

Technical Note

Project: Plot H4, Heywood Distribution Park

Subject: Pilsworth Road / Moss Hall Road Mitigation Scheme

Client:	Indurent Management Limited		
Project No:	07290	Version:	A
Document Ref:	07290-T-05-A	Author:	MF
Date:	25/11/2024	Approved:	MF

I Introduction

- 1.1.1 PJA have been commissioned on behalf of Indurent Management Ltd, to provide transport planning support in relation to the proposed development at Plot H4 within Heywood Distribution Park the proposed development at Plot H4 within Heywood Distribution Park.
- 1.1.2 The purpose of this Technical Note is to set out further detail in relation to the highway impacts arising from the proposals and a potential approach for mitigation that will allow for the impacts of the scheme to be addressed whilst also supporting the delivery of wider highways proposals being brought forward by Rochdale Borough Council (RBC), Bury Borough Council (BBC) and National Highways.

2 Assessment To Date and Potential Mitigation

- 2.1.1 A Transport Assessment has been prepared in relation to the redevelopment of the site. This identified that in isolation, the H4 scheme would not result in a severe impact on the operation of the Pilsworth Road / Moss Hall Road in both the opening year of 2026 and future assessment horizon of 2031. The modelling did however demonstrate that the cumulative impacts of the H4 scheme along with the traffic estimated to be generated by the South Heywood committed development would result in greater impacts at the junction particularly in the 2031 and 2038 assessment horizons.
- 2.1.2 Given this potential cumulative impact, a mitigation scheme has been identified that could potentially be implemented to address the impacts of the H4 scheme and the wider committed development. By providing an additional lane northbound from the southern arm on Moss Hall Road, a left-turn filter can be introduced which will allow this traffic to pass through the junction at the same time as entering the junction from the west from Pilsworth Road. A plan illustrating the extent of the works that would likely be required to deliver the improvement is included within **Appendix A**.

- 2.1.3 The modelling set out within Section 9.1 of the submitted TA demonstrates that, this mitigation would fully address the impacts of the proposed development as well as providing significant wider betterment in the 2031 cumulative development scenario which incorporated traffic associated with the South Heywood committed development and background traffic growth.
- 2.1.4 The modelling within the TA had been undertaken on the basis that the pedestrian phase is not called regularly during the peak hour. A query was raised by TfGM as to whether this replicated the current situation. To provide additional certainty, the videos of the traffic surveys have been reviewed and it has been confirmed that the pedestrian all red phase was called only once in the AM peak and once in the PM peak and therefore the assumption made within the modelling does reflect the general operation of the junction during these periods where the pedestrian all-red phase is not called.

3 Mitigation Delivery

- 3.1.1 It is understood from conversations with RBC that a wider package of highways interventions is being progressed for Pilsworth Road, Moss Hall Road and M66 J3 which are currently programmed for delivery in 2028/29, prior to the ultimate assessment horizon for the H4 scheme. Based on the results of the modelling within the TA, the potential mitigation would be needed at a similar point given the limited impacts forecast in the opening year of 2026.
- 3.1.2 If the H4 development were to implement the works to the signals detailed above, this would likely be abortive and be ultimately removed. The proposed solution is therefore that a proportionate contribution, is made to the wider highways mitigation scheme, equivalent to the likely cost of delivering the works to the signals, rather than direct delivery of works that would ultimately be abortive. A costings exercise has been undertaken which has identified a figure of **£417,330** as being the cost for the delivery of the potential signal works illustrated in **Appendix A** which include the replacement of the signals and the resurfacing of the junction. A copy of the costing report is included within **Appendix B** for reference.
- 3.1.3 As detailed previously, the potential works to the signal junction would not only mitigate the impact of the proposals but would also offer wider betterment particularly considering the cumulative impacts of committed schemes in the area. A contribution of the full value of the potential works towards the wider mitigation scheme should therefore be viewed as not just mitigating the impacts of the proposed H4 development at Pilsworth Road / Moss Hall junction but as also helping to address any impacts of the scheme elsewhere on the corridor between M66 J3 and M62 J19.
- 3.1.4 Securing a contribution through a suitably worded S106 agreement will also allow for the potential signal works to be delivered in the scenario that wider mitigation is not progressed.

Appendix A – Plan of Potential Mitigation

Appendix B – Mitigation Costing



**Moss Hall Road S278
Heywood**

Cost Plan
Initial Issue

Nov-24



Contents

- 1 Introduction
- 2 Summary Page
- 3 Estimate Notes
- 4 Assumption & Exclusions
- 5 Site Conditions Summary
- 6 Highway Works Summary
- 7 Appended Documents
 - Appendix A Cost Analysis
 - Appendix B Appended Documents

	Initials	Date
Produced By	BP	25/11/2024
Checked By	LP	26/11/2024



1 Introduction

Scope of Work

The S278 works to the junction of Moss Hall Road & Pilsworth Road to accommodate traffic from Phase 1 of the Heywood Business Park redevelopment.

Design Team

Client: Indurent
Architect: UMC
Structural/Civils Engineer: PJA
Services Engineer: MBA

Base Date of Cost Plan: Q4 24

Project Number: 30553

Cost Plan Revision History

Revision	Purpose of Revision	Issue Date
Initial	Establish initial costs	26/11/24

2 Executive Summary

Contractors Costs

Cost Allowance

Offsite Highway Works	361,455
Allowance for utility diversions	10,000
Total	371,455

Other Costs

RBC Inspection fees (5% on construction costs)	18,573
Sub Total	390,028
Allowance for contingency (5%)	19,501
S278 Bond allowances at 2% per annum (assumed required for 1 year)	7,801
Tender Inflation	0
Total	417,330

Highway Works Total

417,330

3 Estimate Notes

3.1 This estimate is based upon the following information

PJA

07902-TR-007-P01 - Moss Hall Road / Pilsworth Road
Signalised Junction Improvements

3.2 Procurement Route

This cost plan is based on a competitive fixed price lump sum tender utilising a JCT Design and Build form of contract with typical developers amendments.

3.3 Indicative Programme

Lead in period for Contract Award (Weeks):	24 weeks
Construction Period (Weeks):	6 weeks

3.4 Inflation

Inflation	Excluded
-----------	----------

3.5 Copyright and Disclaimer

The copyright of this document is vested in Wakemans Limited and may not be reproduced in part or in whole without their express written permission.
This document and the information contained therein is for the exclusive use of the Client and Wakemans accept no responsibility for any consequences arising from unauthorised use by any other person(s).

4 Assumptions & Exclusions

4.1 The following have been assumed in the preparation of this estimate

- This order of cost estimate is produced from very limited information and should be treated as indicative only at this stage.
- It is recommended that specialist advice is sought on VAT matters to ensure that the correct rate is applied to the various aspects of the highway project.
- We have assumed an anticipated overall programme of 6 weeks weeks for excluding any contract enabling period.
- Inflation has been excluded.

4 Assumptions & Exclusions (cont'd)

4.2 The following have been excluded from this estimate but should be considered for inclusion within the overall Development Appraisal

Development Issues

- VAT.
- Land purchase costs.
- Stamp duty.
- Legal land & development fees.
- Agent fees.
- Finance charges.
- Planning fees & charges.
- S106 and S278 legal costs.
- SI / GI costs & fees.
- Survey and investigation fees.
- Trief Kerbs.
- Drainage abnormals.
- Utilities abnormals.
- Highways abnormals.

5 Site Conditions Summary

Site Clearance

Site Clearance Plane off of 50mm

Road Restraint Systems

Road Restraint System None required

Drainage

Drainage Diversions 2nr gullies to be relocated

Flood Risk Excluded

Earthworks

Topsoil N/A

Ground Improvement / Capping N/A

Site Levels (Cut and Fill) N/A

Services

Service Diversions Allowance for minor BT works

Ecology

Ecology N/A

6 Highway Works Summary

Highway Costs	£
Series 200 - Site Clearance	49,125
Series 300 - Fencing	-
Series 400 - Road Restraint Systems	-
Series 500 - Drainage	5,000
Series 600 - Earthworks	-
Series 700 - Pavements	53,205
Series 1100 - Kerbs, Footways & Paved Areas	22,100
Series 1200 - Traffic Signs & Road Markings	141,000
Series 1300 - Road Lighting	-
Preliminaries and Other Costs	70,565
OH/P (6%)	20,460
Off Site Highway Works total (carried to Main Summary)	361,455

Appendix A - Cost Analysis

Series 200 - Site Clearance				
	EUQ		EUR	£
Breakout existing kerbs, dispose off site	88	m	20	1,760
Breakout existing carriageway & dispose; wearing course	1,940	m2	20	38,800
Breakout existing footpath & dispose; full depth construction	45	m2	45	2,025
Take up gully grating & frame and relocate; including backfilling	2	nr	200	400
Take down road sign and remove to tip off site	6	nr	190	1,140
Take down traffic light columns and remove to tip	10	nr	500	5,000
Total Series 200 - Site Clearance			£	49,125



Series 300 - Fencing		
	EUQ	EUR
N/A		£
		-
Total Series 300 - Fencing		£ -



Series 400 - Road Restraint Systems			
	EUQ	EUR	£
N/A			-
TOTAL - ROAD RESTRAINT SYSTEMS		£	-

Series 500 - Drainage				
		EUQ	EUR	£
Storm Drainage				
Relocation of existing gullies	2	nr	2,500	5,000
Total Series 500 - Drainage			£	5,000



Series 600 - Earthworks			
N/A	EUQ	EUR	£
Total Series 600 - Earthworks		£	0

Series 700 - Pavements					
		EUQ		EUR	£
Sub Base					
A	300 thick Type 1 sub-base	21	m3	65	1,365
Pavement Construction					
B	SMA surface course 40 thick	1,940	m2	20	38,800
C	DBM Binder 60 thick	45	m2	15	675
D	DBM Base course 230 thick	45	m2	50	2,250
E	Road sweep & tack coat	2,728	m2	1	2,728
G	Asphalt testing @1.5% of cost	1	item		667
H	E/O SMA surface course for high friction surfacing	420	m2	16	6,720
Total Series 700 - Pavements				£	53,205

Series 1100 - Kerbs, Footways & Paved Areas				
	EUQ		EUR	£
Kerbs				
Proposed HB 45 degree splay kerbing	88	m	45	3,960
Proposed EF kerbing	0	m	18	0
Proposed BN (0.6mm upstand)	0	m	100	0
Replace tactile paving	22	m2	120	2,640
Footways & Paved Areas				
Footway comprising 100mm Type 1 sub base; 50mm binder course; 20mm surface course	70	m2	50	3,500
Resurfacing footway comprising 50mm binder course; 20mm surface course; all assumed	800	m2	15	12,000
Total Series 1100 - Kerbs, Footways & Paved Areas			£	22,100

Series 1200 - Traffic Signs & Road Markings				
	EUQ		EUR	£
Traffic signs				
Allowance for new signals	1	nr	120,000	120,000
Erect reflective bollard	10	nr	400	4,000
Allowance to replace ducting and cabling	200	m	60	12,000
Road Markings				
White lining works	1	item	5,000	5,000
Total Series 1200 - Traffic Signs & Road Markings			£	141,000



Series 1300 - Road Lighting			
	EUQ	EUR	£
N/A			
Total Series 1300 - Road Lighting		£	0

Preliminaries and Other Costs				
	EUQ		EUR	£
1 Preliminaries				
Main contractors preliminaries comprising the following:-	270,430	%	15	40,565
- Site Supervision				
- Vehicles for the Overseeing Organisation				
- Security				
- Testing				
- Information Board				
- Sacrificial Surfacing at island & Crossing				
- Progress Photographs				
- Fees				
- Plant				
- Labours				
This equates to:	6	wks	7,000	
2 Additional Preliminaries				
Traffic Management		item		25,000
Road Safety Audit		item		5,000
Total Preliminaries and Other Costs				£ 70,565

Appendix B - Cost Plan Drawings



Moss Hall Road

Pilsworth Road

Existing pedestrian island to be broken out and replaced with full depth carriageway construction

Northern extent of works (proposed kerbing works tied into existing)

Narrow carriageway widening up to max. 1.1m. 2no. gullies to be relocated.

Existing shared use
footway retained

New pedestrian island. Assume new cross carriageway ducts are required for traffic signal cables.

Narrow carriageway
widening up to max. 0.6m

Moss Hall Road

El Sub Station

Southern extent of works (proposed road markings tied into existing)

These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----



●

P01	15/11/24	First Issue	TO		
Rev	Date	Revision Note	Drw	Chk	App



Birmingham | Bristol | Cambridge | London | Manchester | Reading
Melbourne | Perth
pja.co.uk | pja.com.au

Client

Indurent Management Ltd

Project

Plot H4, Heywood Distribution Park

Title

Moss Hall Road / Pilsworth Road Signalised Junction Improvements

Drawing Issue Status

Draft

PJA Ref

07290

Drawing No.
07902-TR-007-P01

Primary Contact
matt.franklin@pja.co.uk

Date

5/11/24

Revision
01