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APRIL 2023

South Heywood Employment Area

Reserved Matters (including Appearance, Landscaping, Layout & Scale) for the Construction of Distribution Centre with Ancillary Office Accommodation, Gatehouse and Access Arrangements, Car Parking, HGV Bays, Sprinkler Tanks and Pump House, Landscaping and Other Associated Works.

Highways Technical Note

Prepared on behalf of

**Russells South Heywood
(Commercial) Limited**

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1.0 INTRODUCTION & PLANNING CONTEXT

1.1 Overview

1.1.1 This Highways Technical Note (HTN) report has been prepared by Focus Transport Planning (Focus TP) on behalf of Russells South Heywood (Commercial) Limited to provide a review of key highways and transport issues pertaining to a Reserved Matters Planning Application covering the detailed design and delivery of a) the 'Plot 3' B8 employment unit (32,518sqm GIA) at the South Heywood Employment Area (SHEA), b) an industrial estate access road linking to Pilsworth Road to the north west boundary of the SHEA, including connections to the proposed Plot 3 employment unit, c) associated landscaping and, d) preparatory earthworks. The wider SHEA already benefits from outline planning consent for B2 / B8 development and ancillary supporting infrastructure, with the schedule of conditions to this consent requiring that details of individual development elements at SHEA be covered by the preparation of subsequent Reserved Matters applications.

1.1.2 A plan of the area covered by the Reserved Matters application is included as **AEW Architects Drawing Ref: 13230-AEW-SI-XX-DR-A-0501-P01 'Site Location Plan'**. This HTN report has been prepared to apprise the Local Planning & Highway Authority (Rochdale Borough Council - RBC) as to key highways and transport elements of the Reserved Matters proposals and how the development design & layout accords with relevant highways related planning policy and prevailing technical standards / guidance. The report therefore covers the following matters:

- Review of the site location and planning context of the application site area for the Reserved Matters submission.
- A review of the key highways and transport details of the Plot 3 B8 employment unit proposals, including consideration of a) predicted traffic generation, b) site access arrangements, c) site car parking supply and layout, d) measures to encourage sustainable travel and, e) large vehicle servicing and emergency vehicle access.

- An audit of the design and layout of the proposed SHEA north western development access road layout with respect to key technical design criteria.

1.1.3 The report also sets out the effects of the Reserved Matters proposals on existing / proposed Public Rights of Way across the site and considers how preparatory earthworks to support the delivery of the Plot 3 site would be delivered with respect to site access and vehicle trip demand levels during the construction of these works.

1.2 Site Location

1.2.1 The strategic locational context of the wider South Heywood Development Area (SHDA) and the area covered by the Reserved Matters application is illustrated in **Figure HTN1** to this report. This plan identifies that the SHDA represents an urban fringe location, located in close proximity to both the M62 and M66 motorways, which themselves link to the M60 Manchester Orbital Motorway at nearby Simister Interchange (M62 J18).

1.2.2 **Figure HTN2** provides a plan showing a more local context to the SHDA location and, in particular, identifies the residential edge of the settlement of Heywood and the extent of surrounding established employment areas, including Heywood Distribution Park, Birch Industrial Estate, Hareshill Business Park & Pennine Business Park. **Figure HTN2** also highlights the main local access road routes of Pilsworth Road, Hareshill Road, and the alignment of the South Heywood Link Road / Queen Elizabeth II Way (SHLR/QEII Way - opened November 2022), A6045 Manchester Road / Heywood Old Road and the M62 J19 & M66 J3 motorway junctions.

1.2.3 The SHEA Plot 3 site is located to the north-western corner of the SHDA, bounded by Brightly Brook and the alignment of Pilsworth Road to the north, the SHEA Plot 1 area to the east, the remainder of the consented SHEA to the south and agricultural fields to the west (these fields forming part of the draft JPA1.1

Northern Gateway employment allocation as part of the emerging Greater Manchester Strategic Plan 'Places for Everyone').

- 1.2.4 The area proposed for Plot 3 employment development as part of the SHDA is primarily associated with existing agricultural land. Due to this existing low intensity use, vehicle access to the site is currently limited to agricultural field access points or internal field connections. Delivery of the proposed SHDA therefore identifies the requirement for the delivery of a comprehensive new site access strategy, including the formation of new dedicated junctions to serve future employment development plots (see section 1.4 to this report).

1.3 Planning Context

South Heywood Development Area Hybrid Consent & SHLR (Planning Application Ref: 16/01399/HYBR)

- 1.3.1 The Plot 3 proposal site benefits from forming part of the employment area approved under the 'hybrid' planning consent associated with the wider SHDA (RBC planning application ref: 16/01399/HYBR). This consent includes for the following key development elements:

- *Detailed Planning Consent:* Circa 2km new link road (SHLR / QEII Way), between M62 J19 to the south-east and Pilsworth Road to the north-west. Route details include new access junctions to serve residential and employment elements of the SHDA, full signalisation and improvement of the M62 J19 roundabout, new traffic signal junction at SHLR / Manchester Road junction, signalised improvement of the junction of Hareshill Road / Pilsworth Road and a ghost-island improvement of the Pilsworth Road / Heywood Distribution Park access.

Subsequent to the original consenting of the SHDA hybrid application, a number of minor amendments to the SHLR design were approved by RBC (Ref: 20/000464/ANM), to deliver improvements in route operational performance and safety. These amendment included changes to the layout of the consented SHEA eastern spine road connection to Hareshill Road / SHLR (incorporating the Hill Top Road junction serving the adjacent Hareshill Business Park), to upgrade the original give-way staggered cross-roads layout to a traffic signal-controlled arrangement, including integrated pedestrian and cycle crossing facilities. The

section of SHLR / QEII Way route between M62 J19 and Heywood Distribution Park was opened to the public in early November 2022.

- *Outline Planning Consent:* Mixed use employment (1,458,080sqft (GIA) B2 / B8 industrial & warehousing development (split as 30% B2 (circa 40,640sqm) / 70% B8 (circa 94,820sqm))) and residential development scheme (up to 1000 units) including ancillary school, small local retail parade and playing fields.

Non-Material Amendment 21/00390/ANM to Planning Application Ref: 16/01399/HYBR

- 1.3.2 Non-material amendment 21/00390/ANM (approved April 2021), to the original hybrid consent, permitted a change to conditions 10, 11 & 13 to the outline approval. The consented change to condition 10, amended the original employment land use schedule to allow for up to 116,500sqm of B8 floorspace and 18,960sqm of B2 floorspace (from 94,820sqm B8 & 40,640sqm B2). This amended employment land use mix represented a floorspace ratio of 86% B8 / 14% B2 for the SHEA scheme, but with the total permitted employment floorspace remaining unchanged at 135,460sqm. The parameters plan associated with the wider outline SHDA scheme is included as part of **Appendix HTN1**.

Outline Planning Application for Class B8 Development & Associated Works (Ref: 22/01568/OUT)

- 1.3.3 More recently (November 2023) outline planning consent was secured for an additional 40,000sqm of B8 distribution and warehousing floorspace on land associated with the Plot 3 site at SHEA (Planning Application Ref: 22/01568/OUT). This consent increased the total consented employment area across the full SHDA to 175,460sqm (18,960 sqm B2 (11.3% total floor area) / 156,500sqm B8 (88.7% total floor area)). The consented parameters plan illustrating the development approach associated with the additional Plot 3 outline approval, is included in **Appendix HTN1** for reference.

1.4 Wider SHEA Highway Access Strategy

Vehicle Access Strategy

1.4.1 Review of the SHDA parameters plans included as **Appendix HTN1** identifies that the SHEA, including the Plot 3 development, is located on the northern portion of the wider SHDA and is to be served by two access points:

- A new traffic signal-controlled access from Hareshill Hill Road (SHLR), delivered as part of the combined SHEA / QEII Way / Hill Top Road signalised off-set crossroads junction. This junction design includes dedicated signal-controlled right turn lanes from the SHLR / QEII Way for traffic to both the SHEA eastern spine road and Hill Top Road side roads, along with full ‘walk-with-traffic’ pedestrian / cycle crossing points.
- A new ghost-island priority T-junction access to Pilsworth Road located to the north-western corner of the SHEA, effectively serving the Plot 3 site.

1.4.2 Both of the SHEA vehicle access points are to be delivered as part of the construction / supporting works to the SHLR / QEII Way scheme. The traffic signal-controlled junction scheme serving the eastern spine road junction has been partially implemented as part of the recently opened core SHLR / QEII Way works, with the north-western site access off Pilsworth Road (to serve the Plot 3 area) to be delivered by RBC highways during Summer 2023, as part of programmed network enhancement works which extend improvements to Pilsworth Road westwards up to the Three Arrows junction (Moss Hall Road / Pilsworth Road). Plans illustrating these programmed works to the Pilsworth Road corridor are included as **Appendix HTN2** to this report for reference and will include carriageway width improvements, extended cycle facilities to the south-west of this route and the upgrading of the Three-Arrows junction to ghost-island T-junction standard.

1.4.3 The 2016 hybrid planning submission to support the original SHDA proposals included for a detailed Transport Assessment (TA) report, prepared by consultant

Axis. This TA was prepared in accordance with DfT guidance and included a comprehensive network wide impact assessment of the full SHDA scheme, based on detailed traffic modelling informed via a bespoke SATURN model, with highway network capacity analysis undertaken for an agreed future assessment year of 2038. The use of a 2038 model year ensured for the assessment of the combined effects of both the delivery of the proposed SHLR / QEII Way infrastructure and the operation of all proposed development associated with the SHDA (including the SHEA site).

- 1.4.4 This original network appraisal work was recently comprehensively re-visited as part of the outline application for the additional B8 development floorspace at Plot 3 (Planning Application 22/01568/OUT). This application included for a detailed TA report prepared by Focus TP and included updated link and junction capacity assessment work for a range of local junctions, including the proposed Plot 3 / Pilsworth Road access junction and all other key intermediate junctions along the SHLR / QEII Way corridor, including M62 J19 and M66 J3.

- 1.4.5 Paragraph 10.42 to the 2022 Focus TP TA report concludes that:

“Given the review of anticipated future operational highway conditions and reference to appropriate guideline assessment standards / thresholds, it is concluded that the delivery and operation of the application scheme (additional 40,000sqm of B8 land use at SHDA) would not result in a severe impact on operational or environmental conditions over the local highway network, the critical highways test identified in the NPPF. Additional development traffic levels would be generally low when compared to accepted future Baseline Consented network conditions and the identified main road routes serving the site are of a suitable standard to accommodate predicted traffic and have few immediate sensitive receptors. Indeed, much of the local highway network has been upgraded specifically to allow for the accommodation of such traffic levels. It is therefore concluded that there is no requirement for additional development related off-site highway improvement works to support the application scheme over and above those already proposed to support the wider SHDA and that the proposals represent acceptable development in highways and transport terms.”

SHEA: Sustainable Transport Access Strategy

Pedestrian & Cycle Accessibility

- 1.4.6 Existing pedestrian & cycle access to the SHDA site area is currently limited to a small number of public rights of way (PROW), as illustrated in **Figure HTN3** to this report. These PROW routes are typically of an unmade / grass-track standard and, realistically are only practical for ‘muddy boot’ style pedestrian access.
- 1.4.7 Under the consented wider SHDA scheme, these existing rights of way are to be incorporated into the employment & residential areas, including for diversion / enhancements where necessary and supported by dedicated access points / crossing points of the SHLR / QEII Way route. The existing network of PROW’s are also to be supplemented by new walking and cycling routes to be delivered as part of the key access roads / connections to serve the SHDA site. These new access road routes will provide direct connections to further dedicated walking / cycling paths along the surrounding SHLR / QEII Way and Pilsworth Road corridors and provide onward connections to surrounding proposed / existing employment and residential areas - see **Figure HTN4** to this report.

Public Transport Accessibility

- 1.4.8 As the Plot 3 site and wider SHEA area is effectively undeveloped at the time of preparation of this report, existing public transport accessibility to these areas is limited. The site, does however, currently lie within the area covered by the ‘Heywood Local Link’ on-call bus service and the route of some additional local bus services pass within a 1.5km walk of parts of the site (services B4 and 163 - see **Figure HTN5** to this report).
- 1.4.9 Delivery of the wider SHDA consent is programmed to result in a significant improvement in local public transport connections. The Section 106 legal agreement associated with the SHDA planning consent identifies developer funding contributions of £1.05 million and £0.18 million with respect to new /

supplemented bus services & bus service infrastructure respectively - to be implemented following the completion of the construction of the SHLR / QEII Way and to support the delivery of initial phases of SHDA.

- 1.4.10 It is anticipated that the above funding commitments would deliver new bus stops and support both new / extended local bus services from the SHDA linking to Heywood town centre and surrounding residential / employment areas, as well as potentially contributions to a new direct bus service between Heywood & Manchester via South Heywood and Birch (see **Figure HTN6** - final details still to be established). Such improved public transport services and infrastructure could also be expected to be supplemented by the additional regional sustainable transport initiatives envisaged for development as part of the Greater Manchester Transport Strategy 2040.

2.0 REVIEW OF PLOT 3 B8 EMPLOYMENT UNIT DEVELOPEMENT PROPOALS

2.1 Development Principles

2.1.1 The Reserved Matters planning application considered by this HTN report includes for full details of the proposed Plot 3 employment unit at the SHEA site. This unit is to be delivered as a Use Class B8 major warehousing / distribution centre and has been designed to meet typical industry-standard requirements for such developments and is envisaged would be used as a regional or national base for a distribution / logistics operator, offering a modern sustainable development unit of high-quality design, set within an attractive landscaped setting.

2.1.2 The proposed Plot 3 development site plan is included as **AEW Architects Drawing Ref: 13230-AEW-SI-XX-DR-A-0503-P02**. Review of this plan demonstrates the following key elements (floorspaces quoted below are GIA):

- 32,518sqm of B8 warehousing / distribution floorspace, including:
 - 29,640sqm of warehouse floorspace
 - 2,210sqm of ancillary office floorspace over 3 floors
 - 640sqm of integrated hub floorspace, split across north & south hubs
 - 28sqm of security gatehouse floorspace
 - 48 Dock Levellers, 8 Euro Dock Levellers & 8 Level Access Doors
- Access roads and staff / visitor car & cycle parking areas.
- External hardstanding for the manoeuvring of delivery / service vehicles & emergency access. 75 HGV / Trailer Parking Spaces
- Surface water attenuation ponds.
- Security fencing and landscaping.

2.2 Anticipated Traffic Demand

2.2.1 Anticipated development traffic demand associated with the operation of the Plot 3 scheme has been calculated via reference to the highly robust development trip rates extracted from the TRICS traffic information database and utilised to inform both the original 2016 / 2017 Transport Assessment for the consented SHDA and the revisited 2022 re-assessment for the Plot 3 additional floorspace application. In order to ensure the assessment of maximum potential future development network impact at that time, such assessment work was undertaken on the basis of 'worst case' 85th percentile trip rates.

2.2.2 In practice it is considered that these highly robust trip estimates are likely to represent a significant over-estimate of anticipated development scheme traffic demand. For example, such historical trip rates are well in excess of both a) 'average' demand values for relevant land uses and, b) those trip rates recently utilised by Transport for Greater Manchester (TfGM) to inform the Locality Assessments for the testing of large-scale draft employment allocation sites associated with the 'Places for Everyone' (PfE) Strategic Plan for Greater Manchester. Indeed, operators of large-scale B8 warehouse / distribution facilities often implement 'off-peak' shift patterns for warehouse staff, thereby reducing development traffic impact during key AM & PM peak 'rush hour' peak times. Typical off-peak shift patterns operated by such users are based on the following operational practice:

➤ *Warehouse staff:* 06:00-14:00 & 14:00-22:00 (potential for 3rd 'night shift of 22:00-06:00) for 24/7 operators or during seasonal peak periods.

➤ *Management / office administration staff:* Mon - Friday standard '9 to 5' style office hours

2.2.3 Notwithstanding the above, in order to ensure a direct comparative analysis to the conclusions of the original 2016 TA & 2022 re-visit and thus provide a clear demonstration of likely 'worst case' future traffic levels, the analysis set out in

this TA continues to utilise the original SHEA 85th percentile trip rates. Predicted traffic demand for the application scheme has been calculated via the application of the proposed total built floor area (32,518sqm - including for internal office floorspace and ancillary hub and gatehouse facilities) to the 2016 TA trip rates. This exercise is summarised in **Table HTN2.1** below.

Table HTN2.1 - Plot 3 'Worst Case' Development Trip Demand (32,518sqm B8 Warehouse / Distribution)

All Vehicle	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	62	39	100	55	45	100	35	65	100

HGV	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	30	20	50	26	20	46	22	20	42

- 2.2.4 The above exercise suggests 'worst case' hourly traffic demand to / from the SHEA Plot 3 site to be of the order of 100 vehicle movements per hour (in + out), or just over 1.5 vehicle movements per minute. Approximately 42 - 50 of these hourly vehicle movements could be expected to be HGV trips or less than 1 entry or exit HGV movement per minute. It is considered that such traffic levels would not generate a material change in operating condition over the wider highway network (as demonstrated by the updated 2022 network analysis) and that such HGV demand can be easily accommodated by the proposed HGV servicing & on-site queuing arrangements (see section 2.3 below).

2.3 Proposed Plot 3 Access Arrangements

Vehicle Access

2.3.1 It is proposed that the Plot 3 B8 employment unit would be served by two vehicle access points, both taken from the SHEA north-western development access road linking to Pilsworth Road, viz:

- *Staff / visitor light vehicle access* - via a new T-junction side road access junction, located circa 70m to the south of the northern termination of the SHEA north-western access road with Pilsworth Road. Details of these access arrangements are illustrated in drawing **J000406-SK101** to this report. Review of this plan identifies a minimum road width of 6m, with 6m left turn entry / exit radii. The access would also deliver minimum 2.4m by 59m visibility splays, when measured to the nearside kerb, in each approach direction. The staff / light vehicle access would also include for direct walk / cycle access, linking to the segregated 3m foot / cycle route proposed to run alongside the SHEA north-western access road.
- *HGV delivery access* - via a high standard T-junction connection to the SHEA north-western access road, located approximately 220m to the south of the northern terminal connection with Pilsworth Road. The junction design includes for a central pedestrian refuge / splitter island, 25m left turn entry radius serving 2 * 4m queuing lanes and a 15m left turn exit radius served by a single 4m exit lane. (see **Drawing J000406-SK102**). Pedestrian access would also be available via this route, serving the security lodge facility. Lateral sightlines at the access would meet minimum 2.4m by 59m visibility criteria in each approach direction.

2.3.2 The Plot 3 HGV access is proposed to be security controlled via entry / exit barriers, operated from a central security lodge feature. The entry gates are proposed to be located circa 62m back from the connection point to the SHEA north-western access road, allowing for the 'off-highway' queueing of 3 large articulated HGV

delivery vehicles in each of the two entry lanes. The layout and capacity of the proposed HGV entry and exit arrangements is such that it is not anticipated that any HGV blocking back would take place towards the SHEA north-western access road, even during peak development demand periods (see section 2.2 to this report).

- 2.3.3 HGV loading & manoeuvring areas within the Plot 3 site are provided to the both the north and south elevations of the main warehouse building and connected by a 7.3m wide two-way internal service road to the eastern side. The southern vehicle manoeuvring / loading area serves 28 HGV dock level access points and a separate parking area for up to 36 HGV tractors / trailers (4m by 15m marked bays). The northern part of the site is also served by 28 dock level HGV access points, along with a further 45 designated, 4m wide tractor / trailer parking spaces. A further 4 * 2 level access building doors are provided at the corners of the building, immediately adjacent to hard standing 'apron' areas which offer full articulated HGV turning circle manoeuvring as necessary.
- 2.3.4 Vehicle swept path analysis of the Plot 3 vehicle connection points to the SHEA north-western access road, along with key internal access manoeuvring is included as **Appendix HTN3** to this report.

Pedestrian / Cycle Access

- 2.3.5 Main pedestrian / cycle access to serve the Plot 3 development will be via the staff / visitor access from the SHEA north-western access road, which will be delivered to include a 3m segregated walk / cycle route to the site-side. This access will include for direct footway / cycleway connections to / from the site and a signed pedestrian / cycle route connecting to the main reception / office building entry.
- 2.3.6 It is not proposed that there would be any 'every-day' walk / cycle access to the Plot 3 site via the HGV delivery access, with pedestrian access at this point restricted primarily to staff based in the security lodge facility.

2.4 Car Parking & Cycle Parking

2.4.1 Car Parking at the Plot 3 employment unit has been designed to accord with the key principles of prevailing local highway authority & BREEAM guidance on parking supply for new developments.

2.4.2 Highway Authority guidance is set out in “Appendix 5: Schedule of Parking Standards” to the Rochdale Borough Council (RBC) Core Strategy Document (adopted October 2016). These guidelines identify the following with respect to parking provision at new warehouse and distribution (B8-land use) schemes:

- Maximum standard for general car parking: 1 space per 100sqm
- Minimum standard for cycle parking: 1 space per 850sqm (min of 2 spaces)
- Minimum standard for powered two wheelers: 1 space per 4000sqm (min of 2 spaces)
- Disabled vehicle parking provision (over 200 space sites): 4 bays plus 4% of total site capacity (over and above general provision)

2.4.3 The Plot 3 proposals are to be supported by a total on-site car parking supply of 315 car parking spaces, including 17 designated disabled parking spaces and 16 spaces allowing for direct EV charging (with a further 60 spaces to be provided to allow for future EV operation if required). The scheme is also proposed to be supported by covered & secure parking for 85 pedal cycles and 8 motorcycles. **Table HTN2.2** to this report provides a comparison of this proposed parking supply with calculated maximum / minimum guideline levels set out in the RBC Core Strategy.

Table HTN2.2 - Comparison of Proposed Plot 3 Parking Provision to RBC Guideline Standards

	SHEA Plot 3 Proposed Parking	Guideline Standard	Proposed v RBC Guide
General Parking (Max)	298	325	92%
Disabled Parking (Min)	17	17	100%
Cycle Parking (Min)	85	38	223%
Motorcycle Parking (Min)	8	8	100%
EV Parking	16	No standard	N / A

2.4.4 Review of **Table HTN2.2** demonstrates that the proposed Plot 3 employment unit would deliver a parking supply of over 90% of total general (maximum) RBC parking levels and 223% of (minimum) cycle parking requirements. Disabled parking and motorcycle parking would be provided directly in accordance with RBC standard requirements.

2.4.5 Proposed EV prepared parking at the Plot 3 site (74 spaces (16 fitted / 58 future) represents circa 24% of total parking supply.

2.5 Emergency Access Arrangements

2.5.1 The layout of the proposed Plot 3 employment unit allows for fire tender and ambulance access to all sides of the main Plot 3 building - via either the HGV access point or the staff / visitor car park to the western side of the site. The connecting internal access road to the eastern side of the building allows for full emergency vehicle access and ensures unobstructed fire access to the main active sides of the building. Fire tender access is illustrated in **Appendix HTN3** to this report.

2.6 Travel Plan

2.6.1 The future operation of the Plot 3 B8 employment unit would be supported by the implementation of Travel Plan initiatives tailored to meet the requirements of the final operator. A Travel Plan for the unit would be prepared by the site operator for submission and agreed with the Council prior to first occupation, in line with condition 43 to the main SHDA hybrid planning consent, which states:

“Prior to the occupation of any approved buildings of Use Class B2 or B8, a subsidiary Full Travel Plan(s) (FTP) for that particular building must be submitted to and approved in writing by the Local Planning Authority, and shall be implemented and reviewed in accordance with the timetable set out in the Framework Travel Plan. The FTP shall then be implemented as approved”

2.6.2 The wider SHDA consent, including the employment area, is supported by an agreed Site-Wide Travel Plan Framework document which provides further guidance on

how Travel Plan initiatives are to be delivered across the SHEA site and how these plans should be monitored going forward. This Site-Wide Framework Travel Plan will be used as the reference guide for the preparation of the Travel Plan to support the day-to-day operation of employment development at Plot 3.

- 2.6.3 The requirement for delivery of a tailored Travel Plan to support the operation of new B8 development at the Plot 3 site is specifically identified and reinforced by condition 18 to the November 2023 outline consent (22/01568/OUT - see also para 1.3.3 to this report), which states:

“Prior to the occupation of the approved building of Use Class B8, a subsidiary Full Travel Plan(s) (FTP) must be submitted to and approved in writing by the Local Planning Authority, and shall be implemented and reviewed in accordance with the timetable set out in the Framework Travel Plan. The FTP shall then be implemented as approved.”

3.0 REVIEW OF SOUTH HEYWOOD EMPLOYMENT AREA NORTH-WESTERN ACCESS ROAD DESIGN DETAILS

3.1 Design Principles

3.1.1 The Reserved Matters application for the Plot 3 site also includes for delivery of the SHEA north-western development access road route, which terminates at the programmed ghost island junction connection to Pilsworth Road. This route is a circa 255m road corridor designed to provide an industrial estate road standard access to serve the Plot 3 unit, whilst providing the design flexibility to potentially accommodate future connections from surrounding land parcels should these ultimately be required. The route is designed to be delivered and operated as a cul-de-sac route, with onward wider network access taken via the northern terminal connection to Pilsworth Road and the southern termination incorporating HGV turning opportunities via a turning head suitable to accommodate large commercial delivery vehicles included as part of the HGV access serving the Plot 3 unit.

3.2 Key Design Elements

3.2.1 **Appendix HTN4** to this report includes for a suite of detailed highway design drawings setting out the layout details of the proposed SHEA north-western access road route including a general arrangement plan, long sections and relevant cross-sections. Vehicle swept path assessment of the access road route, including example large vehicle turning at the southern turning head feature is included as **Appendix HTN5** to this report.

3.2.2 It is proposed that the SHEA north-western access road would be delivered to be of single carriageway industrial distributor road character, in line with the following core industrial / employment distributor route design parameters:

- 7.3m carriageway (2 * 3.65m running lanes).
- 3m footway / cycleway to site-side of route

- Additional landscaping zones.
- 1m grass verge to non-site side of route.
- Minimum 80m horizontal centre line radius.
- 30mph operational speed limit.

3.2.3 The side road connection points to the SHEA north-western access road serving the Plot 3 scheme have been specifically designed to accommodate light vehicle staff / visitor and large HGV service / delivery traffic as relevant. The Plot 3 HGV access includes for a 25m left turn entry radius to the site and 15m left turn exit radius to allow for easy and efficient movement by large articulated HGVs. The Plot 3 HGV access has also been designed to accommodate a central pedestrian refuge island to assist pedestrian crossing of the wide bell-mouth associated with this junction.

3.2.4 The proposed SHEA north-western access road alignment is designed to connect to the wider adopted highway network at the ghost-island junction layout to Pilsworth Road which is programmed to be delivered during Summer 2023 (see section 1.4 to this report and **Appendix HTN2**). The ghost-island junction will deliver a high standard of access to the proposed estate road, including lateral visibility splays of well in excess of 2.4m by 100m in each direction.

Pedestrian & Cycle Access

3.2.5 As noted above, the north-western access road scheme includes for a 3m shared footway / cycleway along the full length of the site-side section of the route, including a supporting crossing island at the wider HGV Plot 3 access bell-mouth. The Plot 3 development itself has been designed to provide appropriate connecting segregated pedestrian / cycle access and supporting on-site cycle parking facilities (see sections 2.3 & 2.4 to this report re: proposed Plot 3 provision).

4.0 TRAFFIC MANAGEMENT DURING EARTHWORK DELIVERY AND CONSTRUCTION PHASES

4.1 Construction Management

4.1.1 It is anticipated that traffic associated with the construction and delivery of both core site earthworks and the subsequent warehousing / distribution building at Plot 3 would be served via the new ghost-island junction connection to Pilsworth Road, as this junction will provide a high standard of connection, capable of accommodating appropriate large construction / service vehicles.

4.1.2 Highways and transport implications associated with construction would be controlled via a Construction Traffic Management Plan (CTMP) agreed in liaison with the Council (as highway authority) and forming part of a wider Construction Method Statement (CMS) as required by Conditions 21 and 22 of the hybrid permission for the wider South Heywood Development Area. The CTMP could be expected to focus on the following issues that would help to manage construction site traffic, both in terms of overall traffic demand levels and the times of day of day when maximum construction traffic demand would be experienced:

- Agreed construction operating hours and vehicle delivery hours.
- Location of proposed construction compounds and lay-down areas.
- On-site construction vehicle parking and manoeuvring.
- Staff parking arrangements and details of supporting staff / operative travel management initiatives, including encouraging staff travel outside of the traditional AM & PM 'rush hour' periods.
- Off-site construction HGV routing.
- Driver incentive / disciplinary procedures to ensure suitable HGV routing.
- Construction HGV haulage route signage strategy.
- Construction vehicle cleansing procedures and details of load sheeting / covered load policy.
- Management and procedures for access by abnormal loads (as relevant).

- Programmed temporary road closure / temporary traffic management works and details of supporting information campaigns as relevant.

4.1.3 The requirement for delivery of Construction Method Statement to support the operation of new B8 development at the Plot 3 site is specifically identified and reinforced by condition 9 to the November 2023 outline consent (22/01568/OUT - see also para 1.3.3 to this report), which states:

“No development shall take place (including any site clearance works) on any phase of development until a Construction Method Statement (CMS) for a particular phase has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approached CMS during the construction period”.

4.1.4 Condition 9 references the following traffic related matters that should be included within the CMS for the Plot 3 site:

- The amount of construction vehicles movements and vehicular routes
- Construction delivery hours
- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during construction;
- Details of noise reduction measures
- Hours of construction, including deliveries; and
- Details of post construction restoration of public rights of way.

4.2 Predicted Construction Traffic Demand

4.2.1 It is anticipated that the Plot 3 scheme could be delivered to a construction programme of circa 65 calendar weeks, with site enabling works not being commenced until the connection direct to Pilsworth Road is substantially completed (to be delivered by RBC highways). This approach will ensure that a good standard of access would be available to serve Plot 3 site construction

activities and help to avoid any conflict between site works and local highway improvement tasks.

4.2.2 Review of the Plot 3 construction delivery programme identifies the following anticipated key core elements:

Development Preparation Tasks:

- *Site Establishment* - clearance of site (vegetation, fences, etc), setting up of site compounds, formation and marking of temporary internal site roads, installation of protective site fencing.
- *Earthworks* - preparation of the development unit platforms and key internal highway and drainage features. It is anticipated that site earthworks would be achieved via a cut and fill balance within the site, thereby avoiding the need for significant material import / export. This would assist in minimising HGV trip movements during this phase.
- *Internal Development Area Road Construction* - standard road construction tasks. It is anticipated that internal roads would be initially delivered to binder course, to allow for use in accommodating construction traffic associated with individual units. Final wearing course and 'completion' of relevant sections of internal road routes would be undertaken in parallel to final tenant occupation of the Plot 3 unit.

Employment Unit Construction Tasks

- *Substructure* - typical groundworks tasks including piling for foundations, casting of slabs for individual units, installation of required underground infrastructure such as drainage and service channels and internal site roadways / car parking / vehicle manoeuvring areas.

- *Superstructure* - delivery of the main building structures and shell, including construction of steel frames, installation of mezzanine floors (where relevant) and cladding / skinning of core buildings.
 - *Internal Fit Out* - delivery of internal building partitions, standard M&E tasks, installation of offices, internal decoration, etc. to client specification.
 - *Commissioning* - installation of specialist equipment and supporting technologies, testing of site.
 - *External works* - completion of key supporting ancillary works such as car park surfacing and lining, landscaping, security gates / fencing and related external building details such as signage, lighting, etc.
- 4.2.3 Core construction hours to support the delivery of the construction works are to be as follows:
- Monday to Saturday: 06:00 to 19:00
 - Sunday: 08:30 to 14:00
- 4.2.4 Deliveries will be managed, where possible, to avoid the following weekday periods: 08:00 - 09:00 and 15:00 - 17:00. Deliveries will be allowed to access the site from 06:00, but will not be loaded / unloaded until 06:30.
- 4.2.5 No work is planned for Bank Holidays, however, there may be occasions, as is often the case with major construction contracts, when work would need to be undertaken outside of the identified core hours (such as major concrete pours or reception of abnormal loads). It is anticipated that any non-standard working hours related to external works would be controlled by a suitably worded planning condition, whereby the developer could only carry out such work following prior notification and agreement with the planning authority.

- 4.2.6 HGV movements to / from the site would be limited to the core hours outlined above, unless the subject of prior written agreement with the Local Planning & Highway Authority. Any requirement for abnormal loads would be suitably managed via specific agreement and the implementation / observation of an abnormal load strategy developed in line with industry good practice. It is proposed that HGV trips would be directed to utilise the main QEII Way / Pilsworth Road corridors to access M62J19 and M66 J3, with HGV access by other local routes through Heywood to be prohibited.

Staff Demand

- 4.2.7 **Figure HTN7** to this report illustrates anticipated construction staff demand levels over the delivery of the Plot 3 construction programme. These estimates have been generated via reference to anticipated staffing levels associated with key programmed construction tasks, based on contractor experience of similar scale projects. Review of this exercise suggests that the preliminary site establishment, earthworks and internal roadworks tasks are unlikely to generate significant construction staff demand, with peak application site construction staff levels occurring towards the end of the construction programme (associated with commercial unit building fit out, commissioning and external works tasks).
- 4.2.8 Indeed, it is anticipated that total construction staff levels across the site would typically be of the order of 25 - 45 staff for the initial 9 months of preliminary site works. Maximum staffing demand is predicted to take place towards the end of the project, as unit is brought towards tenant hand-over.

Construction HGV Demand

- 4.2.9 **Figure HTN8** to this report illustrates anticipated construction HGV demand levels across the modelled construction programme. These estimates have again been generated via reference to contractor experience of average daily HGV demand levels for key construction tasks and reference to site specific factors, such as the potential for an internal cut / fill balance across the wider SHEA site, which should minimise HGV trip making over the wider external highway network during this key site preparation / construction task.
- 4.2.10 Review of the presented construction HGV demand information suggests that, similar to predicted staffing levels, HGV demand is likely to be relatively limited for the initial phases of the construction programme - with, on average, just 5-10 HGV arrivals per day for the initial four months. Maximum construction HGV demand period is expected to take place associated with delivery of external materials, building fit-out and the commissioning of on-site facilities, when circa 20 HGV movements per day could be expected to take place. There may periods of higher HGV demand, for example during concrete slab pours, however, any such events are likely to be of a short-term nature and would be subject to direct management by the relevant contractor to ensure efficient site access and vehicle turnover.

Maximum Combined Daily Construction Demand

- 4.2.11 Predicted maximum combined (staff / HGV) construction traffic demand levels associated with the delivery the Plot 3 unit could be expected to be less than 150 vehicle movements per day (in + out) and be relatively low during traditional AM & PM 'rush hour' periods - i.e. below 1 vehicle movement per minute. Maximum morning construction related trip movements associated with the site would typically take place before 08:00, with relatively few trip movements taking place during the critical 08:00-09:00 period. Trip movements during the 17:00-18:00 PM peak period could be expected to be of the order of 40 vehicles per hour (in + out).

Construction HGV trip levels during key AM & PM peak demand periods are predicted to be negligible (below 5 HGV trips per hour (in + out)).

- 4.2.12 Based on the above estimates it is considered unlikely that Plot 3 related construction traffic would give rise to a material / severe operational or environmental effects on the local highway network. Indeed, such construction traffic levels would be considerably lower than trip demand associated with the day-to-day operation of the completed facility (see section 2.2 to this report), including fewer HGV trips, and therefore could be expected to be satisfactorily accommodated by local routes serving the site.

5.0 IMPACT OF THE DEVELOPMENT PROPOSALS ON PUBLIC RIGHTS OF WAY

5.1 Historically pedestrian access to the SHEA application site has been limited to those public rights of way (PROW), as illustrated in **Figure HTN3** to this report. These routes were typically of an unmade / grass-track public footpath standard and, in practice, only practical for 'muddy boot' style pedestrian access.

5.2 In practice, the delivery of the proposed Plot 3 / North-Western SHEA Access Road / wider preparatory earthworks scheme elements identified as part of the Plot 3 RM application can be expected to result in only limited effects on the retained PROW network, viz:

- *Footpath Hey FP75*: Potential short term temporary closure of the northern part of the route during delivery of the Plot 3 earthwork platform or during the installation of utilities and services - affecting the section of route from the northern terminal connection to Pilsworth Road to the connection to footpath Hey FP74 to the south. In order to minimise disruption, the timings of any closures of this section of Hey FP75 would be planned and managed as part of the Construction Management Plan for the Plot 3 works and agreed with the Council PROW officer. It is not anticipated that any closures would be required for the main building construction stages or during building fit out / commissioning.

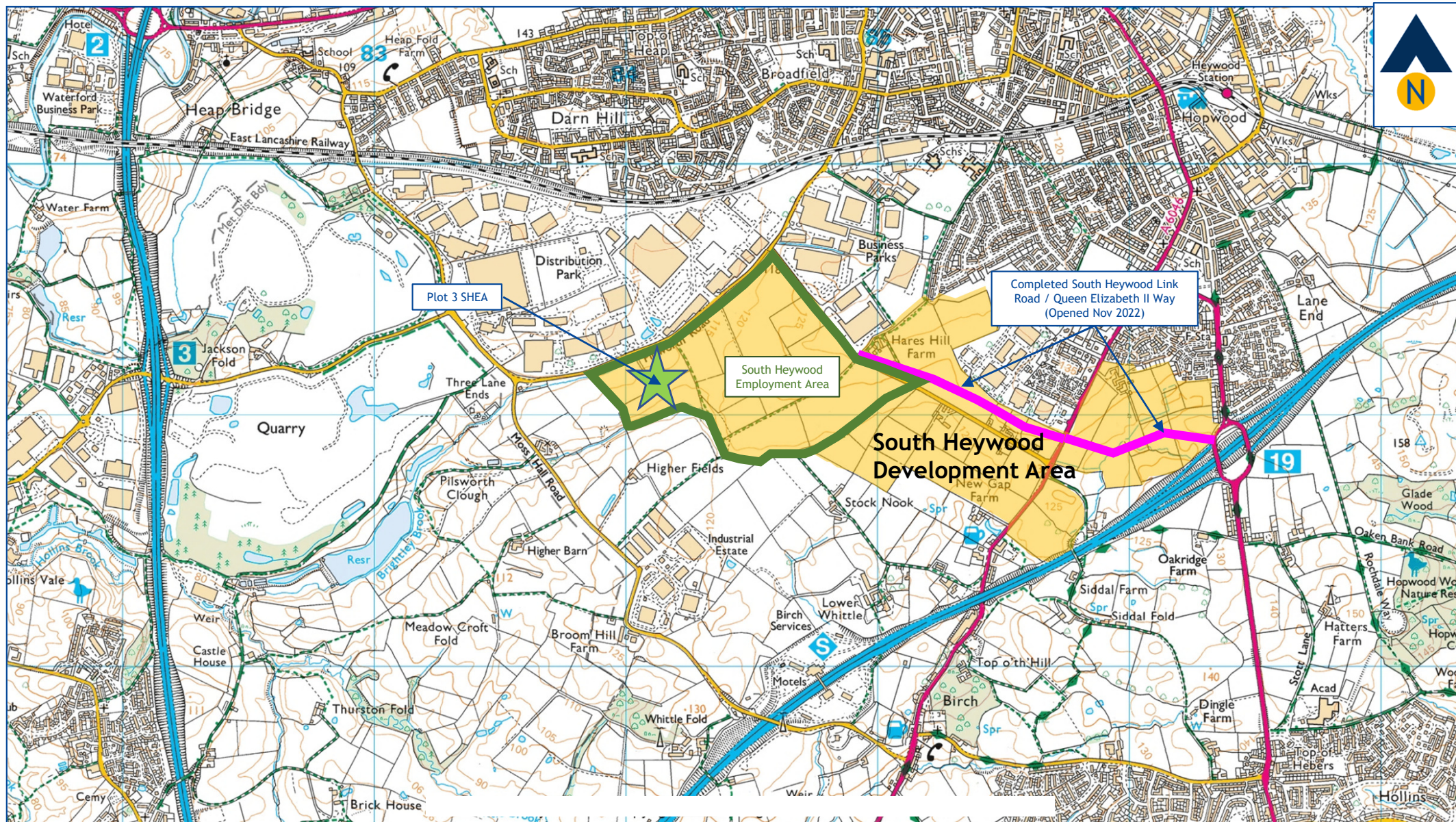
5.3 Delivery of the Plot 3 / North-Western Access Road proposals would ultimately deliver the following foot / cycleway accessibility benefits (see also **WSP Drawing SHOW-WSP-SHP3-SPUR-DR-D-0100-P02 to Appendix HTN4**) to this report:

- New lit and hard surfaced 3.0m walk / cycle route to the site-side of the proposed north-western access road corridor (circa 255m of new route).

- 5.4 As identified above, additional connecting pedestrian routes are to be delivered across the wider SHEA as part of wider development masterplan, including:
- A continuous footway route within the central ‘linear park’, which would provide a connection from the SHEA to the adjacent SHDA residential areas to the south;
 - New hard-surfaced footway / cycle routes along the eastern employment development spine road and linking directly to SHLR / QEII Way.
 - Permanent diversion of the south-western section of footpath Hey FP74 in combination with landscaping and drainage works to other SHEA plots, but maintaining a connection to FP75 to allow through walking routes.
- 5.5 Links to these wider connections across the SHDA site can be accessed from Plot 3 via the segregated routes of SHEA north western access road footway / cycleway / Pilsworth Road footway / cycleway and improved Footpath FP75 between Plot 3 & Plot 1.







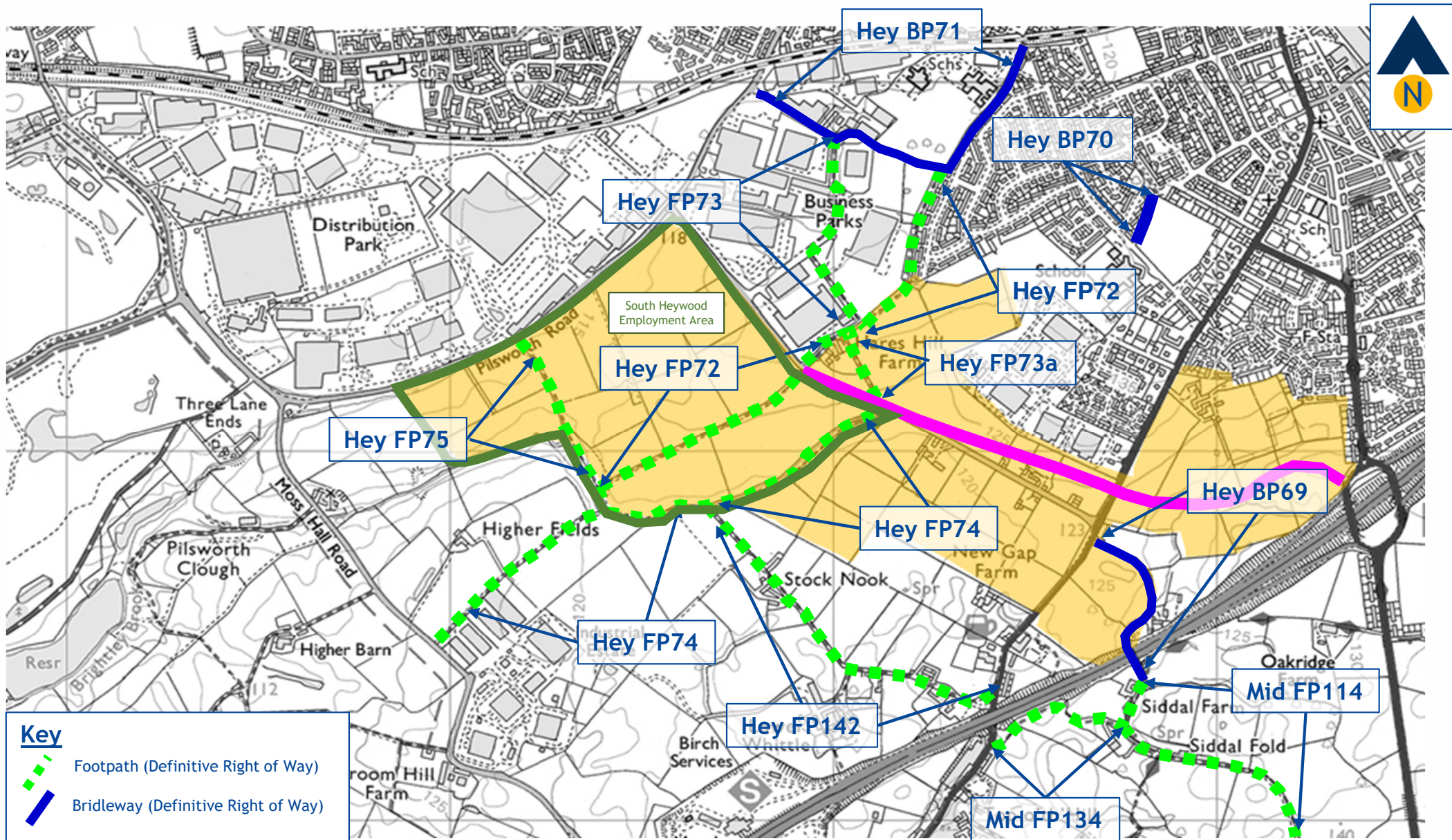


Figure HTN3

Historical Public Rights of Way in the Vicinity of the South Heywood Development Area

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South Heywood Employment Area, Plot 3

March 2023

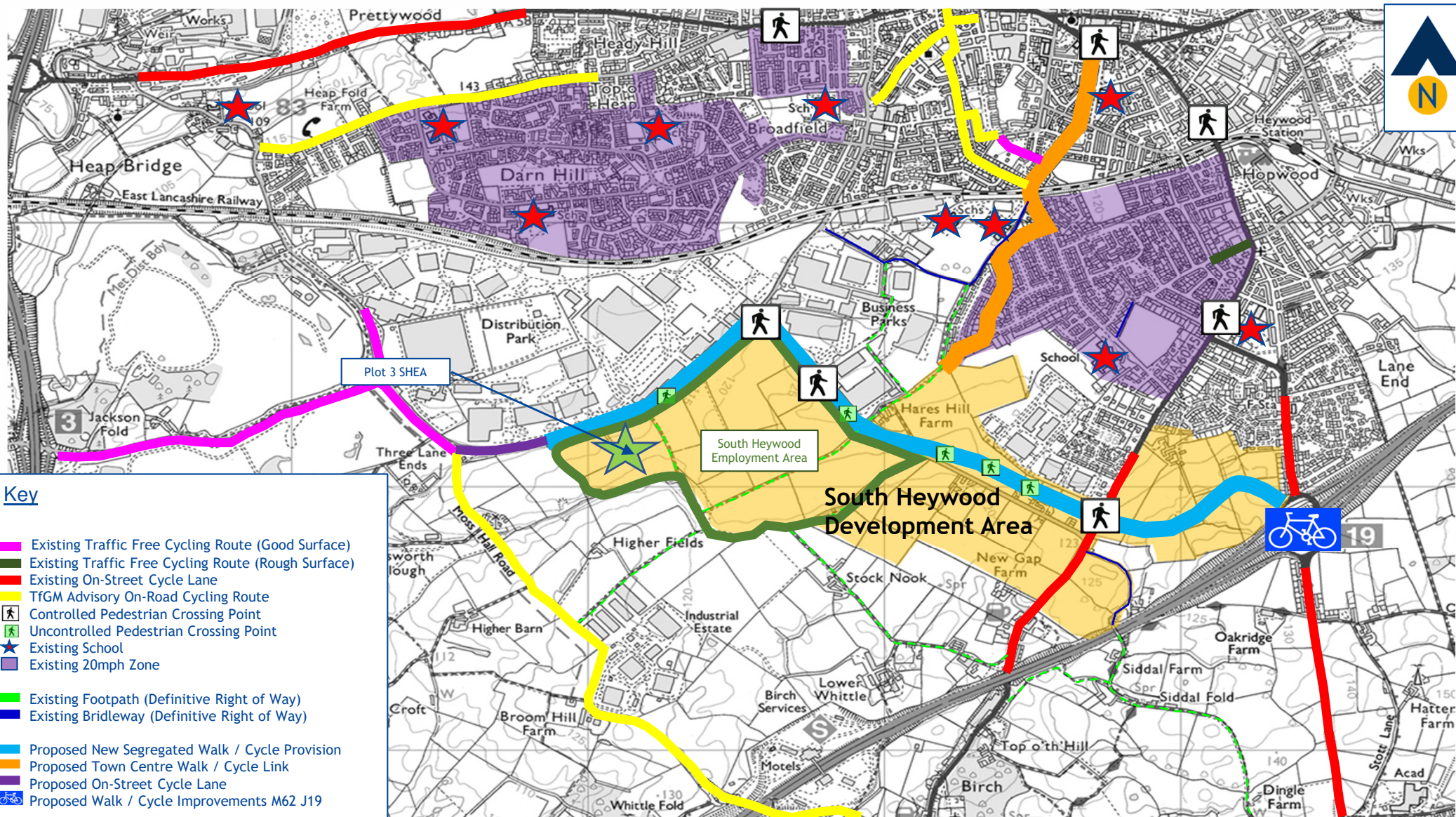


Figure HTN4

South Heywood Development Area Walking & Cycling Strategy and Local Links

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South Heywood Employment Area, Plot 3

March 2023

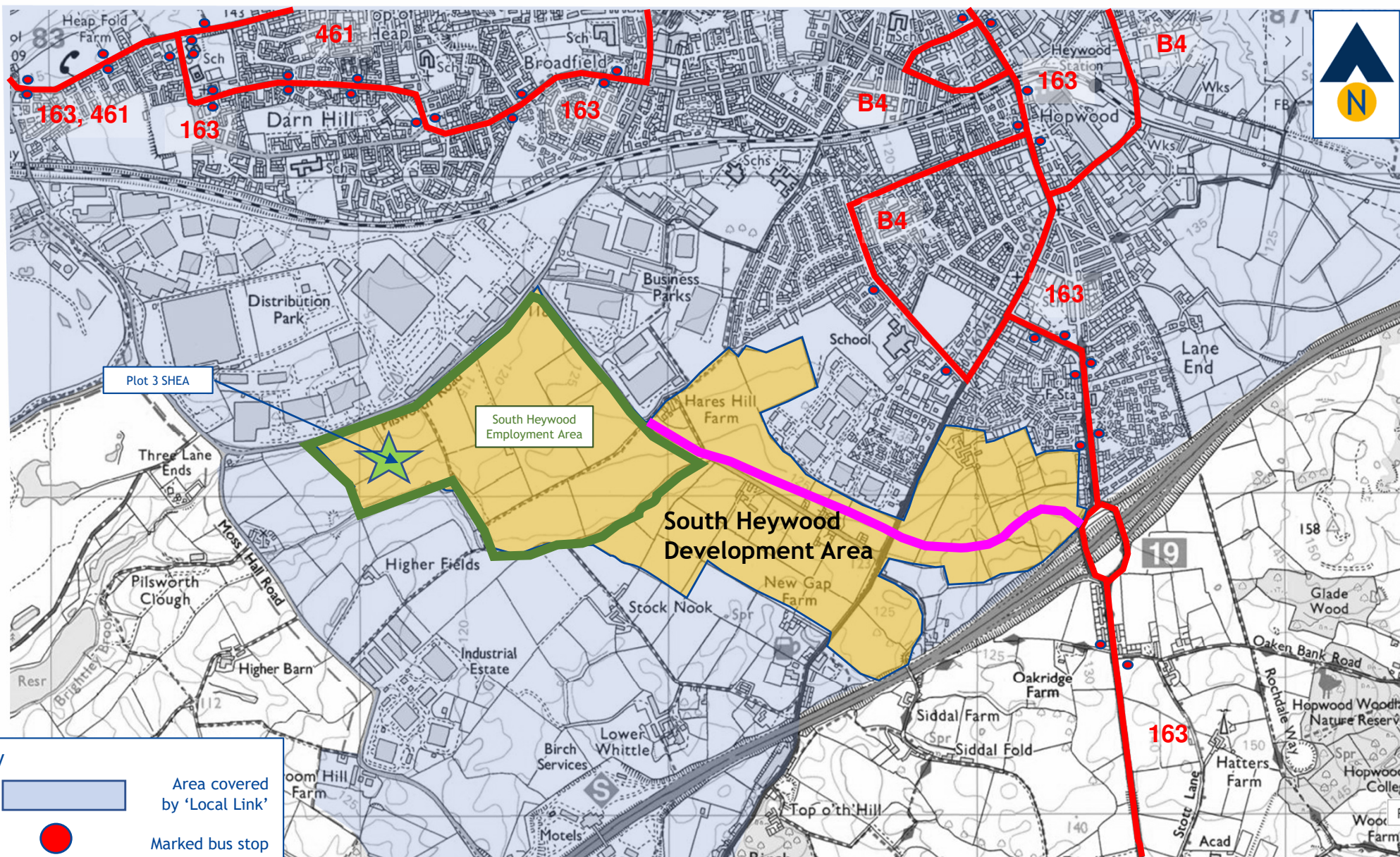


Figure HTN5

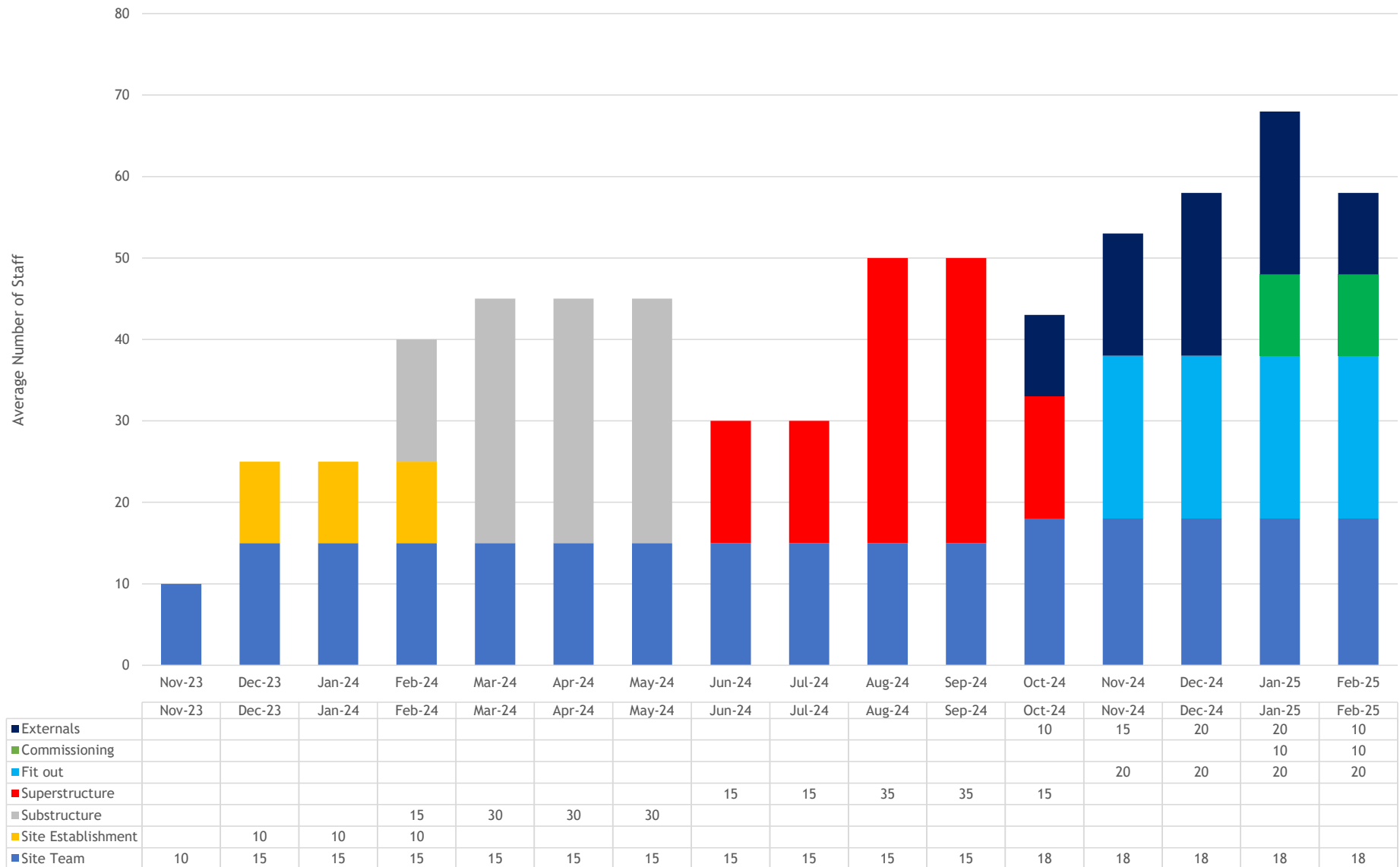
Existing Local Public Transport Services to the South Heywood Development Area

J000406

South Heywood Employment Area, Plot 3

March 2023

Estimated Plot 3 Construction Staffing Levels



Estimated Plot 3 Construction HGV Demand Levels (Arrivals)

