

TRANSPORT & INFRASTRUCTURE PLANNING

Wilson Bowden Developments
Plot L, Kingsway Business Park,
Rochdale, Greater Manchester
Transport Statement

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1. INTRODUCTION

Instruction

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Wilson Bowden Developments (The Client) to provide highways and transportation advice in support of a full planning application for the, *"Erection of four industrial units/warehouses (Classes E(g) (iii), B2 and B8) with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping, drainage works and other associated development"*. The development will be located at Plot L, Kingsway Business Park located in Rochdale, Greater Manchester.
- 1.2 At this stage it is not known who the end user of the units will be and hence, the planning application seeks permission for open B2/B8 use class. It should be noted that outline planning permission exists for development on Plot L (application reference 14/00542/OUT) and the approved parameters allow for development across the site in accordance with the approved Masterplan Parameters Plan shown at drawing number 2013-233/102 Revision A, a copy of which is included at **Appendix 1. Appendix 2** includes a copy of the proposed Site Plan which shows that Plot L seeks permission for the following, totalling 12,807sqm gross internal floor area (GFA):
- Unit L-1 – B2/B8 unit of 5,653sqm GFA.
 - Unit L-2 – B2/B8 unit of 3,703sqm GFA.
 - Unit L-3 – B2/B8 unit of 1,466qm GFA.
 - Unit L-4 – B2/B8 unit of 1,985sqm GFA.

Objective

- 1.3 The objective of this Transport Statement is to demonstrate whether the proposed development could generate a significant increase in vehicle trips, above what was assessed as part of the 2014 outline application. It also details the proposed access arrangements for vehicles, pedestrians and cyclists and seeks to demonstrate whether a suitable internal layout could be achieved that provides a satisfactory level of parking and allows for servicing vehicles to enter and depart without conflict.
- 1.4 A Framework Travel Plan has also been produced in support of the planning application for Plot L which is based on the Site Wide Sustainable Travel Plan, which should be read in conjunction with this Transport Statement.

Report Structure

- 1.5 This Transport Statement is structured as follows:
- **Section 2: Existing Conditions** - sets out brief details of the existing conditions including the site details and highway layout as well as providing a brief overview of current opportunities to travel using sustainable modes;

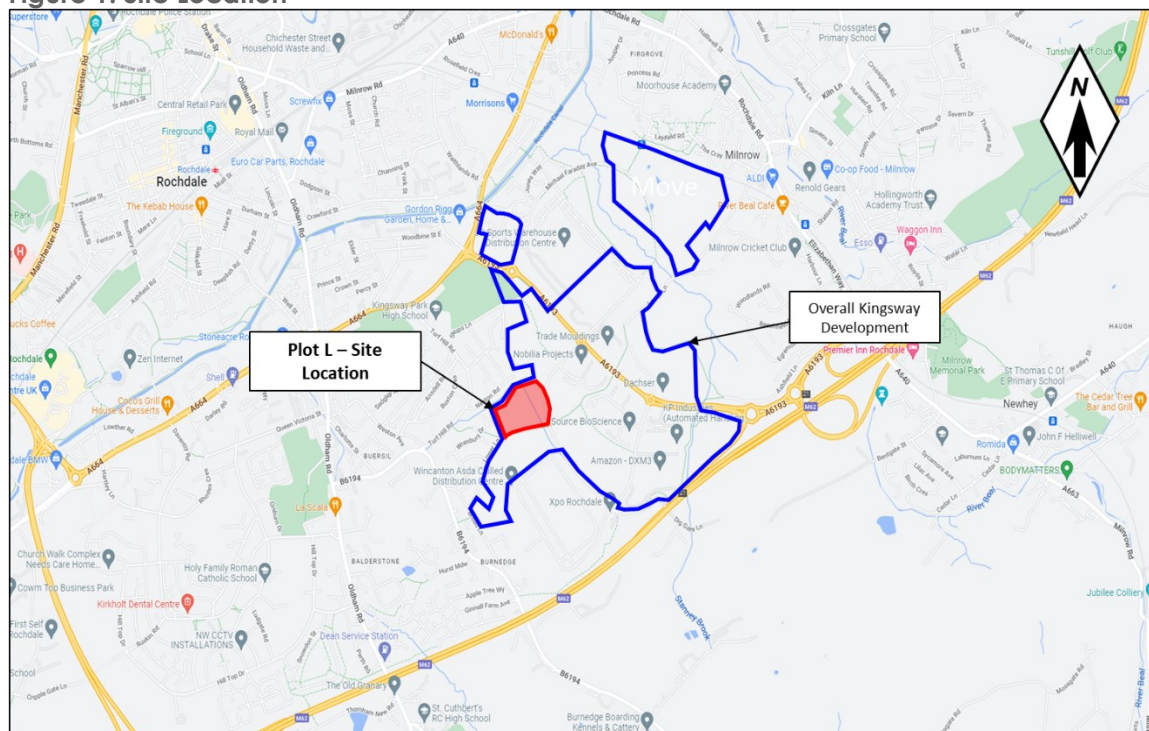
- **Section 3: Proposed Development** - outlines the development proposals, including the scale of development across Plot L, the access strategy, parking requirements and servicing strategy;
- **Section 4: Trip Generation and Highway Impact** - sets out the proposed development trip generation and how this compares against the total permitted trips under the 2014 outline; and
- **Section 5: Summary and Conclusions** - summarises and concludes the report.

2. EXISTING CONDITIONS

Site Location

- 2.1 **Figure 1** shows the location of Plot L within the wider Kingsway Business Park. Plot L comprises an irregular shaped parcel of land with an area of 3.99 hectares and is bound by Plot M to the north, John Milne Avenue to the east, to the south by Lower Lane and Plot J2 (which can be seen on the Masterplan Parameters Plan in **Appendix 1**) and to the west by an existing residential area and Turf Hill Initiative Centre. Junction 21 of the M62 (M62 J21) is located approximately 1.0 kilometres to the east of the site and can be accessed via the A6193.

Figure 1. Site Location



Amenities

- 2.2 The proposed development is subject to the BREEAM Version 6.0 accreditation and as such details of the number and type of existing accessible amenities within 500 metres are required. Table 7.1 of the BREEAM UK New Construction Technical Manual Version 6.0 sets out a list of amenities that should be considered. These are shown in **Table 1**.

Table 1. Amenities in Proximity to the site (copy of Table 7.1 BREEAM Version 6.0)

Amenities
Appropriate food outlet
Access to cash
Access to an outdoor open space (public or private, suitably sized and accessible to building users)
Access to a recreation or leisure facility for fitness or sports
Public available postal facility
Community facility
Over the counter services associated with a pharmacy
Public sector GP surgery or general medical centre
Childcare facility or school

2.3 Of the amenity types listed in **Table 1**, there are none located within a 500 metres walking distance of the site. However, a number of the facilities listed would be accessible within 1000 metres of the development. These have been listed below;

- Best One Convenience Store- Turf Hill (1000m)
- Cash Machine (1000m)
- Play Area (1000m)
- Kingway Park High School (1000m)
- Stanney Brook Park (1000m)

Local Highway Network

2.4 Access to the proposed development will be taken from John Milne Avenue which currently provides access to Plot K to the east, Plot J2 to the south of the proposed development site as well as Plot M to the north. John Milne Avenue measures approximately 7.3 metres wide and provides street lighting along both sides of the carriageway. There is a 2 metres wide footway on the western edge of the carriageway and a 3 metres wide segregated footway/cycleway on the eastern edge. There are multiple opportunities to cross over John Milne Avenue in the form of dropped kerb crossings with tactile paving along its length.

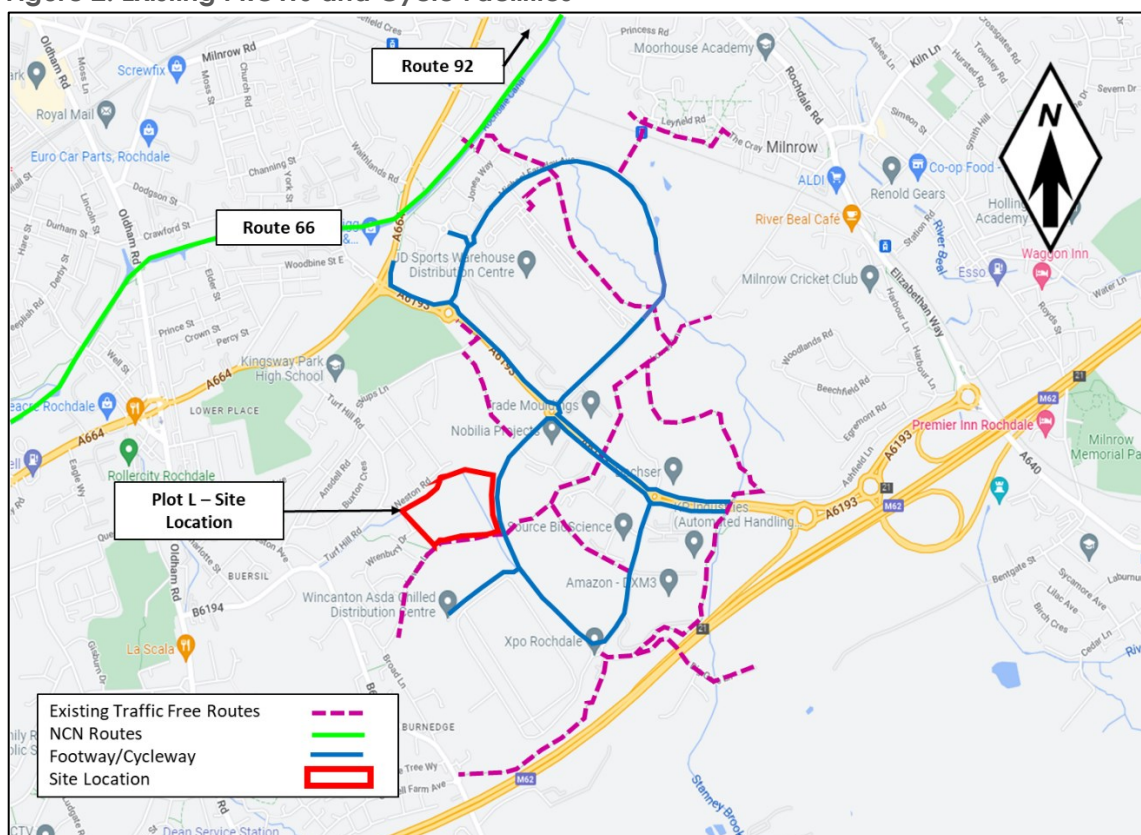
2.5 There are currently double yellow lines on both sides of the carriageway throughout, which ensures HGVs and employees of Kingsway Business Park do not park on either side of the road. It is subject to a 30mph speed limit throughout, as are all industrial roads within the business park. 115 metres to the south of the proposed access junction, pedestrians and cyclists are able to utilise the offroad bridleway on Lower Lane. This

routes east to west between the residential area to the west, through the centre of the industrial park and continuing to meet the residential area of Milnrow. Lower Lane is lightly trafficked at its eastern and western end as it approaches the residential areas.

Pedestrian and Cycle Facilities

- 2.6 There are a number of pedestrian/cycle routes in the vicinity of the site that are easily accessible using the existing facilities. This includes National Cycle Network (NCN) Route 92 and Route 66. **Figure 2** below shows the existing Public Right of Ways (PROWs) and cycle routes which surround the site and could be used for future employees to access the development from local residential areas. The figure also shows the shared footway/cycleways which are being provided within the wider Kingsway development.

Figure 2. Existing PROWs and Cycle Facilities



- 2.7 **Figure 2** shows that National Cycle Network (NCN) Route 66 is attainable from the site utilising the traffic free routes near to the development. NCN Route 92 is accessible from Route 66 continuing northbound. It also shows that extensive segregated pedestrian and cycle facilities have been provided within the development.

Public Transport

Bus

- 2.8 The nearest bus stops are located on John Milne Avenue, 415 metres to the southeast from the centre of the site. The bus stops can be accessed using the existing pedestrian

infrastructure along John Milne Avenue detailed above. The stops are served by three public bus routes (R4, R6, and R7 'Rochdale Runners'). The buses only serve this stop from one direction (northbound). There is a bus stop planned to be introduced outside Plot M once the plot is complete. The introduction of this additional bus stop would provide another option for future employees and the stops may be closer in proximity to the Plot L development.

- 2.9 There are further stops located on Turf Hill Road which is approximately 700 metres from the centre of the Plot L development. The stops on Turf Hill are served by bus services R9 in a northbound direction and R10 in southbound direction. **Table 2**, **Table 3** and **Table 4** set out a summary of the weekday and weekend bus service frequencies at the local bus stops on John Milne Avenue and Turf Hill Road.

Table 2. Summary of Weekday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R4 Rochdale to Peppermint Bridge	0616	X	2218	X	60 mins
R6 Rochdale to Milnrow	0545	X	2142	X	60 mins
R7 Rochdale to Middleton	0540	0603	2140	2217	60 mins
R9 Rochdale to Turf Hill	0638	X	1935	X	60 mins
R10 Rochdale to Buckstones	X	0650	X	1921	60 mins

Note: Timetable information obtained (July 2023), First/ last service based on time service arrives/leaves the nearest bus stop to the development site

Table 3. Summary of Saturday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R4 Rochdale to Peppermint Bridge	0616	X	2218	X	60 mins
R6 Rochdale to Milnrow	0545	X	2142	X	60 mins
R7 Rochdale to Middleton	0540	0617	2140	2217	60 mins
R9 Rochdale to Turf Hill	0744	X	1935	X	60 mins
R10 Rochdale to Buckstones	X	0816	X	1914	60 mins

Note: Timetable information obtained (July 2023), First/ last service based on time service arrives/leaves the nearest bus stop to the development site

Table 4. Summary of Sunday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Northbound' Route	'Southbound' Route	'Northbound' Route	'Southbound' Route	
R4 Rochdale to Peppermint Bridge	0618	X	2218	X	60 mins
R6 Rochdale to Milrow	0542	X	2142	X	60 mins
R7 Rochdale to Middleton	0540	0617	2140	2217	60 mins
R9 Rochdale to Turf Hill	X	X	X	X	X
R10 Rochdale to Buckstones	X	X	X	X	X

Note: Timetable information obtained (July 2023), First/ last service based on time service arrives/leaves the nearest bus stop to the development site

- 2.10 **Table 2, 3 and 4** demonstrate that Route Numbers R4, R6, R7, R9 and R10 operate at a combined frequency of five services per hour between Monday and Saturday and three services per hour on a Sunday.

Tram

- 2.11 There is a tram stop located 1.2km to the northeast of the Plot L development which operates a frequent service between Rochdale Town Centre and East Didsbury (Pink Line). Both the eastbound and westbound stops operate at a regular frequency of one service every 12 minutes between 0600 and 0100 Monday – Saturday and 0700 – 0000 Sunday.
- 2.12 This stop falls outside of the typical walking distance to a bus stop. However, the high frequency should encourage future employees to utilise the tram provision. There is secure cycle parking provided at the tram stop to encourage employees to undertake a multi-modal journey utilising both the tram and bicycle.

BREEAM Accessibility Index

- 2.13 As the site is a BREEAM Version 6.0 scheme, the public transport accessibility index is used to recognise and encourage development in proximity to good public transport provisions, thereby helping to reduce transport-related pollution and congestion. Below is what is needed to calculate the public transport accessibility index:
- Collate the following information to determine the public transport accessibility index (AI)
 - Distance (m) from the main building entrance to each compliant transport node
 - Public transport types serving the compliant node e.g. bus and rail

- c) Average number of services stopping per hour at each compliant node during the operational hours of the building for a typical day

2.14 All units within the Plot L development are located near to a public transport node on John Milne Avenue to the east, this is the nearest bus stop to the site. The distances from Unit L1, L2, L3 and L4 to the public transport node is approximately 525 metres, 550 metres, 500 metres and 400 metres respectively. The walking distance from the different plots to the bus stop have been calculated using a safe pedestrian walking route as shown in **Figure 3**. There are three public bus services (Rochdale Runners) which operate at a regular frequency of three service per hour between 0600-2200 from Monday to Saturday. The bus stops on Turf Hill Road fall outside of the maximum distance to a node and hence, are not included within the AI calculation.

Figure 3. Safe Pedestrian Walking Routes to Nearest Bus Stop



2.15 The Accessibility Index has been calculated following BREEAM methodology and a copy of the BREEAM calculators for each unit are included at **Appendix 3**. The calculation shows that Unit L-1 has an Accessibility Index of 1.61, Unit L-2 has an Accessibility Index of 1.56, Unit L-3 has an Accessibility index of 1.57 and Unit L-4 has an Accessibility index of 1.62.

3. PROPOSED DEVELOPMENT

Introduction

- 3.1 The proposed development seeks full planning permission for, *"Erection of four industrial units/warehouses (Classes E(g) (iii), B2 and B8) with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping, drainage works and other associated development"*. The four units would operate with open B2/B8 use and would have the following GFA, totalling 12,807sqm. A copy of the proposed Site Plan Plot L is included at **Appendix 2**.

- Unit L-1 – B2/B8 unit of 5,653sqm GFA.
- Unit L-2 – B2/B8 unit of 3,703sqm GFA.
- Unit L-3 – B2/B8 unit of 1,466sqm GFA.
- Unit L-4 – B2/B8 unit of 1,985sqm GFA.

Vehicular Access

- 3.2 All four units within Plot L would be served via a new access road from the existing John Milne Avenue which currently provides vehicular access to other distribution units within the Kingsway Development. The access road is provided via a priority controlled T-junction which has 15 metres kerb radii on each side of the access junction. The access road measures 7.3 metres wide with 1.8 metres wide footways on both side of the carriageway. Street lighting will be provided along the length of the proposed access road. There are two dropped kerb crossings with tactile paving which are located 55 metres to the north of the access junction and 100 metres to the south of the junction on John Milne Avenue. The access road then serves each of the individual units via further priority controlled junctions. Drawing **PLK-BWB-HGN-00-DR-TR-101 S2-P3** shows the proposed site access arrangement and vehicle tracking of the most onerous vehicle (Max 16.5 metres long HGV) at the main site access on John Milne Avenue.
- 3.3 All four of the proposed individual unit access points are wide enough to allow for a HGV entering or exiting the site. However, this manoeuvre could not be undertaken simultaneously. It should be well communicated within each of the units that HGVs entering the site would be given priority, whilst the exiting vehicles would wait within the service yard. This would avoid HGV's waiting on the main access road. Given the anticipated HGV numbers at the proposed units (as set out in the next section), the likelihood that two HGV's would meet at the accesses is low. This should help manage the situation, which should not have a material impact on the operation of the service areas within each of the units or operation of the public highway.
- 3.4 Unit L-1 has two separate points of access; one which serves the B2 staff car park and service area, and the other which provides access to the main staff car park to the west of the unit. The carriageway at the access to the B2 staff car park and service area measures approximately 14.5 metres wide with 10 metres kerb radii on both sides. The access to the main staff parking measures 7.3 metres wide at its northern end and 15 metres kerb radii is provided on both sides of the carriageway to allow for the manoeuvring of HGV's at the end of the turning head, which forms the first 20 metres of

the car park access. The proposed footways on the main access road, continue on the eastern side of main staff car parking area to route to the pedestrian entrance at Unit L-1 and the bicycle parking area.

- 3.5 Unit L-2 has a single point of access which provides access to both the shared B2 staff car park and servicing area and the main B8 staff car park. The access has a carriageway which measures 7.3 metres wide. There are 15 metres kerb radii on the southern side of the access, but this is provided as part of the turning head, rather than being required for vehicles entering and exiting the site. The northern side of the access road is straight due to the site being located at the end of the overall access road for Plot L. The staff car park is located immediately to the north upon entering the site whilst the shared service area and B2 staff car park is to the south. The proposed footways on the main access road, continue on the northern side of the site access to route within the site, providing pedestrian access to the unit and the bicycle parking area.
- 3.6 Unit L-3 has two points of access; one for the shared B2 staff car park and service area, and the other for the main B8 staff car parking. The main staff car park access is provided with a 6 metres wide carriageway and 3 metres kerb radii on both sides of the access. The access for the B2 car park and service area is provided with approximately 16 metres wide carriageway and 12 metres kerb radii are on both sides of the access junction. The footways proposed on the main access road continue northbound to Unit L-3 routing between the staff car park and the service area.
- 3.7 Unit L-4 has two points of access; one for the main B8 staff car park, and the other for the service area with B2 staff car parking. The access to the shared service area and B2 car park is provided with a carriageway width of approximately 16 metres and 12 metres kerb radii are provided on both sides of the access. The staff car parking area is provided with a 6.0 metres wide carriageway which routes along a number of bends to access the parking area. At its junction with the main access road the carriageway widens to 6.5 metres, again 3 metres wide radii are provided on both sides of the carriageway. The footways proposed on the main access road continue on the eastern side of the access for the additional parking area and continue across the access.

Pedestrian/Cyclist Access

- 3.8 Pedestrian/cycle access is proposed at all four units, from both the staff car park and direct from the proposed access road as previously described. The proposed access road which provides 1.8 metres wide footways on both sides of the carriageway, continue to meet the existing footway and shared footway/cycleway on John Milne Avenue to the east of the site. Cyclists would have to cycle within the carriageway on the proposed access road but are able to join the existing footway/cycleway via the dropped kerb crossings across John Milne Avenue.
- 3.9 To meet the requirements of the Disability Discrimination Act, and provide convenient and safe access for disabled and visually impaired users, all crossings within the development would be provided with dropped kerbs and tactile paving. Off-road infrastructure would extend into the site directly to the building entrances and all entrances would be provided with accessibility ramps for wheelchair users.

Parking Provision

- 3.10 The local parking standards are outlined within Appendix 5 of the Rochdale Core Strategy document, which was adopted in October 2016. **Table 5** outlines the parking standards for B2 and B8 uses.

Table 5. Rochdale Borough Council Adopted Parking Standards

	B2 Land Use	B8 Land Use
Car (maximum)	1 space per 60sqm	1 space per 100sqm
Disabled (minimum)	6% of car parking spaces	
Motorcycle (maximum)	1 space per 2,800sqm	1 space per 4,000sqm
Bicycle (minimum)	1 space per 700sqm	1 space per 850sqm

- 3.11 Using the standards in **Table 5**, **Tables 6-9** calculate the maximum/minimum parking requirements for each unit respectively for both B2 and B8 uses. The tables also highlight the parking provision being proposed at each unit and how this compares to the standards.

Table 6. Parking Requirements for Unit L-1 (5,653sqm)

	Requirements based on Standards		Proposed Parking		Difference	
	B2	B8	B2	B8	B2	B8
Car	94	57	95	57	+1	0
Disabled	6	3	4	4	-2	+1
Motorcycle	2	2	2	2	0	0
Bicycle	8	7	12	12	+4	+5

Table 7. Parking Requirements for Unit L-2 (3,703sqm)

	Requirements based on Standards		Proposed Parking		Difference	
	B2	B8	B2	B8	B2	B8
Car	62	37	62	38	0	+1
Disabled	4	2	3	3	-1	+1
Motorcycle	1	1	1	1	0	0
Bicycle	5	4	8	8	+3	+4

Table 8. Parking requirements for Unit L-3 (1,466sqm)

	Requirements based on Standards		Proposed Parking		Difference	
	B2	B8	B2	B8	B2	B8
Car	24	15	24	14	0	-1
Disabled	1	1	2	2	+1	+1
Motorcycle	1	1	1	1	0	0
Bicycle	2	2	3	3	+1	+1

Table 9. Parking requirements for Unit L-4 (1,985sqm)

	Requirements based on Standards		Proposed Parking		Difference	
	B2	B8	B2	B8	B2	B8
Car	33	20	34	20	+1	0
Disabled	2	1	2	2	0	+1
Motorcycle	1	1	1	1	0	0
Bicycle	3	2	5	5	+2	+3

- 3.12 The details in **Tables 6 – 9** show that the number of parking spaces for each unit is in accordance with the maximum requirements set out for B2 and B8 use in the Rochdale Core Strategy. Unit L1 has one extra car parking space than the guidance suggests for B2. The Site Plan shows two less disabled bay than the standards for B2, whilst five extra cycle parking bays would be provided for B8.
- 3.13 Unit L-2 proposes one additional parking bay than the standards for a B8 Unit and also provides one additional disabled bay than what is required for B8. Units L-3 meets the parking standards or are within 1 vehicle of the standards for all parking types other than cycle parking where additional bays are provided. Unit L-4 provides one extra car parking bay for B2; additional cycle parking is also provided for either use.
- 3.14 10% of the B8 parking requirements is provided for EV parking. This equates to six spaces at Unit L-1, four spaces at Unit L-2, and two spaces at Units L-3 and L-4.
- 3.15 In addition, 5% of spaces will be marked for Car Sharing. This equates to three spaces at Unit L-1, two spaces at Unit L-2, and one space at Units L-3 and L-4.
- 3.16 In summary, the whole development could provide 213 car parking bays for B2 use inclusive of disabled bays. The current Site Plan for Plot L shows 215 parking bays which is marginally above the standards. If the whole development was to come forward as B8 it should provide 129 parking bays based on standards, which is what is proposed if the development was to come forward as sole B8 use.
- 3.17 Each car parking space would comprise dimensions of 2.4 x 4.8 metres, which meets the minimum requirements set out in Figure 8.19 of Manual for Streets. The disabled parking spaces would comprise 2.4 x 4.8 metres, plus an additional 1.2 metres on the length and width. The motorcycle parking spaces would comprise dimensions of 1.5 x 2.5m.
- 3.18 In terms of HGV parking, the Rochdale Core Strategy does not provide any minimum/maximum standards. Rochdale Borough Council (RBC) has confirmed that they do not adopt any specific HGV parking standards on the basis that the actual demand often differs between various end occupiers. All end users have specific operational requirements and would only occupy a site if the level of HGV parking is sufficient, hence RBC require details confirming what level of HGV parking would be provided.
- 3.19 The proposed Site Plan Plot L at **Appendix 2** shows the locations of each dock loading bay/level access bay (which would count towards the overall HGV parking provision).

However, each plot provides the following number of HGV spaces (including level access loading) within the servicing yards:

- Unit L-1 = 8 spaces
- Unit L-2 = 6 spaces
- Unit L-3 = 2 spaces
- Unit L-4 = 2 spaces

- 3.20 The above HGV parking levels are considered suitable and in line with typical national standards of B2/B8 uses. The final provision will reflect the operational requirements of the end user who occupies each unit.

Servicing

- 3.21 To understand whether the internal road layout through Plot L and the servicing yards and car parks within Units L1-4 are suitable in accommodating the largest vehicle types, swept path assessments have been undertaken. The following vehicle tracking have been produced:

- **PLK-BWB-HGN-00-DR-TR-110 S2-P3** shows the service vehicle tracking for Unit L-1.
- **PLK-BWB-HGN-00-DR-TR-111 S2-P3** shows the service vehicle tracking for Unit L-2.
- **PLK-BWB-HGN-00-DR-TR-112 S2-P3** shows the service vehicle tracking for Unit L-3.
- **PLK-BWB-HGN-00-DR-TR-113 S2-P3** shows the service vehicle tracking for Unit L-4.

- 3.22 The swept paths of a 16.5 metres long articulated HGV travelling along the internal access road, entering the access to the service areas of all units, manoeuvring into the parking bays, and exiting the service areas are included. The service vehicle tracking drawings show that the access is wide enough to allow a single HGV to enter or exit the site at any given time and without encroaching onto the opposite side of the site access, as requested by RBC. HGV drivers for each of the units would be made aware that exiting HGVs would give priority to entering vehicles at the site accesses. The probability of this happening would be relatively low, as shown in the traffic generation calculations in the following section. This should help manage the situation, which should not have a material impact on the safe operation of the service areas within each of the units or safe operation of the public highway.

- 3.23 The servicing drawings also show each of the units being serviced by a large 4-axle refuse vehicle. Hence, the internal road layout and servicing yards should be suitable in accommodating all vehicle types. Vehicle tracking of the staff car parks are also included within these drawings.

4. TRIP GENERATION & HIGHWAY IMPACT

Introduction

- 4.1 The following section of this Transport Statement calculates the forecast peak hour traffic generation from the proposed development at Plot L. However, it should be noted that the total traffic generation from the wider Kingsway development has been assessed, mitigated and accepted by RBC as part of the outline planning application (14/00542/OUT). **Table 10** shows the total permitted peak hour traffic generation from the entire Kingsway Business Park development.

Table 10: Total Permitted Peak Hour Traffic Generation from 2014 Outline Application

	Arrive	Depart	Total
Morning Peak Hour	3,286	1,298	4,584
Evening Peak Hour	1,695	2,898	4,593

Existing Traffic Generation

- 4.2 Since development started at Kingsway Business Park, five traffic counters have been installed at various locations along the access roads. The locations of the five counters (labelled as A-E) are shown in **Figure 4**.

Figure 4. Locations of Traffic Counters in Kingsway Business Park



- 4.3 The traffic counters in **Figure 4** record two-way traffic flows to/from the business park providing empirical data of peak hour arrivals and departures. The counters were

inspected in June 2023 and it was found that the counters at John Milne Avenue (Counter D) & Michael Faraday Avenue (Counter B) were no longer recording data and that the counter at James Kearns Avenue (Counter C) had been incorrectly labelled on the system as John Milne Avenue. Counters B and D were reinstalled on 30 June 2023 and the labelling of Counter C has now been corrected and the sites are labelled as below and as shown in **Figure 4**:

- 4.4 The available data has been analysed and worst case daily readings has been extracted for the Weekday morning (0800-0900) and evening peak hour (1700-1800) at each counter location. The worst-case traffic flow data from within these selected weeks can be found within **Table 11**.

Table 11: Weekday Morning and Evening Peak Hour Traffic Flows (two-way) at Kingsway Business Park (taken from the existing traffic counters)

Kingstway Business Park (taken from the existing frame eometers)

	COUNTER										TOTAL	
	A		B		C		D		E			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
14.11.22-18.11.22	270	539									270	539
07.08.23-11.08.23			63	149							63	149
31.07.23-04.08.23					111	133					111	133
24.07.23-28.07.23							265	315			265	315
12.06.23-16.06.23									73	68	73	68
TOTAL											782	1204

- 4.5 It is worth noting that the peak traffic generated by the Kingsway Business Park falls outside of the typical weekday morning and evening network peaks, with the highest levels of trips generated by the development occurring between 0600-0700 in the morning and 1800-1900 in the evening.
- 4.6 The data in **Table 11** confirms that the existing plots at Kingsway Business Park generated 782 two-way movements in the morning peak and 1204 two-way movements in the evening peak hour, using the data for the busiest periods available for each counter. **Table 8** shows how this compares to the total traffic generation permitted under the 2014 outline permission (from **Table 6**) and what the remaining headroom traffic is.

Table 12. Total Permitted Traffic Generation vs Existing Traffic Generation

Time Period	Total Permitted Traffic Generation	Existing Kingsway Business Park Traffic Generation	Remaining Headroom Traffic no. (%)
Morning Peak	4,584	782	3,802 (83%)
Evening Peak	4,593	1204	3,389 (74%)

- 4.7 Noting that Kingsway Business Park is more than 50% complete, the details confirm that the level of traffic being generated by the existing plots at Kingsway Business Park is significantly below the total traffic permitted under the 2014 outline permission. In the morning peak hour, there is 83% of the total permitted traffic available, whilst in the evening peak hour there is 74% of the total permitted traffic available.

Proposed Development Traffic Generation

- 4.8 To understand the level of traffic that could be generated by the units at Plot L, suitable B2 and B8 trip rates have been extracted from the Transport Statement produced for Plot J2 which has the same proposed land use as Plot L. A summary of the TRICS filtering parameters used for Plot J2 is shown in **Table 13**.

Table 13: TRICS Filtering Criteria

Parameter	B2 Search	B8 Search
Land use	Employment – Industrial Estate	Employment – Warehousing (Commercial)
Gross floor area	10,000 to 50,000	5,000 to 50,000
Date selection	01.01.13 to 21.10.20 (default)	01.01.13 to 14.10.20 (default)
Days	Weekday only	Weekday only
Locations	Suburban and Edge of Town only	Suburban and Edge of Town only

- 4.9 **Table 14** and **15** show the trip rates obtained from the Plot J2 TRICS search and calculates the peak hour traffic generation from all units at Plot L (combined gross floor area of 12,807sqm) for B2 and B8 use respectively.

Table 14. Proposed Development Traffic Generation Calculations (Worst Case B2)

	Morning Peak Hour (0800 to 0900)			Evening Peak Hour (1700 to 1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
All Vehicles (B2 use)						
Trip Rates (per 100sqm GFA)	0.451	0.179	0.630	0.147	0.411	0.558
Traffic Generation	58	23	81	19	53	71
HGVs (B2 use)						
Trip Rates (per 100sqm GFA)	0.020	0.017	0.037	0.001	0.005	0.006
Traffic Generation	2	2	4	0	1	1

Table 15. Proposed Development Traffic Generation Calculations (Best Case B8)

	Morning Peak Hour (0800 to 0900)			Evening Peak Hour (1700 to 1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
All Vehicles (B8 use)						
Trip Rates (per 100sqm GFA)	0.156	0.081	0.237	0.068	0.163	0.231
Traffic Generation	20	10	30	9	21	30
HGVs (B8 use)						
Trip Rates (per 100sqm GFA)	0.030	0.042	0.072	0.045	0.028	0.073
Traffic Generation	4	5	9	6	4	10

- 4.10 The calculations in **Tables 14** show that if the whole plot was to come forward with B2 land use, the worst case trip generation would be 81 two way vehicle trips in the morning peak hour and 71 two-way vehicle trips in the evening peak. Of these 4 would be HGV trips in the morning peak, whilst 1 would be an HGV trip in the evening peak. **Table 15** shows that if the development was to come forward with B8 land use, the best case trip generation would be 30 two-way vehicle trips in the morning peak and 30 two-way

vehicle trips in the evening peak hour. Of these 9 would be HGV trips in the morning and 10 in the evening peaks.

- 4.11 **Table 16** and **17** show the total traffic generation across Kingsway Business Park with the proposed development in place and also Plot M which is permitted and Plot J2 which was also permitted in June 2023. They also show how this compares against the total permitted traffic generation from the 2014 outline application shown in **Table 9**. **Table 16** considers if the units were to come forward as B2 whilst **Table 17** considers if the plot was to come forward as B8.

Table 16: Total Permitted Traffic Generation vs Total Kingsway Business Park Traffic Generation (Worst Case B2)

	Total Permitted Traffic Generation (2014 outline application)	Traffic Generation from Existing Plots	Traffic Generation from Proposed Plot M	Traffic Generation from Proposed Plot J2	Traffic Generation from Proposed Plot L	Total Traffic Generation with Proposed Development	Remaining Headroom Traffic no. (%)
AM Peak Hour	4,584	558	168	119	81	926	3,6658(79.8%)
PM Peak Hour	4,593	1,266	149	106	71	1,592	3,001 (65.3%)

Table 17. Total Permitted Traffic Generation vs Total Kingsway Business Park Traffic Generation (Best Case B8)

	Total Permitted Traffic Generation (2014 outline application)	Traffic Generation from Existing Plots	Traffic Generation from Proposed Plot M	Traffic Generation from Proposed Plot J2	Traffic Generation from Proposed Plot L	Total Traffic Generation with Proposed Development	Remaining Headroom Traffic no. (%)
AM Peak Hour	4,584	558	168	119	30	875	3,709 (80.9%)
PM Peak Hour	4,593	1,266	149	106	30	1,551	3,042 (66.2%)

- 4.12 The results in **Tables 16** and **17** show that with the proposed development at Plot L, Plot J2 and Plot M being occupied, total traffic levels across Kingsway Business Park would remain well below what was approved as part of the 2014 outline application and there would be ample headroom traffic for both B2 and B8 land uses, with 79.8% in the morning peak and 65.3% in the evening peak for a B2 Use. A B8 use results in 80.9% headroom in the morning peak hour and 66.2% in the evening peak hour. Hence, no

further assessment should be necessary. This table will therefore be continuously updated as further development plots come forward.

5. SUMMARY AND CONCLUSIONS

- 5.1 BWB Consulting Ltd has been appointed by Wilson Bowden Developments to provide highways and transportation advice in support of a full planning application for *'The erection of four industrial/warehouses Classes E (g) (iii), B2 and B8 with ancillary office apace, new access, car parking, servicing boundary treatments, hard and soft landscaping, drainage works and other associated development'* at Plot L, Kingsway Business Park, Rochdale, Greater Manchester.
- 5.2 The proposed development, totalling 12,807sqm GFA, is forecast to generate 81 and 71 two-way vehicle trips in the morning and evening peak hours respectively, if all units at the development were to operate with B2 land use. It could also generate up to 30 movements in the morning peak hour and 30 movements in the evening peak hour, if each unit operated as a B8 land use. When adding this additional traffic on top of existing traffic flows generated by the wider Kingsway Business Park, there would be ample headroom traffic available compared to what was approved under the 2014 outline application. Hence, the proposed development would not lead to any significant impacts.
- 5.3 The proposed development would be served by a number of accesses which spur of a new access road which forms a priority controlled T-junction with John Milne Avenue. John Milne Avenue is an existing industrial road which complies with general standards for this road type. The individual accesses serving each of the plots from the proposed new access road would also be suitable for the vehicles accessing the units and provide sufficient visibility for the existing 30mph speed limit or at a suitable level depending on expected vehicle speeds.
- 5.4 The level of car parking being proposed at all four units complies with Rochdale Borough Council's maximum standards for B2 and B8 use. The overall development proposes two additional parking bays than the standard requirement for B2 and the exact requirements for B8. All units are providing in excess of the minimum cycle parking requirement for B2/B8 use.
- 5.5 Various swept paths have been undertaken to test the internal site layout using the typical vehicle types that would visit the development on a regular basis. This includes a 16.5 metres long articulated HGV and refuse collection vehicles. The swept paths would all be achievable and hence the internal highway layout and servicing yards should be suitable to allow the most onerous vehicle to enter and exit the site. Swept paths have also been undertaken of a large car demonstrating how the car park layouts would be suitable. The service yard accesses allow for one HGV to enter/exit the site at any given time. In the unlikely event that two HGV's would meet at the site accesses the exiting vehicle would give priority to the entering vehicle to avoid waiting on the main access road.
- 5.6 In summary, this Transport Statement has demonstrated how the proposed development would not lead to any significant traffic impacts, how suitable access could be achieved and how the internal layout would be suitable, in terms of both parking provision and accommodating servicing vehicles. Hence, it is considered that Rochdale Borough Council should be able to provide its support towards the planning application from a highways perspective.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.661m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P3	05.09.23	NEW MASTERPLAN	AJO	PW
P2	11.05.23	NEW MASTERPLAN	SF	PW
P1	28.02.23	PRELIMINARY ISSUE	FS	SF
Rev	Date	Details of issue / revision	Dnw	Rev

Issues & Revisions

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Client

WILSON BOWDEN DEVELOPMENTS

Project Title

PLOT L, KINGSWAY WBD

Drawing Title

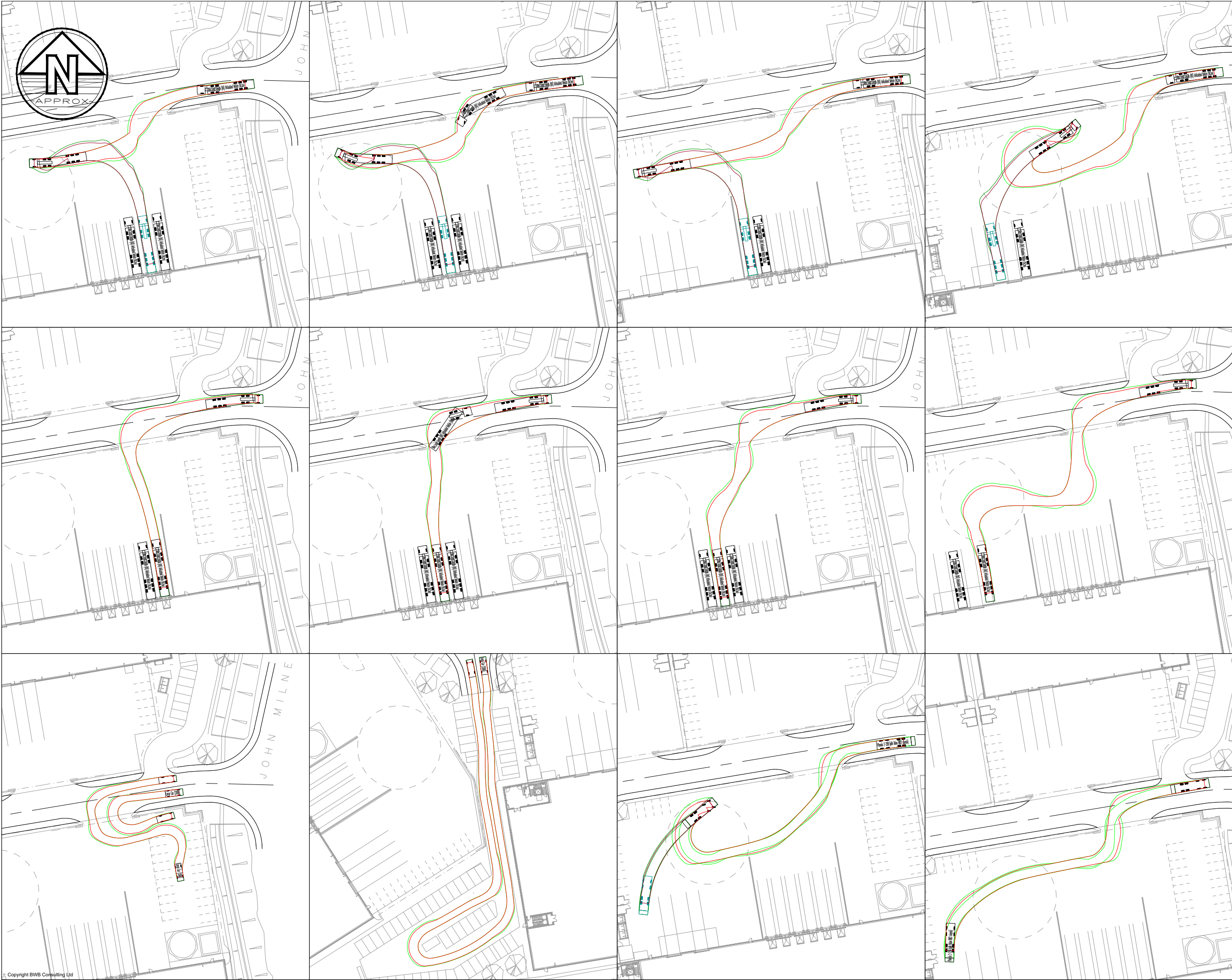
PROPOSED ACCESS ARRANGEMENT AND VEHICLE TRACKING

Drawn:	S. Franklin	Reviewed:	P. Wilson
BWB Ref:	222009	Date:	28.02.23
Scale@A3:	1:1000		

Drawing Status

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Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
PLK-BWB-HGN-00-DR-TR-101	S2	P3



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Kerb to Kerb Turning Radius 6.530m

Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length 11.125m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P3	06.09.23	NEW MASTERPLAN	UK	KMJ
P2	11.05.23	NEW MASTERPLAN	SF	PW
P1	28.02.23	PRELIMINARY ISSUE	FS	SF
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title

PLOT L, KINGSWAY WBD

Drawing Title

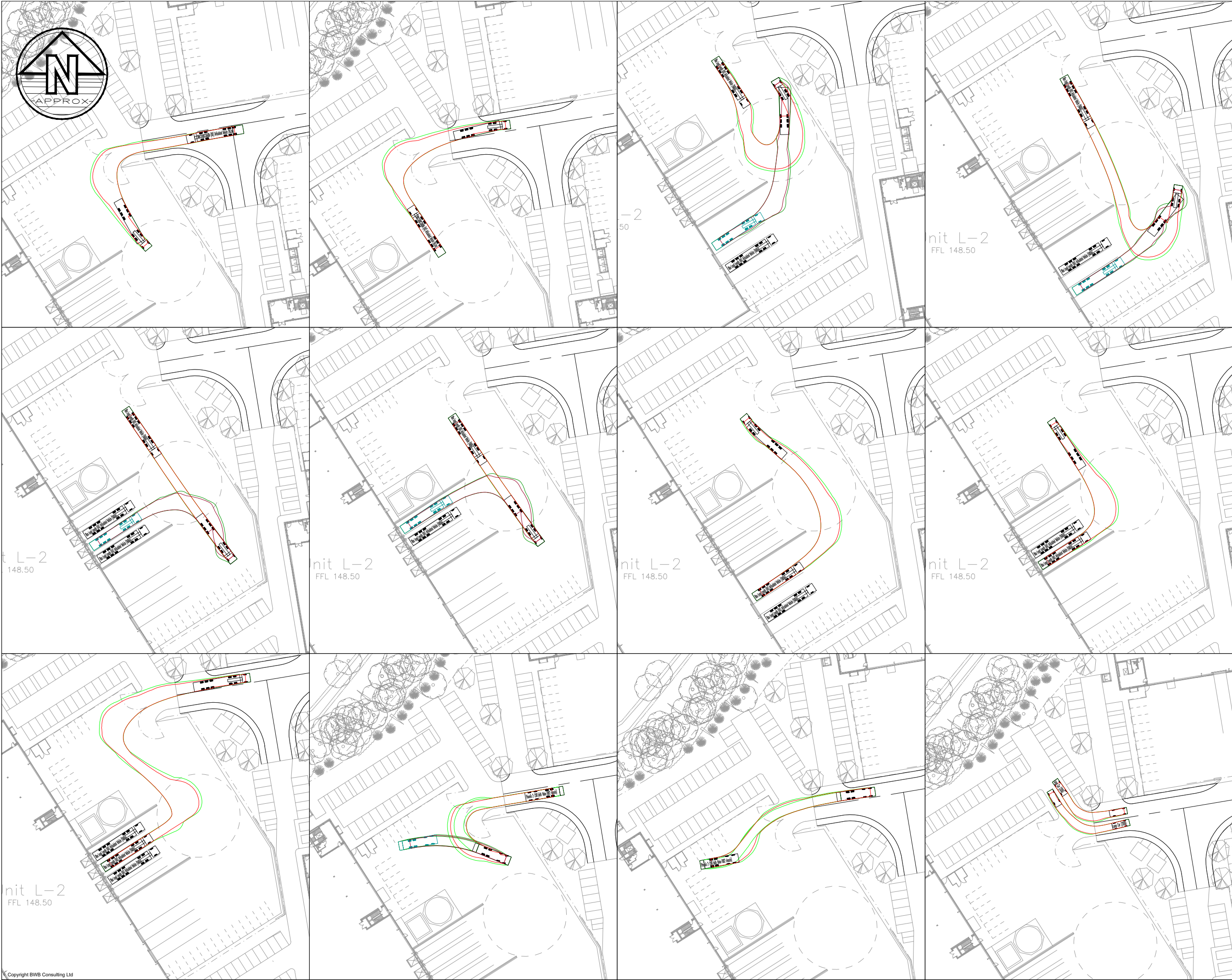
UNIT L-1 SWEEP PATH ANALYSIS

Drawn:	S. Franklin	Reviewed:	P. Wilson
BWB Ref:	222009	Date:	28.02.23
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Drawing Status

PRELIMINARY

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P3	06.09.23	NEW MASTERPLAN	UK	KMJ
P2	11.05.23	NEW MASTERPLAN	SF	PW
P1	28.02.23	PRELIMINARY ISSUE	FS	SF
Rev	Date	Details of issue / revision	Drw	Rev

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Project Title

PLOT L, KINGSWAY WBD

Drawing Title

UNIT L-2 SWEEP PATH ANALYSIS

Drawn:	S. Franklin	Reviewed:	P. Wilson
BWB Ref:	222009	Date:	28.02.23
Scale:	A3	Scale:	1:1000

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Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
PLK-BWB-HGN-00-DR-TR-111	S2	P3



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P2	11.05.23	NEW MASTERPLAN	SF	PW
P1	28.02.23	PRELIMINARY ISSUE	FS	SF
Rev	Date	Details of issue / revision	Dwn	Rev

Issues & Revisions

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Project Title
PLOT L, KINGSWAY WBD

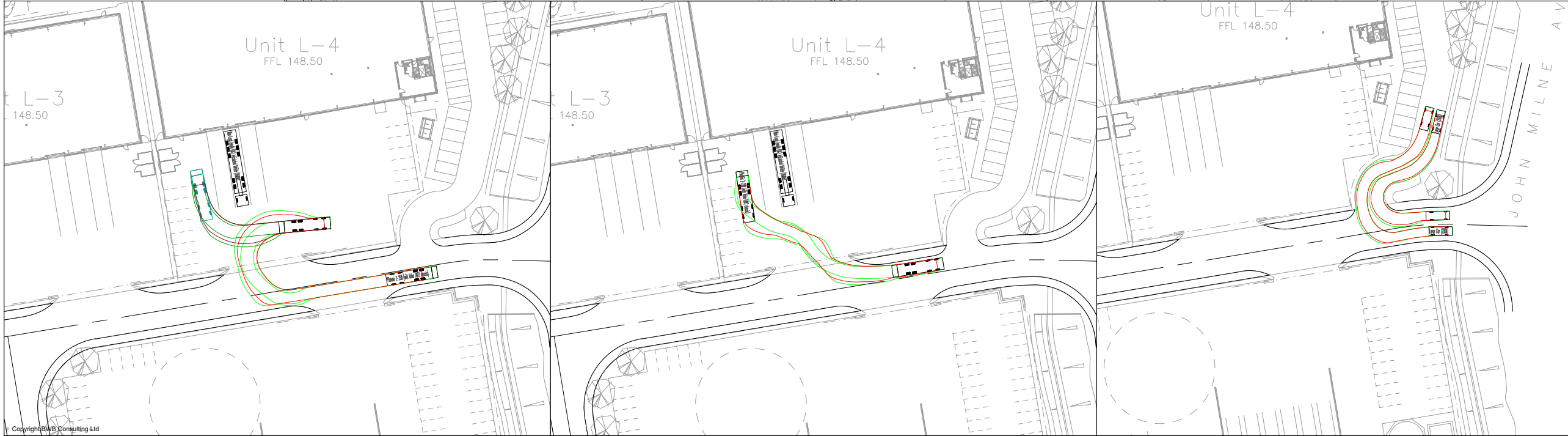
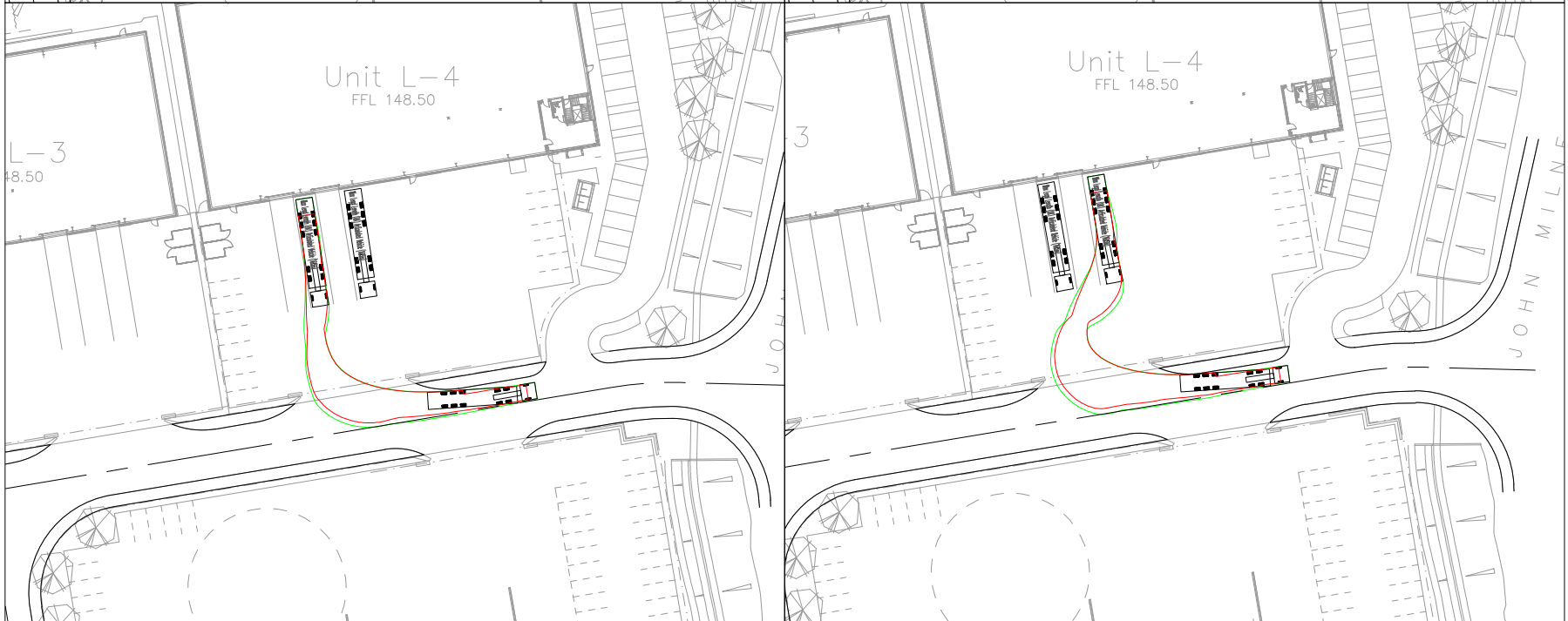
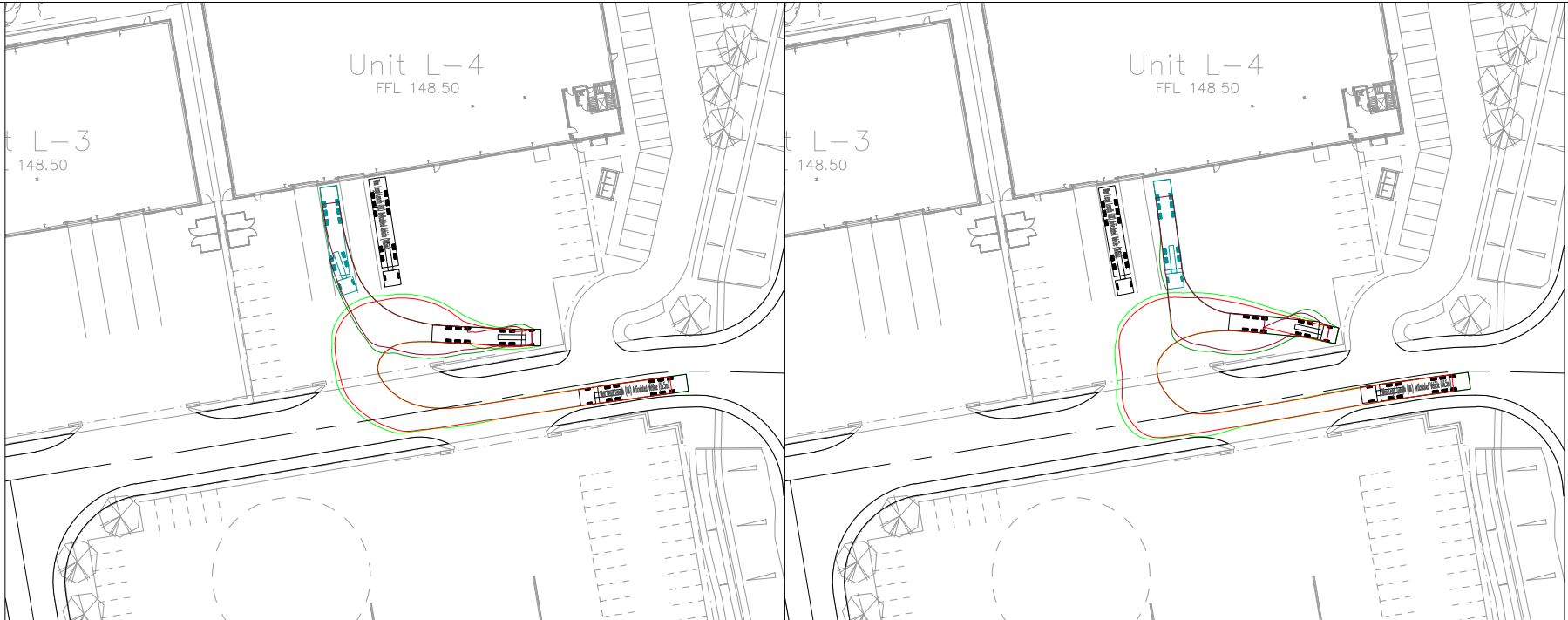
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UNIT L-3 SWEEP PATH ANALYSIS

Drawn: S. Franklin Reviewed: P. Wilson
BWB Ref: 222009 Date: 28.02.23 Scale@A3: 1:1000
Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number
PLK-BWB-HGN-00-DR-TR-112

Status
S2

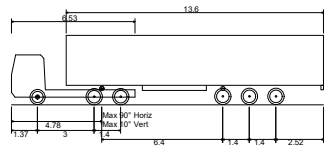
Rev
P3



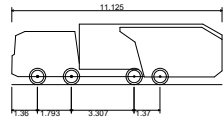
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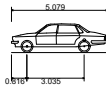
Legend



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P3	06.09.23	NEW MASTERPLAN	UK	KMJ
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Drawing Title
UNIT L-4 SWEEP PATH ANALYSIS

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Drawing Status
PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
PLK-BWB-HGN-00-DR-TR-113	S3	P3

APPENDICES

APPENDIX 1: Masterplan Parameters Plan from Outline Application (14/00542/OUT)

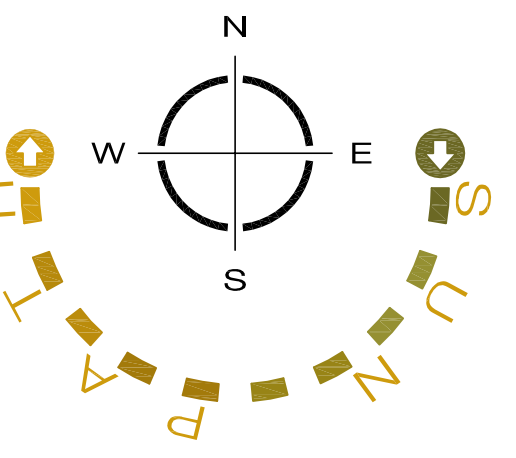
KEY TO LAND USES

BUSINESS USES

- B1(a) Office
- B1/ B2/ B8
- Car Showrooms

ANCILLARY USES

- Residential
- Leisure
- Hotel
- Mixed Development including Retail in Use Classes A1-A5, Leisure, Hotel, Residential & B1 Uses
- Local Services
- Small Scale Uses Appropriate to the Setting of the Listed Building
- New Buffer Landscaping



For Planning



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PROJECT
KINGSWAY BUSINESS PARK
ROCHDALE

TITLE
MASTERPLAN
PARAMETERS PLAN

SCALE
1:2500 @ A0

DATE
13/03/14

DRAWN
SF

REVIEWED

DRAWING NO
2013-233/102

REVISION
A

FILE PATH
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PARAMETERS PLAN

APPENDIX 2: Site Plan Plot L

Plot L

Unit L-1

GIA (Ground floor and First Floor Offices (≈ 7.5%) = 60,850 Sqft / 5,653.13 Sqm

Building height - 10m to haunch

Car Parking

B8 parking (1 per 100m2 = 57) - Actual = 57 (inc 4 dis at ≈ 6% and 6 EVCP ≈ 10%)

B2 parking (1 per 60m2 = 97) - Additional 38 spaces indicated as dashed bays on yard

Cycle parking ≈ 12 spaces (BREEAM)

M/C parking (1 per 4000m2) = 2 spaces

Unit L-2

GIA (Ground floor and First Floor Offices (≈ 7.5%) = 39,854 Sqft / 3,702.56 Sqm

Building height - 8m to haunch

Car Parking

B8 parking (1 per 100m2 = 38) - Actual = 38 (inc 3 dis at ≈ 6% and 4 EVCP ≈ 10%)

B2 parking (1 per 60m2 = 62) - Additional 24 spaces indicated as dashed bays on yard

Cycle parking ≈ 8 spaces (BREEAM)

M/C parking (1 per 4000m2) = 1 spaces

Unit L-3

GIA (Ground floor and First Floor Offices (≈ 7.5%) = 15,784 Sqft / 1,466.35 Sqm

Building height - 7m to haunch

Car Parking

B8 parking (1 per 100m2 = 14) - Actual = 14 (inc 2 dis at ≈ 6% and 2 EVCP ≈ 10%)

B2 parking (1 per 60m2 = 24) - Additional 10 spaces indicated as dashed bays on yard

Cycle parking ≈ 3 spaces (BREEAM)

M/C parking (1 per 4000m2) = 1 space

Unit L-4

GIA (Ground floor and First Floor Offices (≈ 7.5%) = 21,365 Sqft / 1,984.89 Sqm

Building height - 8m to haunch

Car Parking

B8 parking (1 per 100m2 = 20) - Actual = 20 (inc 2 dis at ≈ 6% and 2 EVCP ≈ 10%)

B2 parking (1 per 60m2 = 34) - Additional 14 spaces indicated as dashed bays on yard

Cycle parking ≈ 5 spaces (BREEAM)

M/C parking (1 per 4000m2) = 1 space

Site plan proposals subject to detailed level / cut and fill / retaining structure assessment and plot drainage connection provision

Plot L Outline Planning consent for B1 / B2 and B8 building use 7m / 9m haunch and FFL of 148.5.

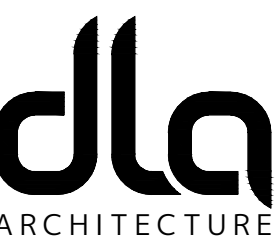
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REVISIONS

REV	DATE	PSL	BLG
P01	20/03/23	PSL	BLG
P02	17/04/23	PSL	BLG
P03	20/04/23	PSL	BLG
P04	21/04/23	PSL	BLG
P05	04/05/23	PSL	BLG
P06	10/05/23	PSL	BLG
P07	24/08/23	PSL	BLG
P08	01/09/23	PSL	CF

ISSUED FOR COMMENT
REVISED TO LATEST BUILDING ARRANGEMENT
ADDITIONAL SUB STNS AS ADVISED BY BWB
CONDENSER COMPOUNDS INDICATED
TIMBER FENCE ADDED BETWEEN UNITS L1 AND L3
RETAINING WALL ADDED BETWEEN UNIT L1 AND L2 YARD AS BWB
LEVEL PROPOSALS
ACCESS ROAD REVISED IN LINE WITH BWB SWEEP PATH DRAWINGS
APPLICATION BOUNDARY REVISED TO INCLUDE LANDSCAPE WORKS
ACCESS ROAD REVISED IN LINE WITH FURTHER BWB UPDATES
UNIT L2 LOADING BAYS AND SPRINKLER TANKS RELOCATED AS
REQUESTED BY BWB (TELECON 28/04/23)
RETAINING WALLS REVISED IN LINE WITH BWB PROPOSALS
ACCESS ROAD AND PLOT ACCESSES REVISED IN LINE WITH BWB
PROPOSALS RECEIVED 28/04/23
UNIT L4 LEVEL LOADING BAYS MOVED AS REQUESTED BY BWB
UNIT L2 LEVEL LOADING BAYS ADJUSTED TO COORDINATE WITH
BUILDING CLADDING PROFILE / ARRANGEMENT
SITE PLAN AND UNITS L1 AND L4 REVISED TO ACCOMMODATE
BWB LATEST DITCH DIVERSION PROPOSALS
CYCLE PARKING PROVISION REVISED FOR BREEAM
MANUAL SLIDING GATES ADDED TO UNITS 1, 3 AND 4 YARD ENTRANCES
TO SUIT PROPOSED YARD LEVELS (UNIT 1) AND INCREASED WIDTHS
(UNITS 3 AND 4)



6 East Parade | Leeds | LS1 2AD
0113 887 3100
www.dla-architecture.co.uk

PROJECT
KINGSWAY BUSINESS PARK
ROCHDALE

TITLE
SITE PLAN
PLOT L

SCALE
1:500

DATE
@A1 28/02/23

DLA REF
2022-147

DRAWN
PSL

REVIEWED
BLG

PROJECT
KPL

ORIGIN/R
DLA

ZONE
LS

LEVEL
XX

TYPE
DR

ROLE
A

NUMBER
90002

STATUS
PLANNING

REVISION
P08

T:\2022\2022-147\CAD\05-Autocad\Drawings\90002.dwg

APPENDIX 3: Accessibility Index Calculation

Using the drop down boxes make the relevant selections and press the 'Select' button

Building typeOffices/Industrial▼

No. nodes required1▼

Select

NODE 1

	Public transport type	Bus									
	Distance to node (m)	415									
	Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
		1	1	1							

Accessibility Index	1.61
---------------------	------

Using the drop down boxes make the relevant selections and press the 'Select' button

Building typeOffices/Industrial▼

No. nodes required1▼

Select

NODE 1

	Public transport type	Bus									
	Distance to node (m)	525									
	Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
		1	1	1							

Accessibility Index	1.56
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Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1	1							

Accessibility Index	1.57
---------------------	------

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	400									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1	1							

Accessibility Index	1.62
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