reconfiguration and formalising of existing central car parking area and internal vehicular / pedestrian arrangements.

- 6.11 The proposed factory building extension would allow for additional manufacturing processes to be carried out at the site, to allow the business to offer an improved range of products. The proposed new storage / warehouse building will contain high racking to enable to the storage of manufactured springs awaiting dispatch and will allow for a stockpile of popular products at the site, thereby improving the company's turn-around time in responding to client orders and to allow more efficient use of site resources. HGV servicing of the new buildings would take place

within designated loading / unloading zones off-line from the main-looped service road through the site.

- 6.12 The proposed car parking improvements would deliver a central 119 marked space parking area, with the majority of spaces to be provided at a generous 2.75m by 5.5m dimension. The car park would also include for 3 * dedicated disabled spaces and 2 * EV charging points. The proposed internal car park layout would also include for improved pedestrian arrangements in the vicinity of the existing main administration building access points and an enhanced area of landscaping / pedestrian circulation space to the side of the buildings. The revised site car parking arrangements would also include for covered cycle parking for 10 cycles and a motor-cycle parking area suitable for 3 motor-cycles.

Forecast Development Traffic

- 6.13 Discussions with Hanson Springs site management have identified that it is not anticipated that staffing levels at the site would increase by more than 10 - 20 staff within the future business forecasted periods. It is not anticipated that many of these new staff positions would require journeys to / from the site during traditional network AM & PM 'rush hour' peak periods. Ultimately even if one were to adopt extremely robust staffing assumptions, it is not anticipated that the application scheme would generate an increase of circa 13 - 14 trips on A664 Queensway during peak hours, or an increase of less than 1% of forecast 2026 baseline two-way traffic demand on this route. The proposed car park arrangements would provide sufficient capacity to incorporate worst case staff car park assumptions, whilst still offering a level of spare capacity.
- 6.14 Discussions with Hanson Spring site management suggest that it is not anticipated that the application scheme would result in a significant increase in average daily service HGV movements. Ultimately, even if one were to assume a highly robust estimate of a 40% - 50% increase in HGV trips per day, this would still only represent an additional site related HGV demand over the local highway network of circa 8 - 10 HGV trips (4 / 5 arrivals, 4/5 departures), which could generally be expected to

take place during core weekday day-time off-peak hours, when local baseline traffic levels are low.

- 6.15 Focus TP have also prepared alternative comparative traffic forecasts based on B2 / B8 land use development trip rates extracted from the TRICS traffic generation database. This TRICS based exercise suggests the potential for slightly higher levels of daily vehicle trip demand associated with the application scheme buildings (circa 88 trip movements (all vehicles) per day, when compared to an estimated 40-50 trips (staff + HGVs) based on Hanson Springs worst case forecasts. Overall however, both estimates represent a generally low level of traffic demand, with both methodologies suggesting site trip demand during critical rush hour peak periods could be expected to be below 10 vehicles per hour (two-way) or less than 1 new vehicle movement every six minutes.

Impact Statement

- 6.16 Given the overall low volumes of predicted traffic associated with the application scheme, particularly during key network peak periods - relating to a change in baseline traffic volumes on A664 Queensway of well below 1% - it is concluded that there is no evidence to suggest that the proposals would result in a severe impact on local highway network operational performance or highway safety. No off-site highway improvements would be required to accommodate such low traffic volumes.
- 6.17 Based on the review of issues set out in this report, Focus TP would commend the application scheme to Rochdale Council with respect to highways and transport considerations.





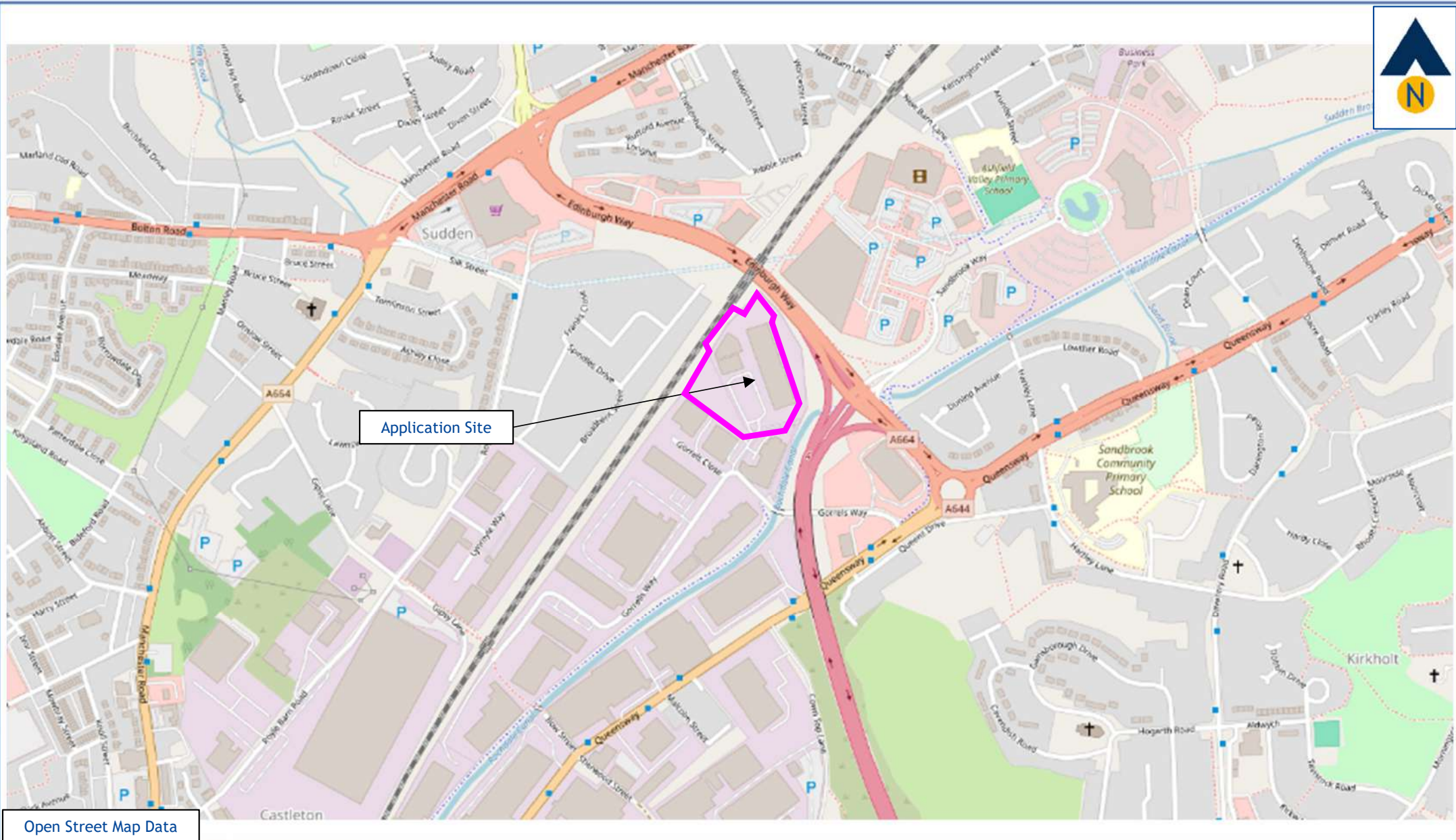
Figure TS1

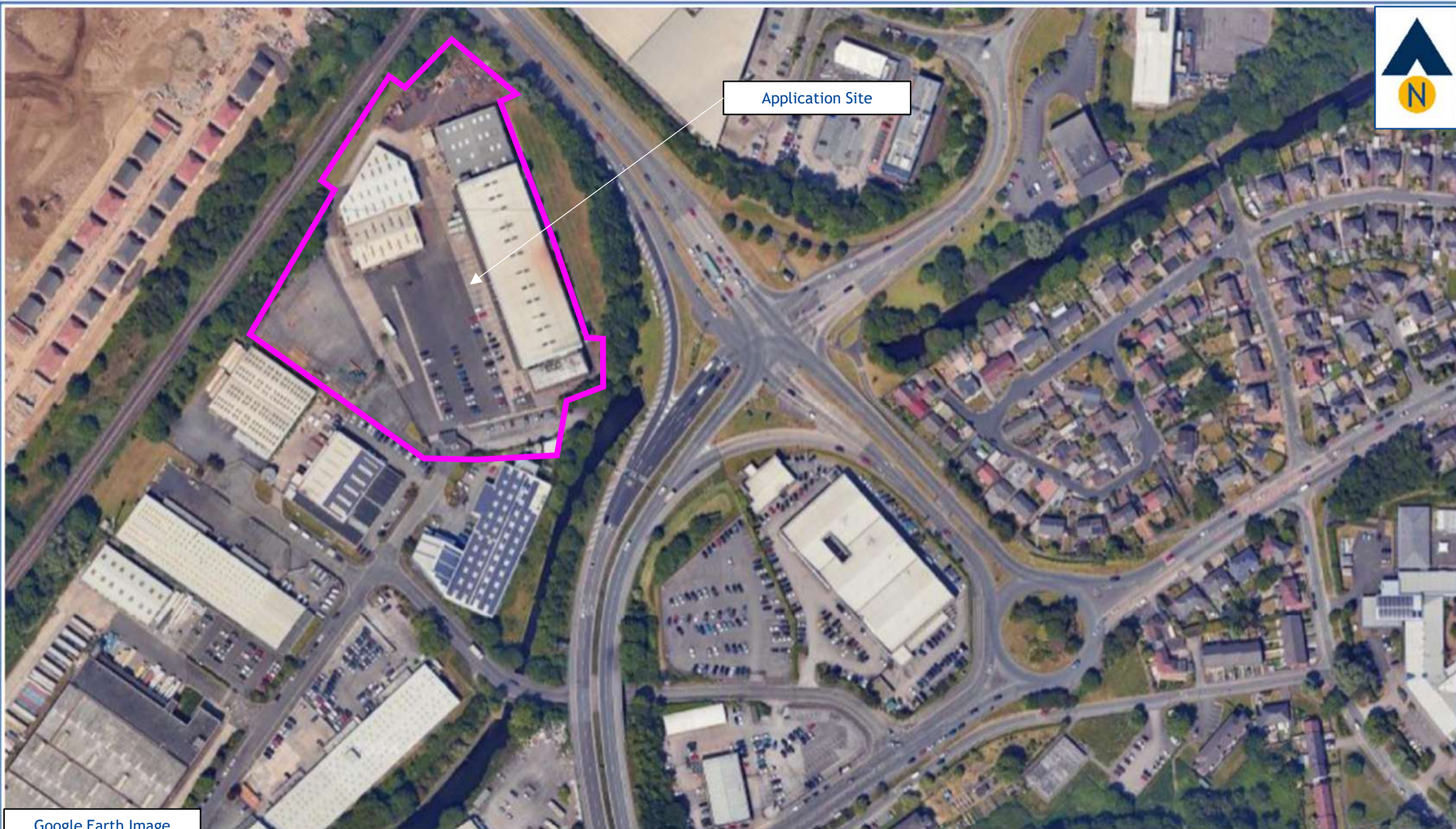
Site Location: Strategic Context

J000552

Hanson Springs, Gorrells Way, Rochdale

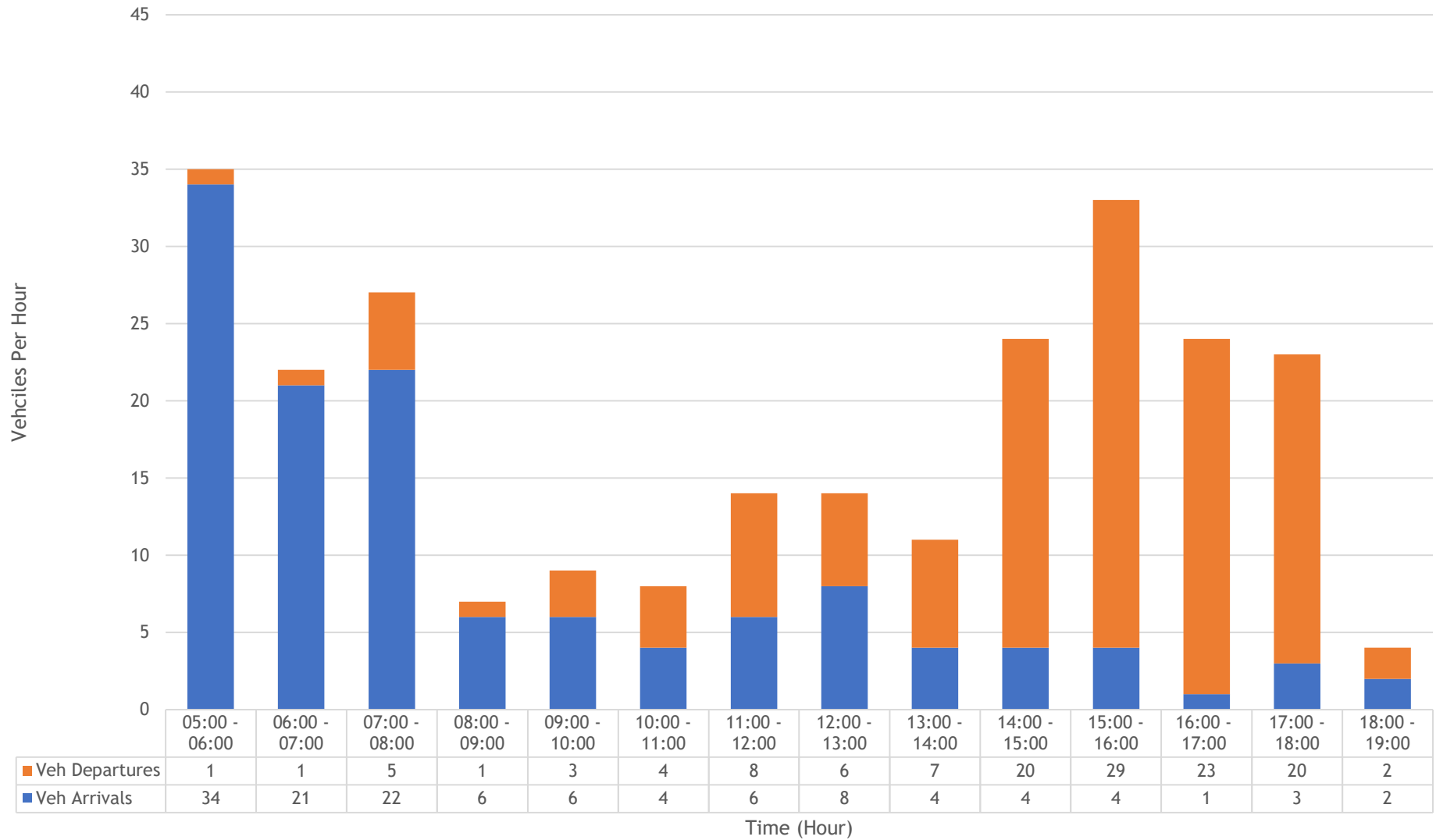
October 2024



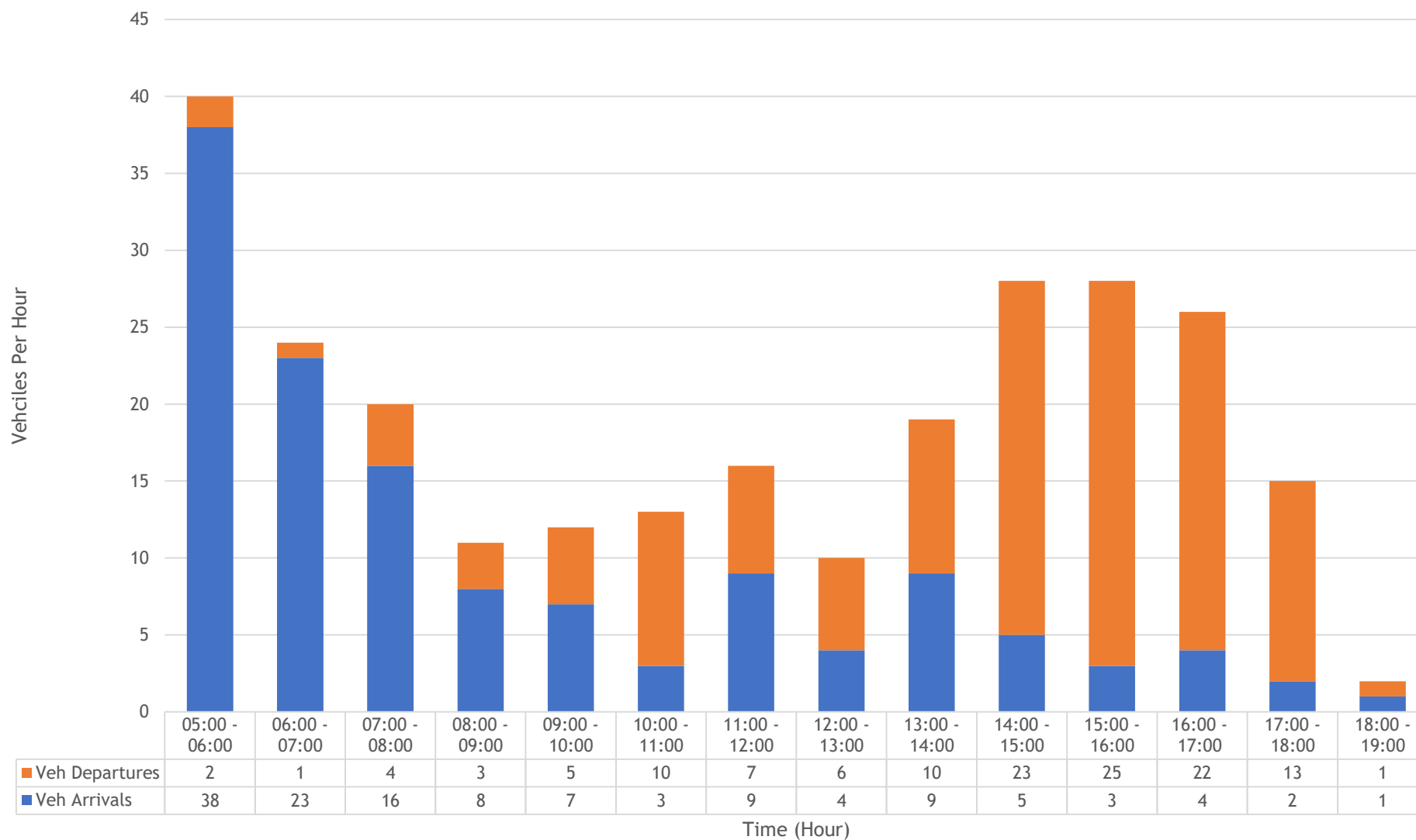


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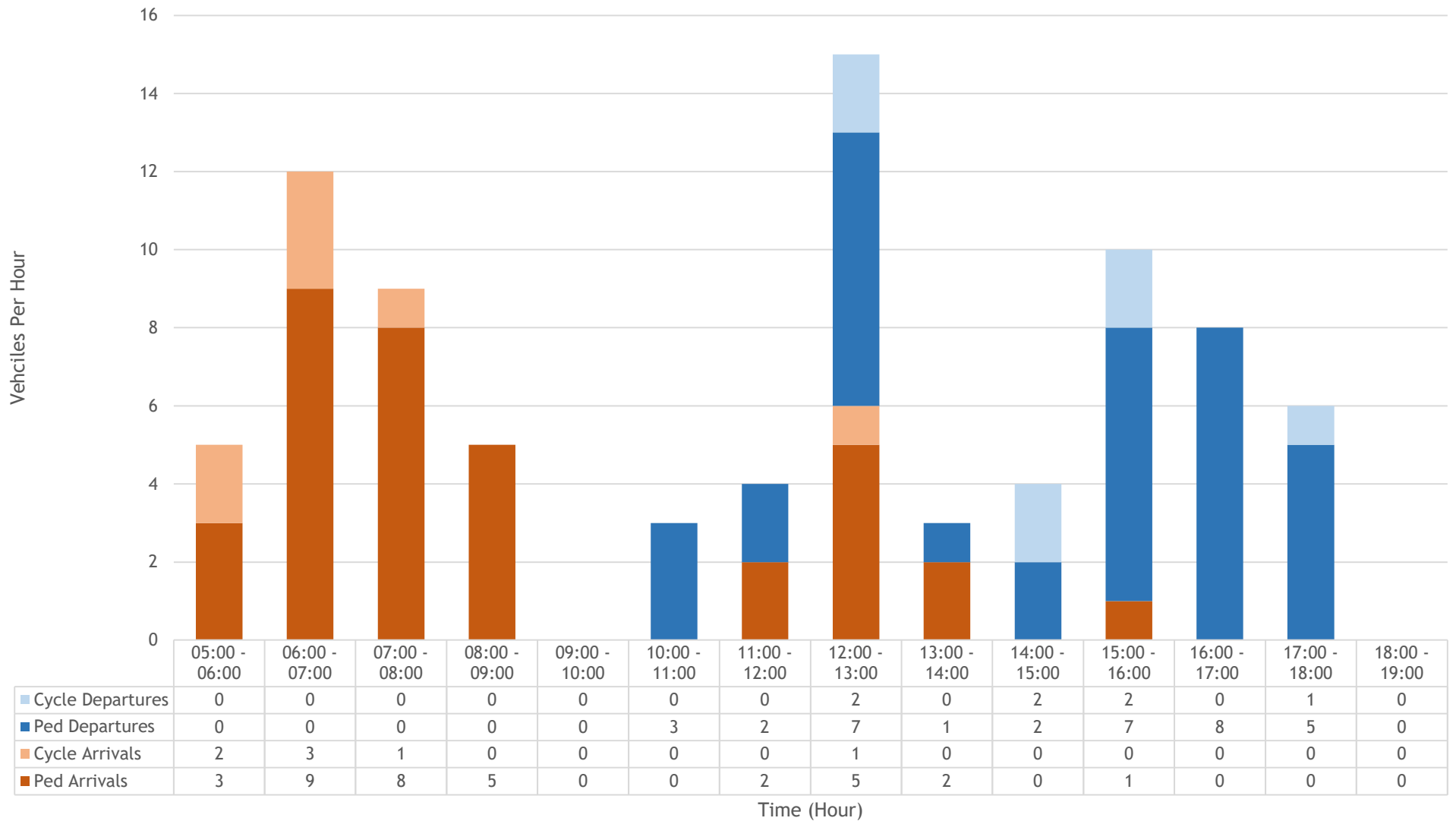
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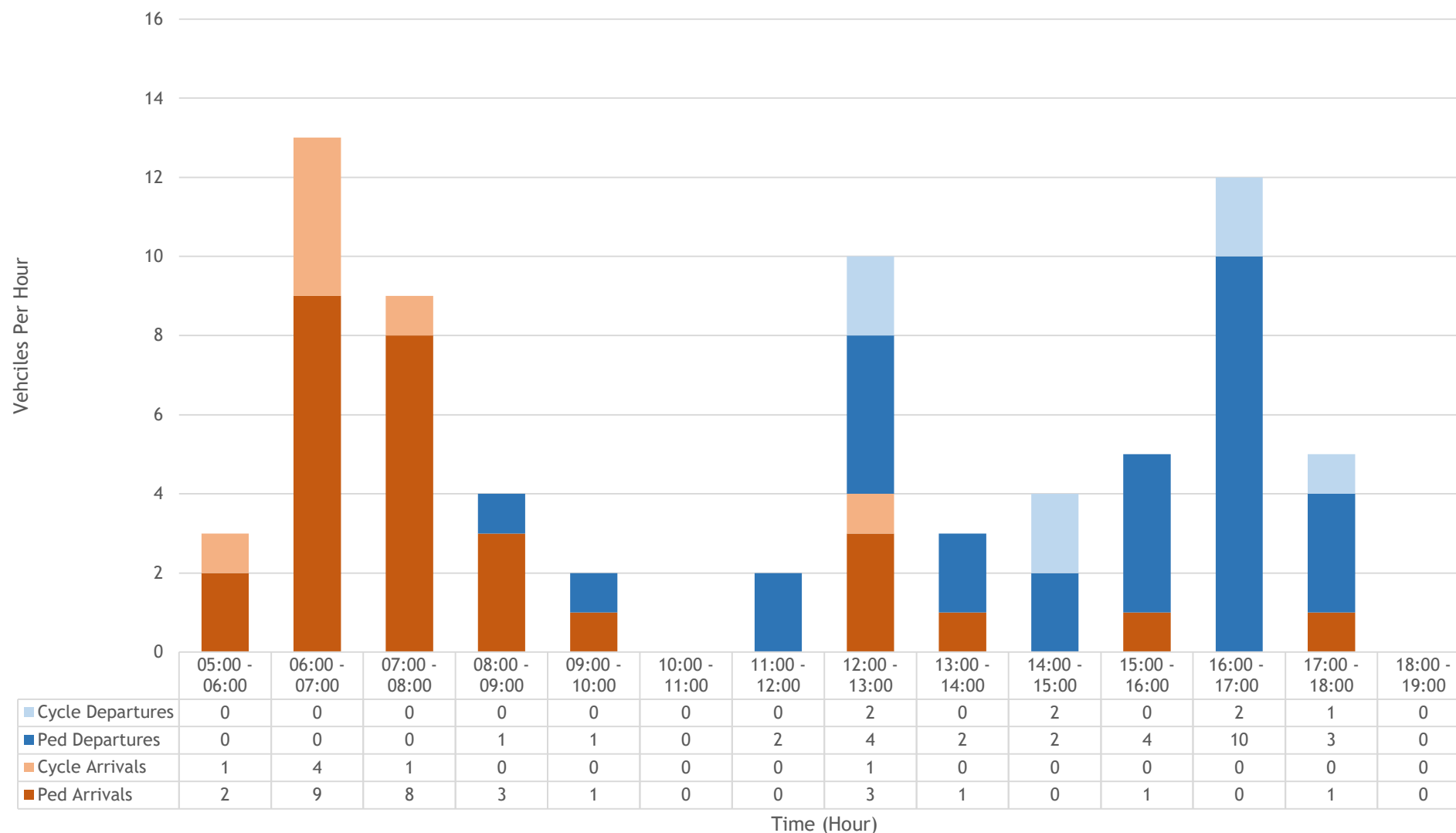
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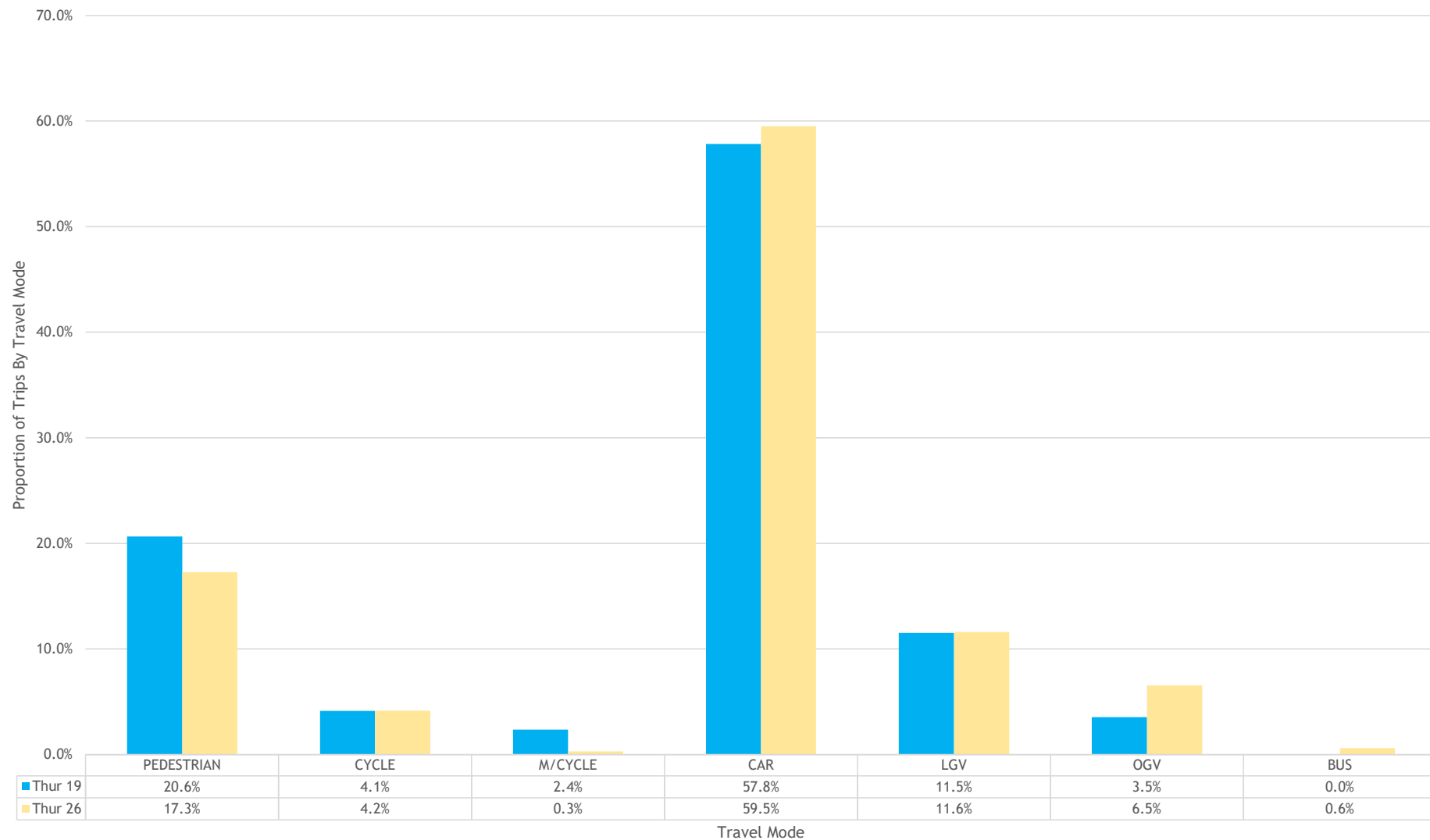
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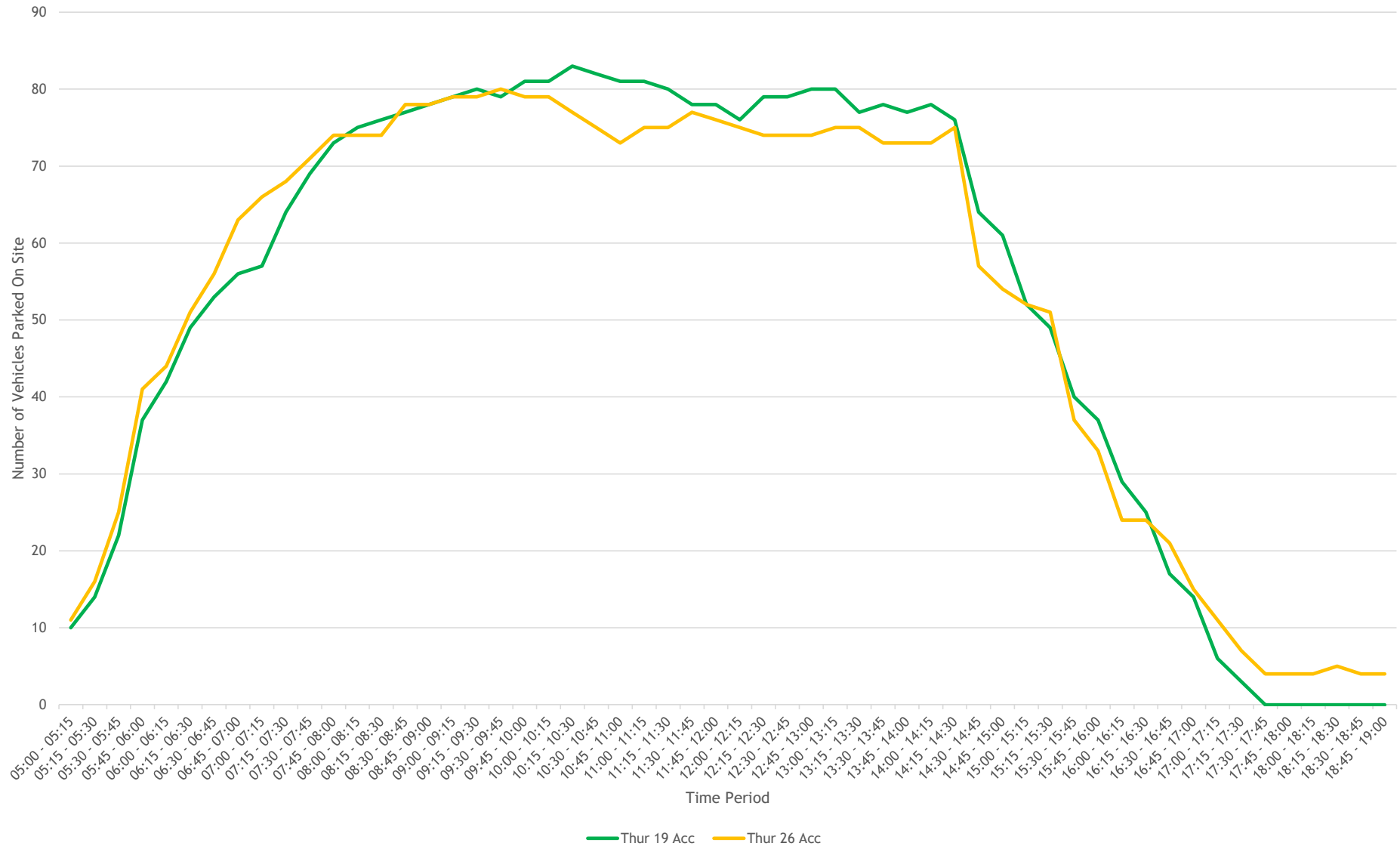
Recorded Pedestrian & Cycle Arrival / Departures at Hansons Springs, Gorrells Way Thursday 26th September 2024



Recorded Travel Mode Split at Hanson Springs, Gorrells Way
(Thur 19th & Thur 26th September 2024)



Calculated Parking Accumulation at Hanson Springs, Gorrells Way (Thur 19th & Thur 26th September 2024)



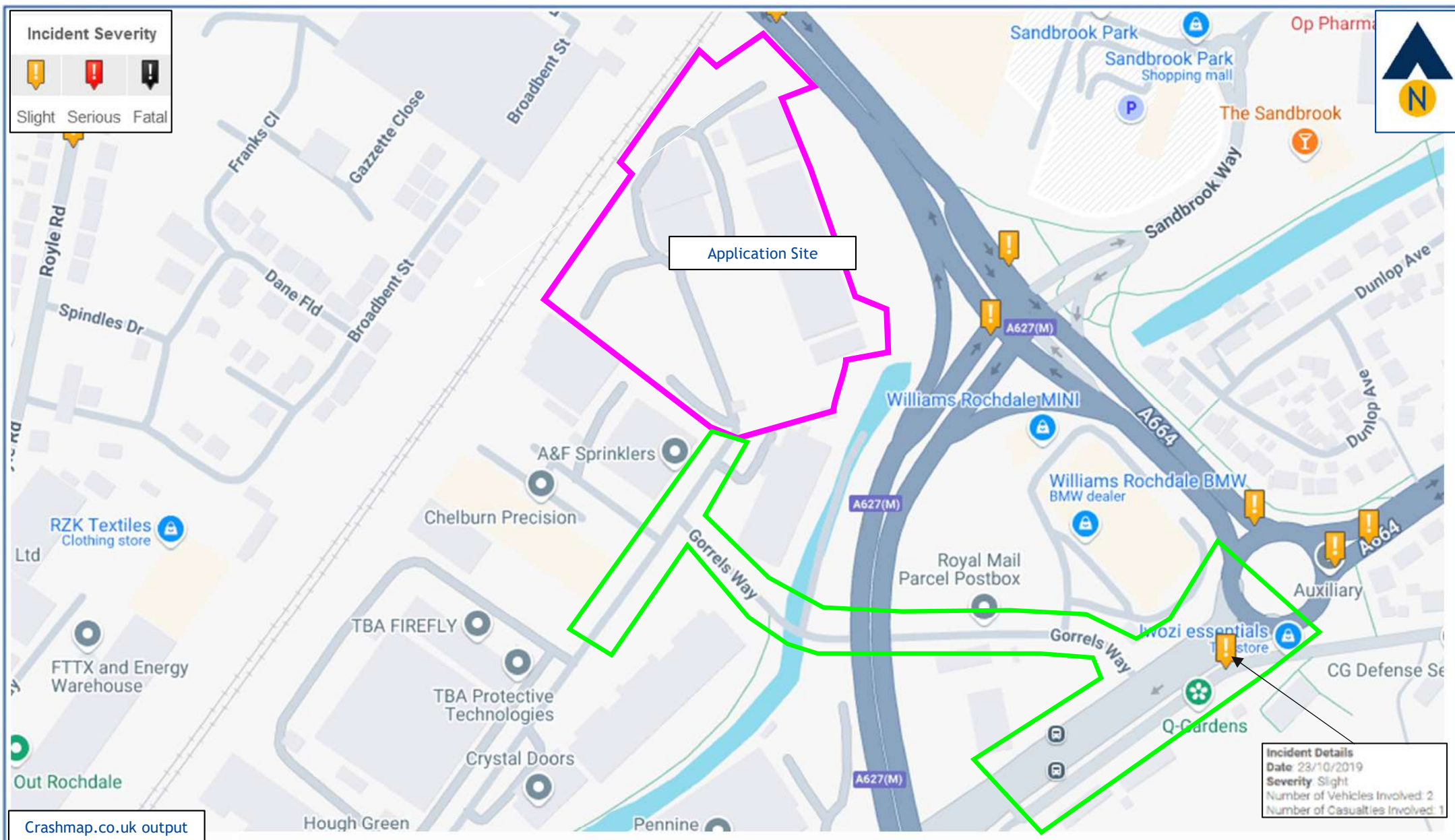


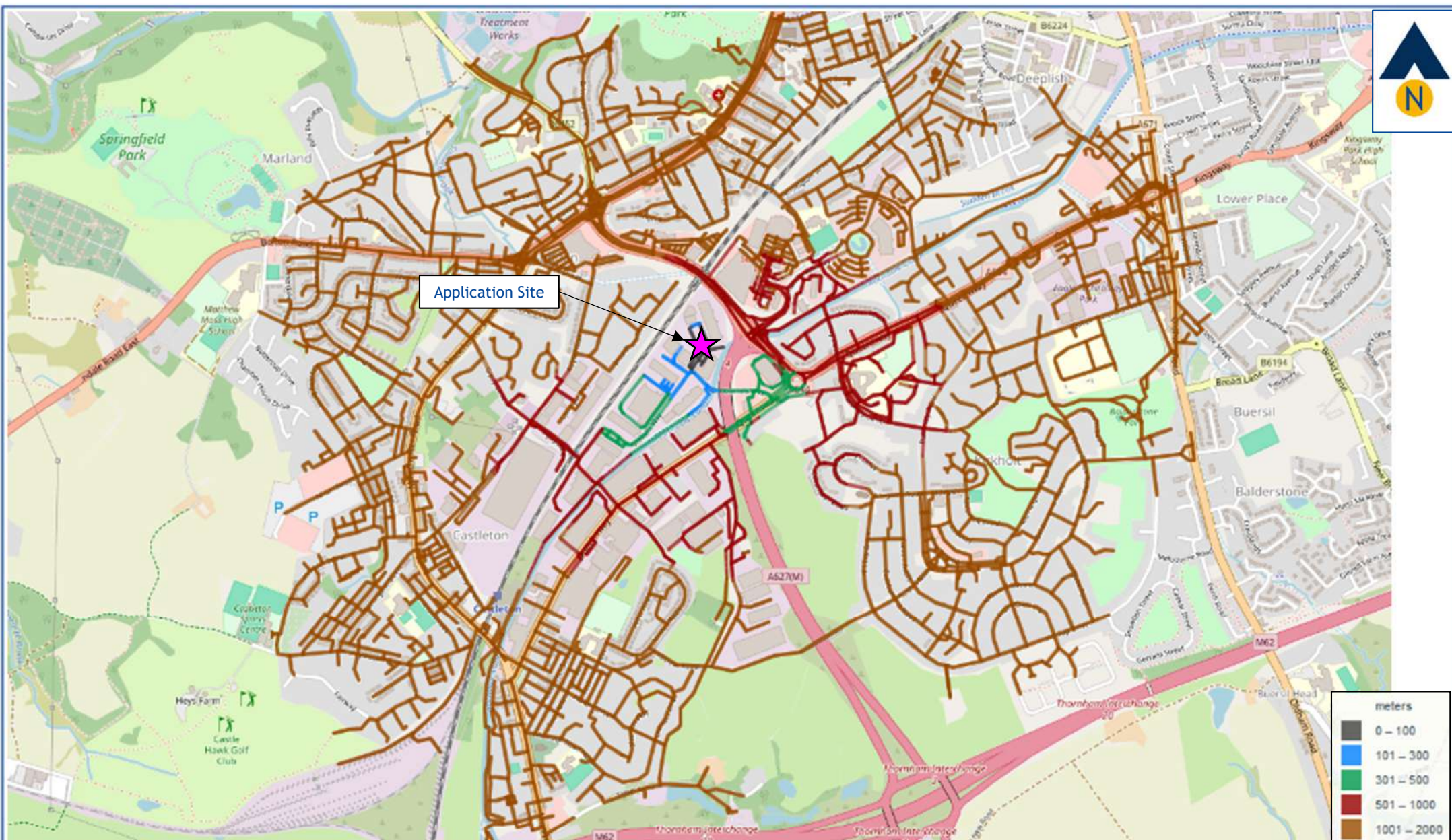
Figure TS9

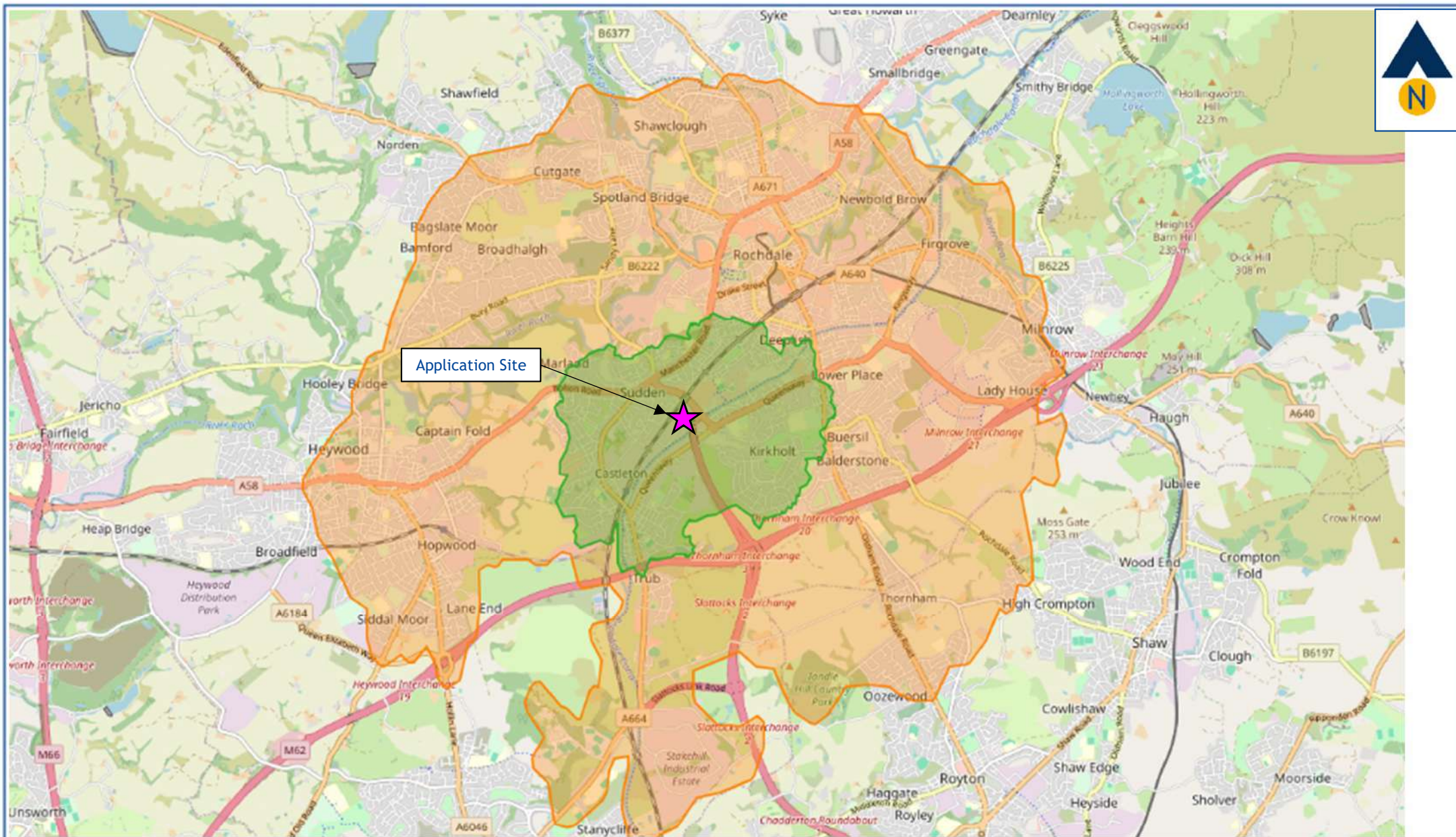
Location of Personal Injury Accident Events (Jan 2018 – Dec 2022)

J000552

Hanson Springs, Gorrells Way, Rochdale

October 2024





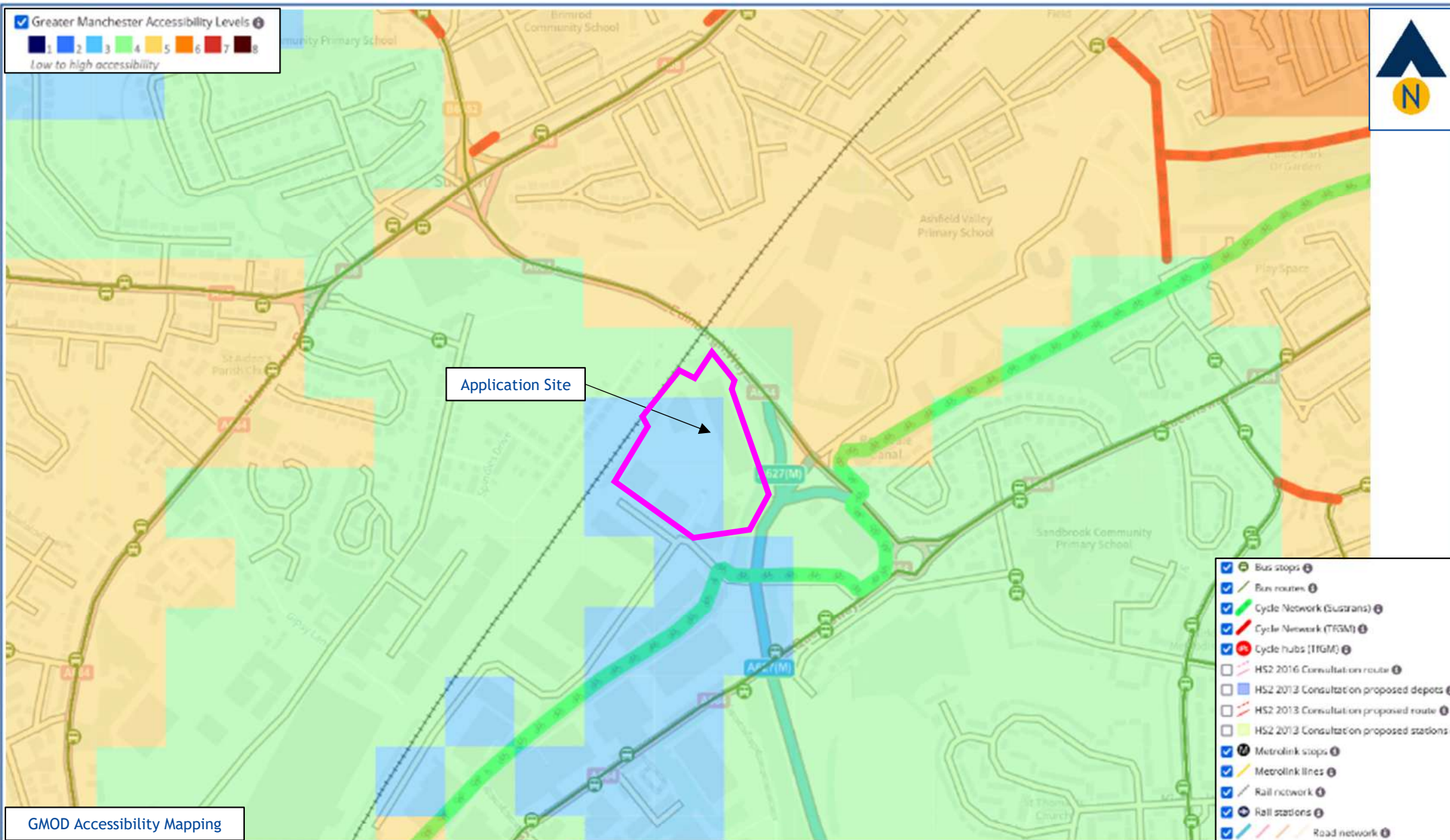


Figure TS14

GMAL Accessibility Index Heatmap

J000552

Hanson Springs, Gorrells Way, Rochdale

October 2024