



TRANSPORT STATEMENT
PROPOSED BESS FACILITY,
BENTGATE STREET,
ROCHDALE
ROOT POWER (NORTH) LTD.

SEPTEMBER 2024

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Notice

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) have been commissioned by Route Power (North) Ltd. ('the Applicant') to prepare a Transport Statement (TS) in relation to a proposal for a 30MW Battery Energy Storage System (BESS) Facility ('the proposed development') on land to the north of Bentgate Street, Rochdale ('the site'). This Transport Statement has been prepared to assess the transportation, traffic and highways implications of the proposed development.

Site Location and Development Overview

- 1.2 The site is currently made up of agricultural land and is located to the north of Bentgate Street, approximately 4.5km south of Rochdale town centre. The site location is illustrated in **Figure 1.1** below, whilst a proposed site layout plan is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The site is bound by agricultural land to the east and west, the M62 to the north and Bentgate Street the south. Access to the site will be taken from an access track, which diverts south, forming the minor arm of a priority T-junction with Bentgate Street.

- 1.4 It is understood the application seeks permission for a 30MW BESS development, and associated infrastructure. Existing vehicle movements associated with the land to be developed for the BESS facility are generally minimal and predominantly consist of checking and maintaining crops, which would be undertaken by large agricultural vehicles.

DEVELOPMENT PROPOSALS

- 1.5 The Proposed Development is a 30MW BESS facility on land to the south of Bentgate Street and will primarily consist of:
- Battery Energy Storage containers;
 - Power Conversion System (PCS) units;
 - DNO and Customer Substation Buildings and Point of Connection (POC) infrastructure for grid connection;
 - Access tracks;
 - Security measures (including fencing and CCTV);
 - Underground cabling; and
 - Landscaping and biodiversity enhancements.
- 1.6 It is envisaged that the construction period will last 6-9 months, with up to 25 staff working on site at peak construction. Working hours during construction are expected to be 07:00-19:00 Monday-Friday and 08:00-13:00 on a Saturday. There will be no construction work on Sundays or public holidays. Extended construction activity hours will allow the contractor to avoid HGVs and staff travelling to/from the site during the expected peak hours of the local highway network and during hours of school drop-off and pick-up.
- 1.7 Once the proposed development is built and operational, the BESS facility will not generate daily vehicle movements. Indeed, the upkeep and maintenance of the BESS facility will be minimal, requiring up to one maintenance vehicle to access the site per month. This will be a van, car, or 4 x 4 type vehicle.

POLICY CONTEXT

- 1.8 This report has been prepared with reference to the following national and local policy documents:
- NPPF – December 2023;

- Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 – 2039 (Adopted March 2024);
 - Policy JP-Strat14: A Sustainable and Integrated Transport Network;
 - Policy JP-S1: Sustainable Development;
 - Policy JP-C3: Public Transport;
 - Policy JP-C6: Walking and Cycling;
 - Policy JP-C8: Transport Requirements of New Development; and
 - Policy ST3 – Development and Transport.
- Greater Manchester Transport Strategy 2040.

1.9 This Transport Statement demonstrates how the proposals are complementary to both the national and local policy.

REPORT STRUCTURE

1.10 Following this introductory section:

Section 2 details the accessibility by non car modes;

Section 3 provides an overview of the local highway network and the road safety record in the vicinity of the site;

Section 4 details the development proposals, including vehicular access and servicing arrangements.

Section 5 summarises the anticipated trip generation associated with the development proposals; and

Section 6 offers a summary and conclusion.

2. BASELINE CONDITIONS

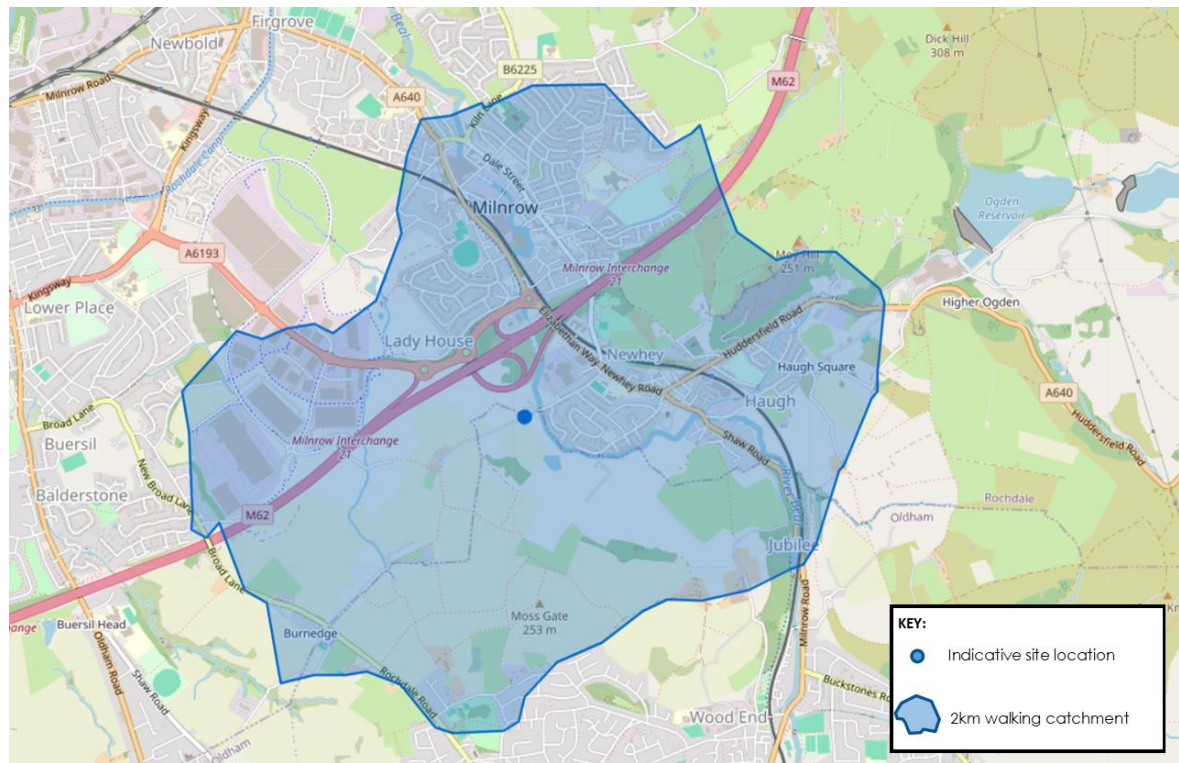
INTRODUCTION

- 2.1 Once operational, the site will generate an average of around one vehicle trip per month. However, during construction, there is the potential to influence how construction workers travel and, therefore, this section sets out the accessibility of the site, by sustainable modes of transport.

SUSTAINABLE MODES

- 2.2 Accessibility for pedestrians is summarised as follows:
- A private access track runs along the southeastern boundary of the site, forming the minor arm of a priority T-junction with Bentgate Street, approximately 250m south of the site. Within the immediate vicinity of the site, pedestrian infrastructure along Bentgate Street is limited, with grass verges facilitating pedestrian movements east-west along the carriageway.
 - Nonetheless, Bentgate Street is rural in nature and expected to be lightly trafficked, with signage indicating "PRIVATE ROAD ACCESS ONLY", on approach to the site.
 - Approximately 250m east of the site, there are continuous and street lit pedestrian footways provided along the remainder of Bentgate Street. Which, in-turn, ties into pedestrian infrastructure along the A640 Newhey Road.
- 2.3 From the proposed development, some amenities can be accessed on foot. **Figure 2.1**, overleaf, shows a 2km walking catchment from the site access point, and covers a large suburban area of Rochdale, including parts of Newhey, Jubilee, Milnrow and Lady House

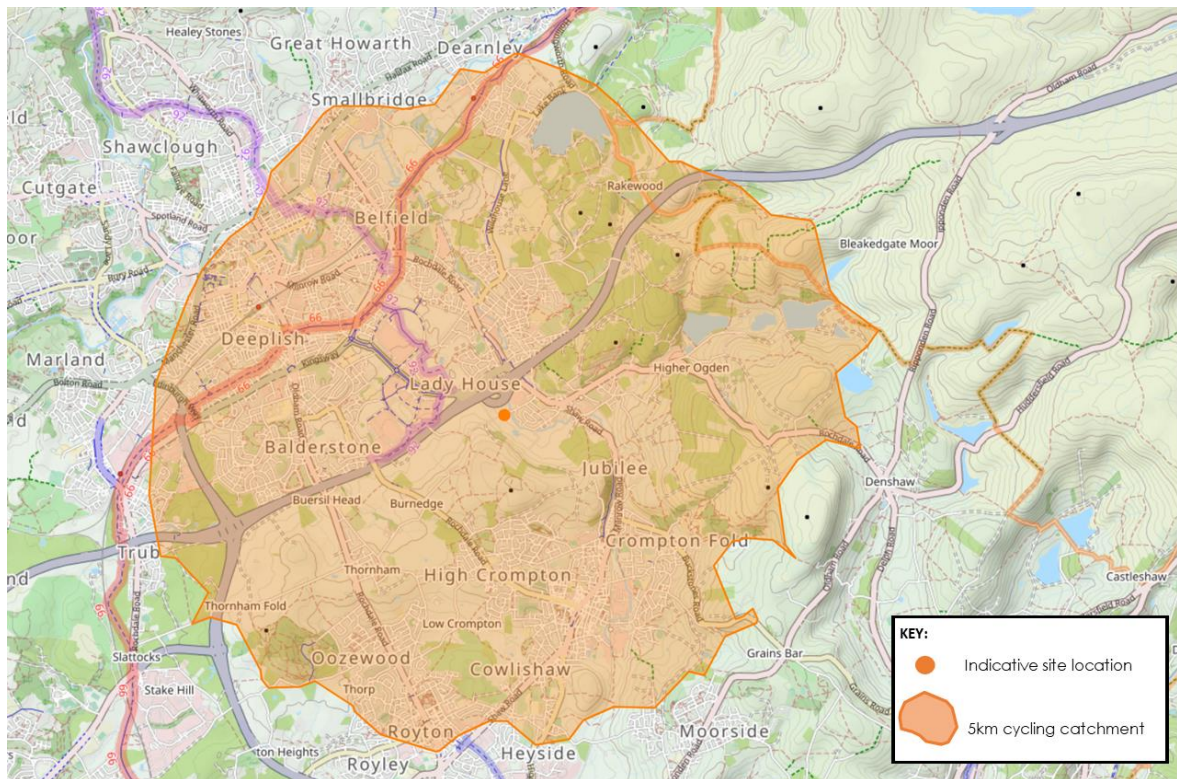
Figure 2.1: 2km Walking Catchment



(Source: Open Street Map)

- 2.4 **Figure 2.2**, overleaf, illustrates a 5km cycle catchment from the Site access point from the unmarked access road. The 5km catchment includes many residential suburbs of Greater Manchester and Rochdale, including Shaw, Firgrove, Milnrow, Haugh and Balderstone, and, therefore, cycling offers a sustainable option for staff commuting from these areas, which reduces the need to travel by car/van.

Figure 2.2: 5km Cycling Catchment



(Source: Open Cycle Map)

- 2.5 A number of key amenities can be accessed within a 30-minute walk of the site, including; Londis, Fireaway Pizza, Co-op Food, Nanny's Café and ALDI. In addition to this, Rochdale town centre is an approximate 15-minute cycle journey from the site. The provision of food/drink facilities within a short walk/cycle of the Site, reduces the need to travel by car/van to access these facilities during the working day.
- 2.6 When considering local public transport options, two bus stops are located within a 700m walk to the east of the Site on A640 Newhey Road; both the northbound and southbound stops comprise of a pole, flag, hard copy timetable information and bus clearway markings. **Table 2.1**, overleaf, provides a breakdown of the buses serving the stops on the A640 Newhey Road.

Table 2.1: Bus Service Summary

Bus Service		Approximate Frequency per hour	
		Mon-Fri Daytime	Mon-Fri Evening
436	Rochdale Interchange (Circular)	60 mins	60 mins
451	Rochdale Interchange (Circular)	60 mins	60 mins

(Source: Public Transport Operators)

2.7 Given the frequency of bus services available, it could be expected that locally based construction workers could travel to/from the Site by bus, as an alternative to the private car. However, it should be noted that the majority of the construction team is likely to be a group of specialist contractors, who will most likely stay in a nearby hotel for the length of the construction period and travel to the site by minibus.

3. HIGHWAY NETWORK

INTRODUCTION

- 3.1 This section of the Transport Statement considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site, focussing primarily on the routes likely to be used to access the site.

EXISTING HIGHWAY NETWORK

- 3.2 Access to the site will be via a private access track, which runs north-south, forming the minor arm of a priority T-junction with Bentgate Street after 250m. As of now, the access track appears to be primarily used for access for agricultural purposes.
- 3.3 It is understood that as part of the development proposals, this access will be improved to better facilitate access by HGVs. The location of the site, in the context of the surrounding highway network can be seen in **Figure 3.1** below.

Figure 3.1: Highway Network



(Source: Google Maps)

- 3.4 From the site access, Bentgate Street runs broadly east-west. At this point, the carriageway is unadopted, with signage indicating "PRIVATE ROAD ACCESS ONLY". Bentgate Street

benefits from a carriageway width of 3.5m, and is bound by an approximate 1.5m grass verges along both sides of the carriageway.

- 3.5 Running broadly east (from the site access), Bentgate Street extends onto the adopted highway after a distance of approximately 250m, in which signage indicates the speed limit is 20mph. At this point, Bentgate Street continues as a single carriageway with a carriageway width of approximately 6.5m wide, although there are on-street parking bays staggered throughout the carriageway. Nonetheless, these are navigable by HGVs accessing the site.
- 3.6 Continuing east, Bentgate Street forms the minor approach to a priority T-junction with the A640 Newhey Road after a distance of 300m. On approach to the T-junction, Bentgate Street widens to provide a large kerb radii, to better accommodate turning manoeuvres.
- 3.7 Within the vicinity of the junction, Newhey Road runs broadly north-south, and is a single carriageway subject to a 30mph speed limit, with a carriageway width measuring approximately 8m wide throughout its length; with some wider sections for ghost islands at junctions.
- 3.8 Continuing north, after a distance of 500m, the A640 Newhey Road forms the southern approach to a 3-arm roundabout with the A6193 Sir Isaac Newton Way. For vehicles accessing the wider Strategic Road Network of the M62, to the west, vehicles would make use of the dedicated left-turn lane, onto the A6193 Sir Isaac Newton Way (W).
- 3.9 For vehicles merging onto the M62(N), vehicles would make use of the dedicated slip road, from the A6193 Sir Isaac Newton Way (W), in-turn extending onto the M62(N). For vehicles merging onto the M62(S), vehicles would continue along the A6193 Sir Isaac Newton Way (W), until it reaches a 3-arm roundabout with Junction 21 of the M62, which in-turn provides a dedicated slip road onto the M62(S).

4.

ROAD SAFETY

- 4.1 Accident data for the most recent 5-year period (2018 – 2022) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown below in **Figure 3.2**.

Figure 3.2: Accident Study Area



(Source: Crashmap)

- 4.2 As can be seen from **Figure 2.2**, no accidents have been recorded within the most recent 5-year period; as will be discussed further in **Section 5**, the development proposals are not expected to have a detrimental impact on the highway network, considering once construction is complete, the BESS site will generate minimal vehicle trips.

5. PROPOSED DEVELOPMENT

ACCESS

- 5.1 The proposed development comprises the erection of a 30MW BESS facility on land at Bentgate Street, Rochdale. The Site access will be from an unnamed track, to the south of the site, which runs north, forming the minor arm of a priority T-junction with Bentgate Street.

VISIBILITY AND SERVICING

- 5.2 Access will take place from the roadside within the development. The swept path analysis, undertaken of the proposed access track and within the site, shown on drawings provided at **Appendix B**, demonstrates that an 16.5m articulated vehicle (the largest vehicle egressing the site) can be suitably accommodated without impeding the movement of other vehicles or creating any residual highway safety concerns.

6. TRIP GENERATION AND IMPACT ASSESSMENT

INTRODUCTION

- 6.1 This section of the Transport Statement will consider the vehicle trip generation associated with the proposed development.

CONSTRUCTION TRAFFIC TRIP GENERATION

- 6.2 The construction phase is anticipated to approximately 6-9 months depending on when the proposed development is commenced and factors like weather and Distribution Network Operator scheduling requirements. For the purpose of this Transport Statement, a 6-month period is assumed as the “worst case”. Should the construction phase take longer the same amount of work will be required but would occur at a reduced intensity compared to the 6-month period.
- 6.3 During the construction period, the site will be accessed daily by LGVs and HGVs. **Table 5.1** below sets out the expected vehicles to require access to the Site over the construction period along with their expected function.

Table 5.1: Expected vehicle types

Vehicle	Vehicle Classification	Function
10t tipper trucks	HGV	Delivery of aggregates and taking away excess material
12.5m rigid lorries	HGV	Transporting cable, fencing and other materials
16.5m articulated vehicles	HGV	For delivering plant required for earthworks and forming access road and internal tracks
Skip lorries	HGV	Taking away materials for recycling
Transit Vans or similar	LGV	Delivery of smaller materials and for transporting contractors
Cars/minibuses	LGV	Transporting contractors from accommodation

- 6.4 It is envisaged that the construction phase could generate up to 250 HGVs. When considered across the 6-month construction period, this equates to approximately 42 HGVs per month, as a worst-case scenario (or 84 two-way HGV movements).

- 6.5 When considered across a month, which typically has 25 working days (including Saturdays), this equates to an average of approximately 2 HGVs per day (4 two-way movements). There will be days where HGV movements will be higher than the average, however, this would then result in periods where fewer HGVs require access to the Site.
- 6.6 The scheduling of HGV arrivals and departures will be strictly managed to ensure disruption is kept to a minimum. Deliveries will be scheduled so that only one HGV requires access to the site at any time and, therefore, only one HGV need to make use of the route to/from the site.
- 6.7 It is envisaged that up to 25 construction workers could be on site at any time during peak construction, although average numbers are likely to be lower, approximately 10 per day.
- 6.8 The precise number of movements associated with the construction activities can only be finalised when an Engineering Procurement Construction (EPC) contractor is appointed, whereupon materials supply and worker contracts are finalised, and a construction timetable drawn up.
- 6.9 Working hours at the site would be 07:00-19:00 Monday-Friday and 08:00-13:00 on a Saturday. There will be no site activity on Sundays or public holidays. The extended workday hours are intended to support a worker-travel and HGV booking system that avoids adding traffic to the local network during peak am/pm travel periods for local residents and during the school-run periods in term time.

MAINTENANCE TRIP GENERATION

- 6.10 Once the constructed the BESS facility will not be likely to generate any regular HGV vehicle trips. The operational site will be visited by 1-2 car, van or 4x4 type vehicles a month for technical or groundskeeping maintenance, although this is likely to reduce once landscape measures are securely established.

7. SUMMARY & CONCLUSIONS

7.1 TPS has prepared this Transport Statement to accompany a planning application for a BESS facility on land at Bentgate Street, Rochdale. The following provides a summary of the key findings of the document:

- The proposals are in keeping with both local and national policy;
- It has been demonstrated that a suitable access can be provided from Bentgate Street, Rochdale. The access has been designed to accommodate the largest construction vehicle likely to require access to the site.
- An assessment of likely vehicle trip generation indicates that the proposals are anticipated to generate an average of around 4 two-way HGVs per day, over a 6-month construction period; and
- There are no existing road safety issues that could be exacerbated by the proposals.

CONCLUSION

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF). As such, there are no substantive highway grounds as to why the proposed development should not be granted planning consent.



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REPORT APPENDICES

Appendix A

Indicative Site Layout

LEGEND

- Compound Boundary
(area = 2,790m²)
- Planning Boundary
(area = 11,292m²)
- Site access from Farm
Track off Bentgate Street
(length ~232m)

GIA (Gross Internal Access)
= 353m²

Rev.	Suffix	Date	Details
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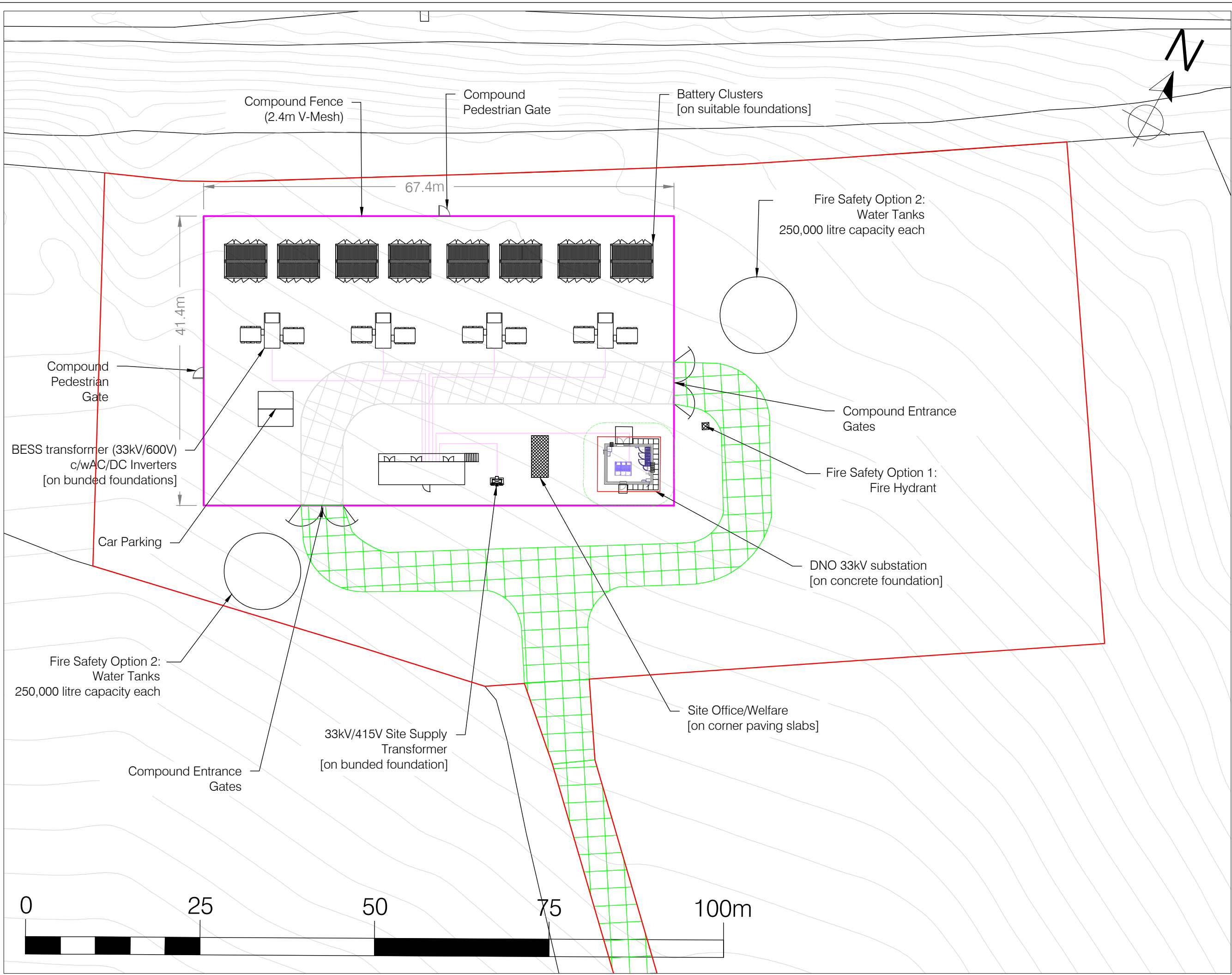
SITE
ELLEN ROAD FARM
BENTGATE ST, NEWHEY
ROCHDALE, OL16 4NU

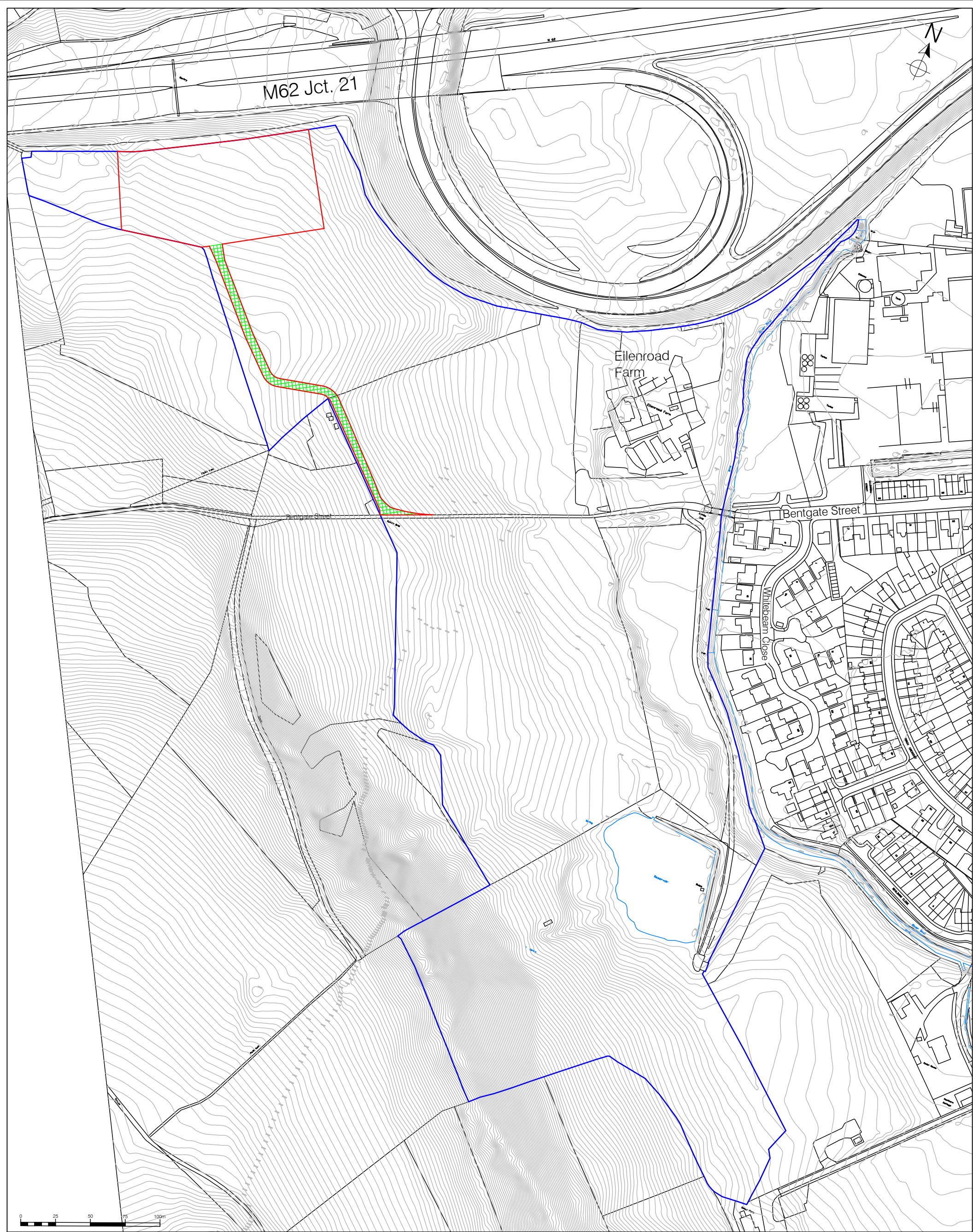
TITLE
30MW BESS
SITE LAYOUT
PLAN

DWG. No. ELLEN-BESS-001.5	REV A
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SCALE 1:500 @ A3	DATE 27/08/24
DRAWN KN	STATUS PLANNING

ROOT
POWER





LEGEND

-  Land Ownership Boundary
-  Planning Boundary (area = 11,292m²)
-  Site access from Farm Track off Bentgate Street (length ~232m)

Rev. Suffix Date Details

SITE
ELLEN ROAD FARM
BENTGATE ST, NEWHEY
ROCHDALE, OL16 4NU

TITLE
30MW BESS
SITE LOCATION
PLAN

DWG. No. ELLEN-BESS-001.4	REV A
SCALE 1:2,500 @ A3	DATE 04/09/24
DRAWN KN	STATUS PLANNING

ROOT 
POWER

Appendix B

Swept Path Analysis



Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.

2. This drawing should not be scaled.

Location Plan

Notes and Keys

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length2.500m

Overall Width2.500m

Overall Body Height2.501m

Min Body Ground Clearance0.411m

Max Track Width2.500m

Lock to lock time6.00s

Kerb to Kerb Turning Radius6.530m

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Date	Rev	Description		Drawn	Chkd

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Project

P2655,
Bentgate Street,
Rochdale

Title

Swept Path Analysis

Status

INFORMATION

Scale @ A1	Date Created	Drawn	Checked
1:500	10/09/24	ST	JT
TPS Project Number	Drawing Number		Revision
P2655	P2655 - T - 1005		