



JAMES KEARNS AVENUE, ROCHDALE

TRANSPORT STATEMENT

March 2025

JAMES KEARNS AVENUE
ROCHDALE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates to support a planning application for site alterations at Plot J2, James Kearns Avenue, Kingsway Business Park, Rochdale. The application is for *'Elevation alterations to include the installation of louvres and installation of ancillary infrastructure for staff welfare, maintenance, security and site operations (including details of sprinkler tank and pump house, amendments to retaining wall and installation of metal grid ramp) and amendments to lighting.'* The site location is demonstrated in **Figure 1**.

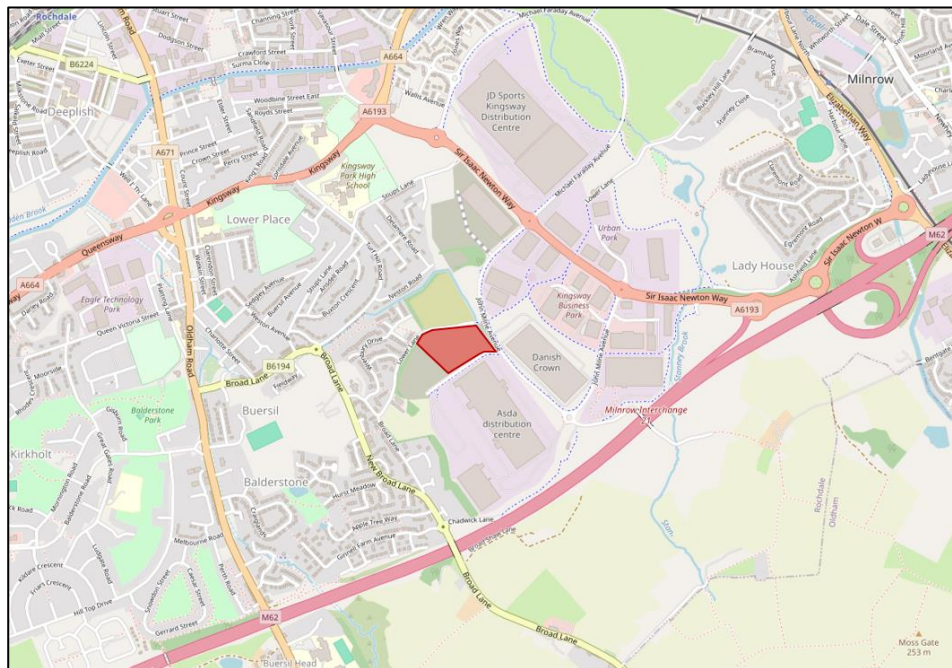


Figure 1: Indicative Site Location

Site Planning History

- 1.2 There are two recent relevant planning consents that the site benefits from. The application site forms approximately half of a wider site on which consent was granted for 665 van storage spaces (Ref: 21/00608/FUL). More recently, consent was granted on the wider site for two industrial units/warehouses (Ref: 22/01200/FUL), which has been implemented and built. The present application relates to the eastern building.
- 1.3 The application does not seek to amend the amount of gross floor area, nor the two existing access points which were consented and built under application 22/01200/FUL. The scope of this report has been informed by pre-application feedback from Rochdale Borough Council, who have confirmed that the proposed use of the site, for the storage of operational vehicles, falls within the implemented consent. Therefore, no further consent is required in respect of the principle or amount of use in this location, nor the access.

2. SITE CONTEXT

- 2.1 The proposed application relates to the eastern part of Plot J2 of the Kingsway Business Park, which is located to the western edge of the business park, as shown in **Figure 2** below.

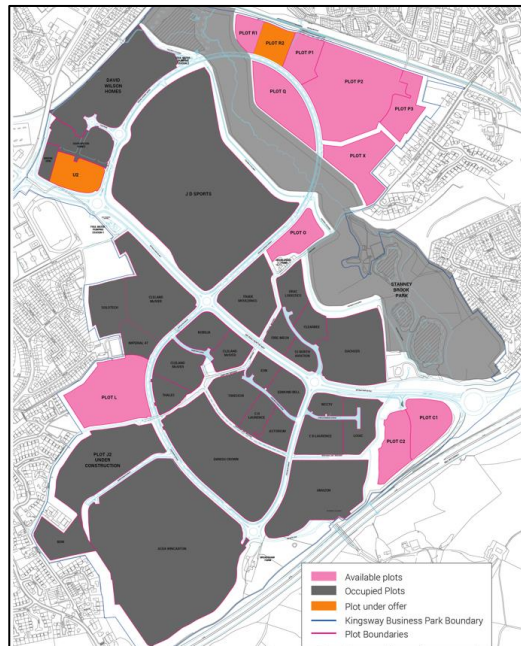


Figure 2: Kingsway Business Park (Source: Kingsway Business Park)

- 2.2 The wider business park was originally granted permission in 1999, however the most recent outline planning permission was consented in 2014 (application reference 14/00542/OUT). Since then, a series of Reserved Matters applications have been implemented as the Business Park has been built out.
- 2.3 There are two recent relevant planning consents that the site benefits from. The proposed development site forms approximately half of a wider site on which consent was granted for 665 van storage spaces (Ref: 21/00608/FUL). More recently, consent was granted on the wider site for two industrial units/warehouses (Ref: 22/01200/FUL), which has been implemented and built. The present application relates to the eastern building.

21/00608/FUL

- 2.4 The previously consented van storage application was proposed to serve the same distribution warehouse as the proposed development would serve on the Kingsway Business Park. This consent included 665 van storage spaces. The scheme proposed one point of access from James Kearns Avenue to accommodate all movements in/out of the site and was consented subject to conditions in 2021. This previous consent demonstrates that the principle of using the site for van storage for a distribution centre on the business park is acceptable.

- 2.5 More recently the site was subject to an application for two units for flexible use between E(g)(iii), B2 and B8 together with associated access parking and landscaping. This planning consent was granted in 2023 and has since been implemented. The present application relates to the eastern unit, which has a GIA of 10,824sqm.

Existing Conditions

- 2.6 The site is accessed via James Kearns Avenue, which is 7.3m wide with a 2m footway to the northern carriageway edge and a 3m footway/cycleway on the southern carriageway edge. It is subject to double yellow line restrictions along both sides and provides access to the site and the car park associated with the distribution centre to the south.
- 2.7 To the east James Kearns Avenue meets John Milne Avenue via a priority junction which has a pedestrian refuge island in the centre of the access to help facilitate pedestrian movements across the junction. As a result of the large radii, this junction can accommodate movements of large vehicles. John Milne Avenue itself acts as the primary distribution road within the Kingsway Business Park and also measures 7.3m in width with a 3m footway/cycleway to the eastern side of the carriageway and a 2m footway on the western side of the carriageway.
- 2.8 To the north east John Milne Avenue joins the A6193 via a looping internal access road connecting to two roundabouts. The A6193 forms part of Transport for Manchester's Key Route Network, which to the south east provides connections to the M62 at junction 21, and to the north west continues towards the wider Rochdale area.
- 2.9 Department for Transport's 'Mapping Application for Visualising Road Injury Casualty (MAVRIC) database shows no accidents in the vicinity of the site.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed application is for *'Elevation alterations to include the installation of louvres and installation of ancillary infrastructure for staff welfare, maintenance, security and site operations (including details of sprinkler tank and pump house, amendments to retaining wall and installation of metal grid ramp) and amendments to lighting.'*

Access

- 3.2 Access is proposed via James Kearns Avenue and onwards to John Milne Avenue, as existing and as per the consented B2/B8 scheme for pedestrians, cyclists and vehicles. These arrangements have recently been designed, approved and built under application 22/01200/FUL.
- 3.3 Given the proposed use falls within the terms of the existing consent and no changes to the access are proposed, there will be no material impact on the safety of the local road network. Pre-app comments from the highway authority confirm that the access arrangements are appropriate.

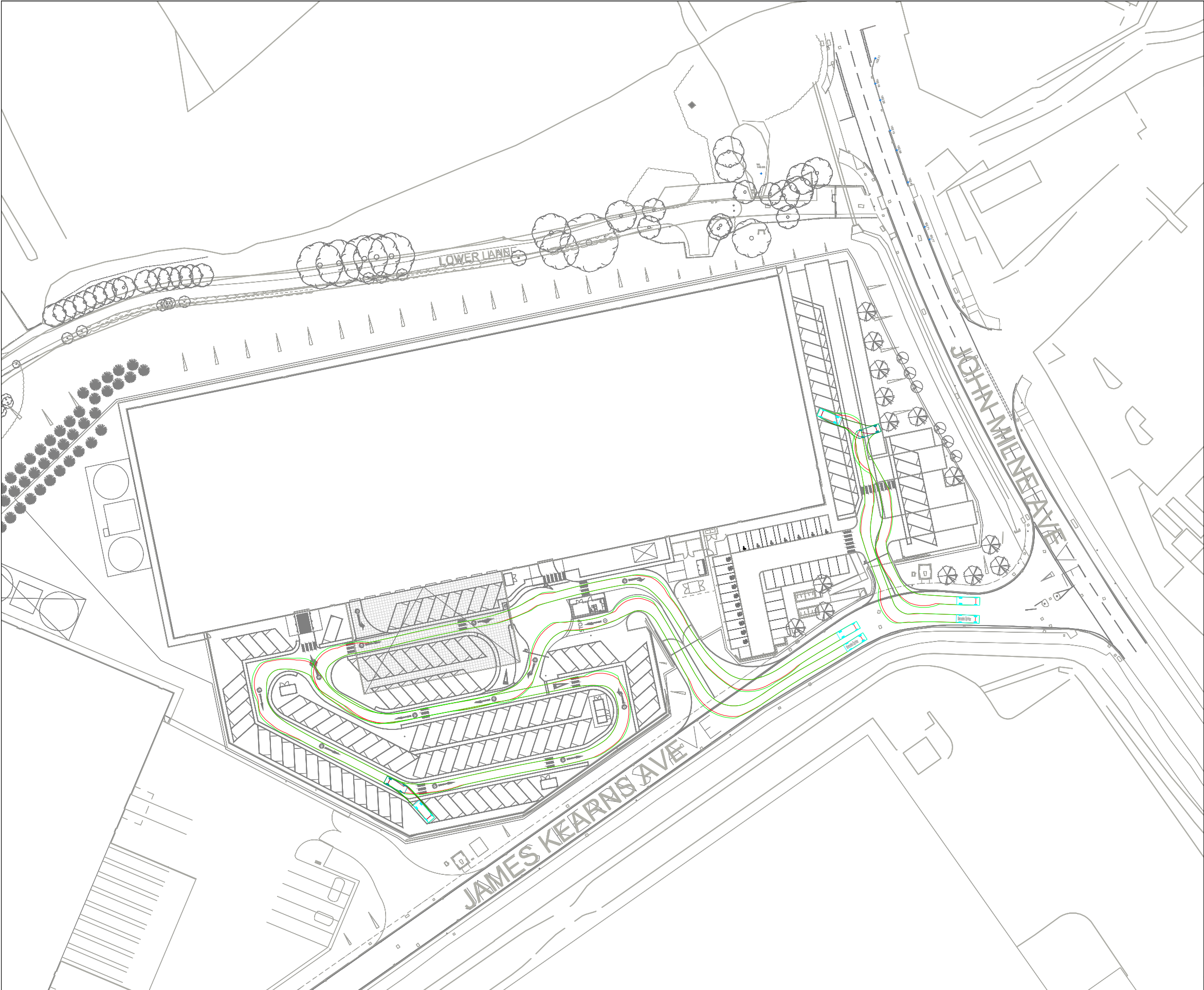
Proposed Scheme

- 3.4 Most elements of the proposed application are unrelated to transport and highways matters. The location of gates will remain as existing and therefore will not result in any impact on the public highway. Within the site, but external to the building, a guard hut is proposed to manage access.
- 3.5 Amendments to the existing external circulation layout are proposed, with clearly demarcated road markings such that the impact on the public highway will be nil. Swept path analysis has been undertaken to demonstrate that the proposed external layout is suitable for the vehicles that will access the site, and that they can enter, turn and leave the site in forward gear using the existing access points. The swept path analysis is attached as **Appendix A**.
- 3.6 As part of the amendments to the existing layout, demarcated pedestrian routes are proposed to ensure safe pedestrian movement. This includes periodic pedestrian crossings within the site.
- 3.7 The existing cycle parking area is to be retained, as is the existing EV charging infrastructure. The pre-app comments confirm the parking provision is adequate.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates to support a planning application for site alterations at Plot J2, James Kearns Avenue, Kingsway Business Park, Rochdale. The application is for *'Elevation alterations to include the installation of louvres and installation of ancillary infrastructure for staff welfare, maintenance, security and site operations (including details of sprinkler tank and pump house, amendments to retaining wall and installation of metal grid ramp) and amendments to lighting.'*
- 4.2 There are two planning consents that the site benefits from, with wider consents for 665 van storage spaces (Ref: 21/00608/FUL) and the second being for B2/B8 industrial buildings (Ref: 22/01200/FUL). The present application relates to the eastern building implemented under the latter consent.
- 4.3 The proposed use of the site, for storage of operational vehicles, falls within the uses permitted under the implemented consent. No changes to the gross floor area are proposed, nor any changes to the existing access points. Therefore, no further consent is required in respect of the principle or amount of use in this location. There is no history of accidents in the area, and the accesses are agreed to be appropriate for the use.
- 4.4 Most of the elements of the application are unrelated to highways. Those that do affect transport matters will have no effect on the public highway and are simply to enable more efficient operation of the site. Swept path analysis demonstrates the suitability of the proposed layout and existing access points to accommodate vehicles requiring access. The existing & consented cycle parking & EV charging will remain.
- 4.5 There is therefore no reason to withhold approval of the application on highways & transport grounds, such that the local highway authority are invited to provide a positive consultation response to the application.

Appendix A



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VEHICLE PROFILES

Mercedes Sprinter

Overall Length	5.932m
Overall Width	2.020m
Overall Body Height	2.567m
Min Body Ground Clearance	0.339m
Track Width	1.996m
Lock to lock time	4.00s
Wall to Wall Turning Radius	7.600m

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Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	11.03.25	GLH	JNR	-
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560.0003		1:1000 (AT A3)		
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560.0003-0001				P01

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