



TRANSPORT STATEMENT Dig Gate Lane, Rochdale

October 2022

Prepared for: Enzygo

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1. INTRODUCTION

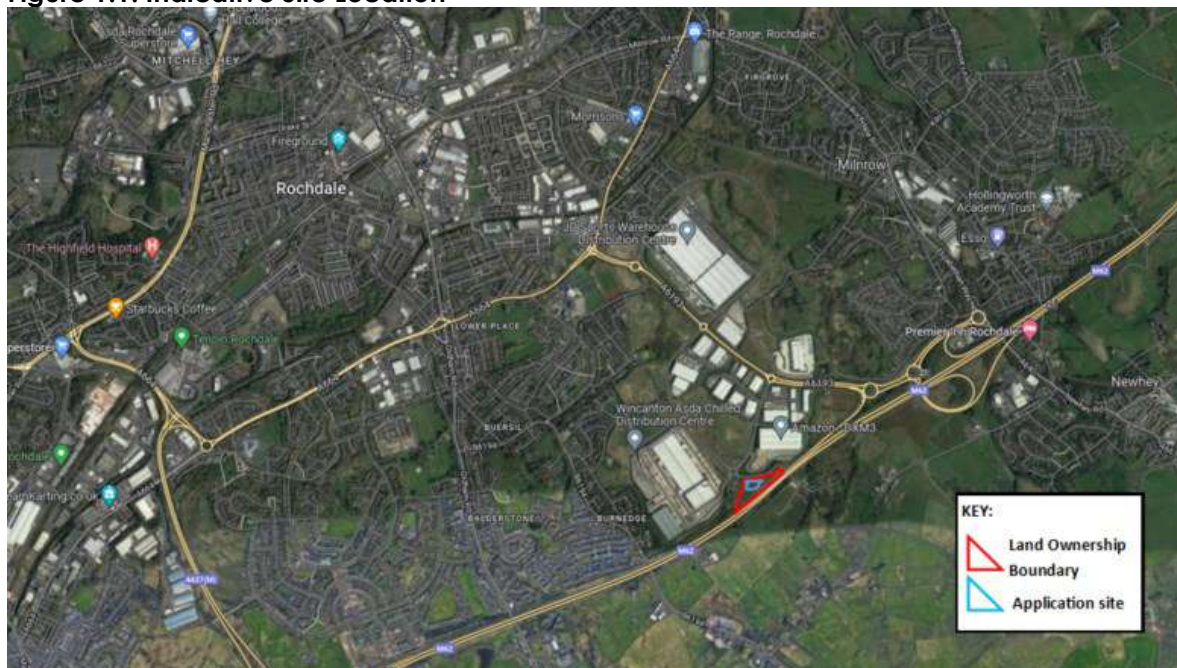
Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed to prepare a Transport Statement (TS) on behalf of Enzygo, to accompany a planning application for a gas-powered reserve energy facility on land to the south of Dig Gate Lane, Rochdale. This TS is supported by a Construction Traffic Management Plan (CTMP), also prepared by TPS, which includes additional information for the construction phase of the development and should be read in conjunction with this report.

Site Location and Development Proposals

- 1.2 The site is located to the south of Dig Gate Lane, with an approximate area of 4,261sqm. It is located approximately 3.3km southeast of Rochdale town centre and 2.2km southwest of junction 21 M62 and is bound by Dig Gate Lane to the north, M62 to the east / south and a private dwelling to the west. Immediately north / west of the site, the land use is primarily industrial, forming part of Kingsway Business Park (Rochdale Borough Council draft plan – ref. AL/EMP/1). The proposed development site also forms part of this allocation. The site location is illustrated in **Figure 1.1** below, whilst a site layout plan is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)



- 1.3 The application seeks permission for a 4.4MW gas-powered reserve energy facility. Access to the site will be taken via a priority T-junction on the southern side of Dig Gate Lane.
- 1.4 It is envisaged that the construction period will last 6-7 months, during which there will be a maximum of 20 staff working on site any one time. Working hours at the site would be 07:30-18:00, Monday-Friday, and 07:30-12:00 on a Saturday and Bank Holidays. Once the site is built out and operational, the gas-powered reserve energy facility will not generate daily vehicle movements. Indeed, the upkeep and maintenance of the facility will be minimal, requiring up to one maintenance vehicle to access the site per month.

Report Structure

- 1.5 Following this introductory section:

Section 2 – describes the transport planning policy context within which the proposals will be assessed;

Section 3 – details the accessibility of the development site;

Section 4 – details the local highway network and provides a summary of local accident data;

Section 5 – summarises the likely vehicle trip generation associated with the proposals;

Section 6 – considers the access, parking and servicing arrangements; and

Section 7 – offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed.

National Policy Context

National Planning Policy Framework (NPPF, MHCLG, July 2021)

- 2.2 The National Planning Policy Framework was revised in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework from February 2019.
- 2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.4 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 111). Whilst Paragraph 112 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.



- 2.5 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of the NPPF.

Local Policy

Greater Manchester Transport Strategy 2040 – Transport for Greater Manchester (TfGM), February 2017

- 2.6 The Greater Manchester Transport Strategy outlines how TfGM's ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.
- 2.7 The overarching vision for Greater Manchester by 2040 is to have *“world class connections that support long-term, sustainable economic growth and access to opportunity for all”*. The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:
- *“Supporting sustainable economic growth;*
 - *Protecting our environment;*
 - *Improving quality of life for all; and*
 - *Developing an innovative city-region.”*
- 2.8 The following policy has been acknowledged as relevant to the development proposals:
- a) **Policy 4:** *“TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network”.*

- 2.9 The development proposals will meet the policy aspirations of the TfGM Greater Manchester Transport Strategy, being in a highly accessible location, supporting a reduction in the highway impact.

Rochdale Local Plan Core Strategy (2016)

- 2.10 The Rochdale Council Core Strategy was adopted in October 2016 and is the lead document of the Council's Local Plan.
- 2.11 Policy SO5 relates to improved accessibility and the delivery of sustainable transport and states: *“To do this we will focus on:*



1. *Directing development to the most accessible locations or those that can be made more accessible by public transport;*
2. *Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;*
3. *Improving access to the public transport network;*
4. *Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and*
5. *Ensuring new development contributes to transport improvements and the use of public and other sustainable transport."*

2.12 Policy T2 relates to improving accessibility and states: "We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities."

2.13 The proposed development forms part of the Kingsway Business Park (Rochdale Borough Council draft plan – ref. AL/EMP/1).

Summary

2.14 This Transport Statement demonstrates how the proposals are complementary to the local policy documents discussed above, as well as national planning guidance. **Section 3** identifies the existing opportunities in the vicinity of the site for sustainable travel.



3. ACCESSIBILITY

Introduction

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

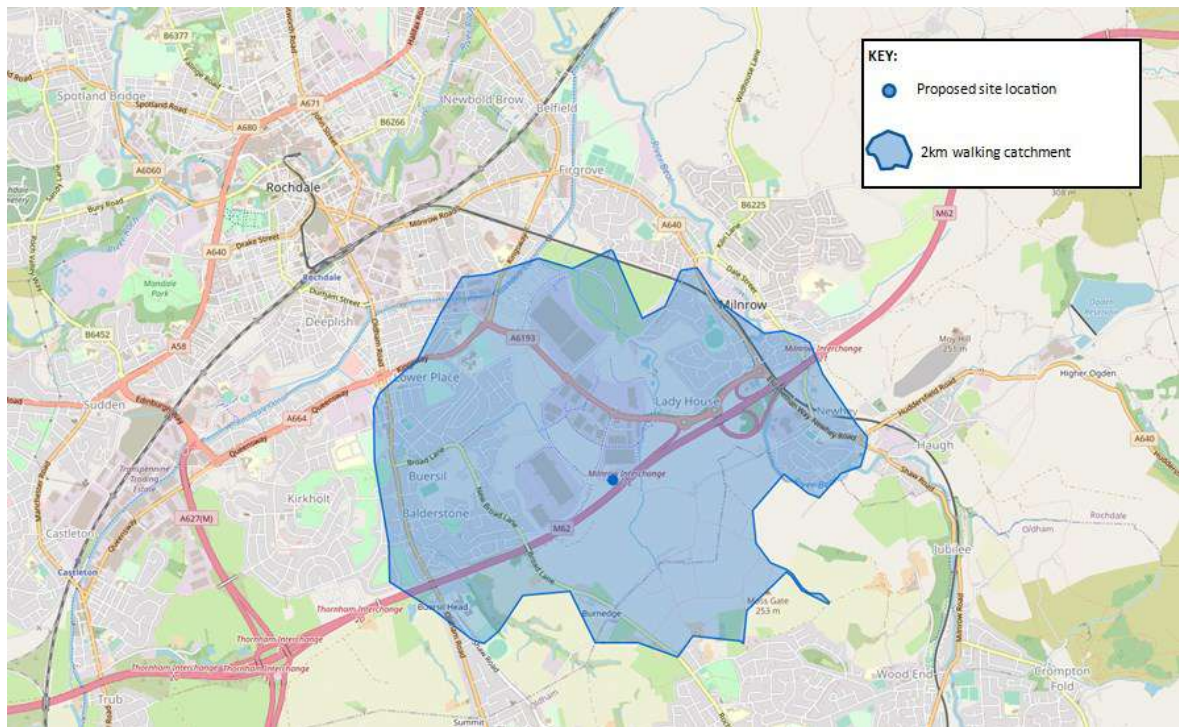
Sustainable Modes

- 3.2 Accessibility for pedestrians is summarised as follows:

- Running along the western boundary of the site is a PROW. Extending southwest for approximately 650m, this route gives access to the B6194 and surrounding residential streets in an 8-minute walk or a 2 minute cycle.
- On the north side of Dig Gate Lane, a PROW runs north for approximately 650m, past the surrounding industrial units and under the A6193, giving access to residential units to the north of the site in Milnrow. This route provides a more direct route to/from the B6194.
- There is a pedestrian refuge island with dropped kerbs and tactile paving where Dig Gate Lane meets John Milne Avenue at a four arm roundabout junction, facilitating pedestrian movement around the junction;
- John Milne Avenue, to the northeast of the site, and the Industrial Estate Access Road, to the north west, are bound by footways on both sides, with street lighting along the entirety; and
- Footways and street lighting are provided on both sides of the A6193, heading east towards Newhey and west / northwest towards Rochdale.

- 3.3 **Figure 3.1**, overleaf, shows a 2km walking catchment, reflecting guidance from IHT for acceptable walking distances for commuting to work. The 2km catchment includes Lady House, Balderstone and Buersil and the majority of Lower Place.

Figure 3.1: 2km Walking Catchment



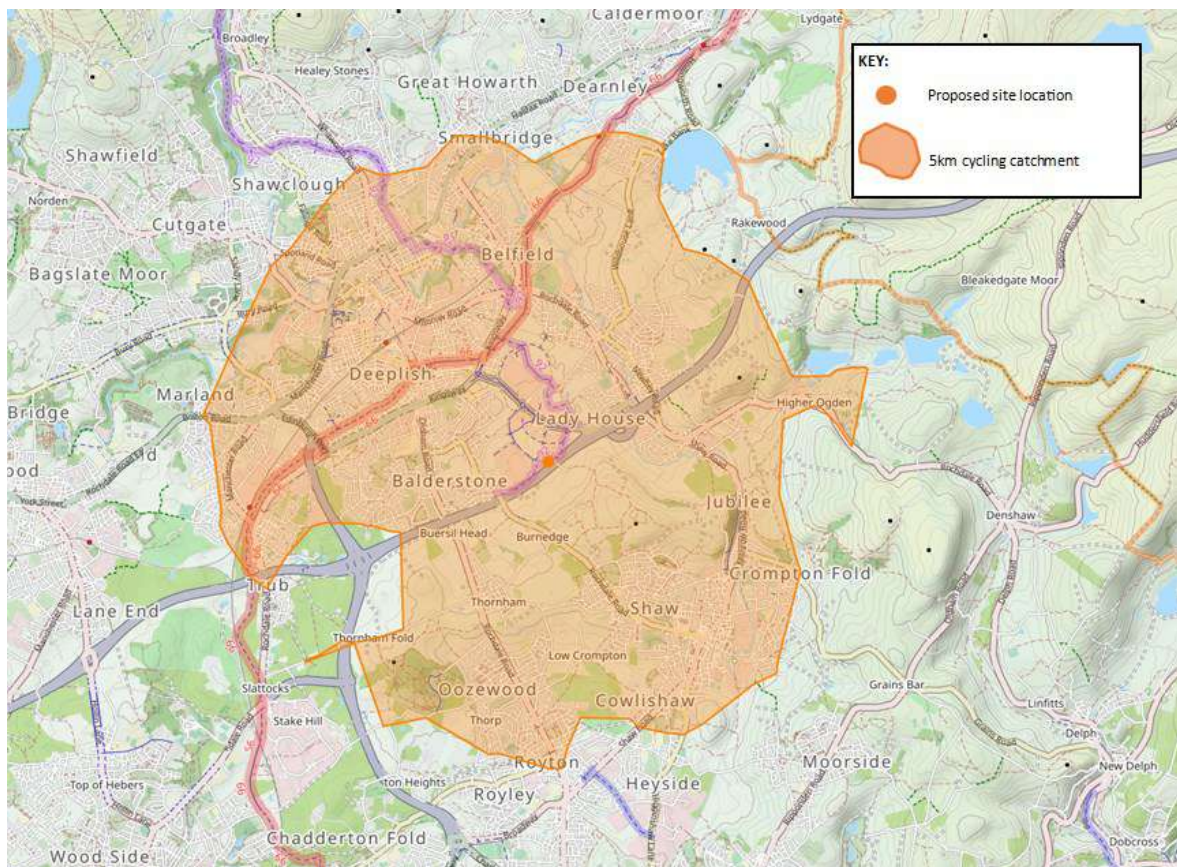
(Source: Open Street Map)

- 3.4 Given the location of the site, in proximity to surrounding residential areas, it could be expected that some staff could travel to the site on foot.

Cycling

- 3.5 **Figure 3.2**, overleaf, illustrates a 5km cycle catchment from the site access point on Dig Gate Lane. The 5km catchment includes the areas mentioned in the walking catchment, as well as Deepish, Belfield, Balderstone, Shaw and Oozewood. Therefore, cycling offers a sustainable option for staff commuting from these areas, which reduces the need to travel by car/van.

Figure 3.2: 5km Cycling Catchment



(Source: Open Cycle Map)

- 3.6 Segregated cycle lanes on John Milne Avenue and the Industrial Estate Access Road, to the northwest, provide a safe environment for cyclists to access the site.
- 3.7 Alternatively, public right of way paths in the vicinity of the site provide access to National Cycle Network (NCN) Route 92, which extends north into Whitworth and Shawforth.
- 3.8 NCN Route 92 connects with NCN Route 66, approximately 2.8km north of the site. This route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston Upon Hull.

Amenities

- 3.9 A number of key amenities can be accessed within a 2km distance of the site, including; The Best One – Turfhill, Spring Inn, Sharrons BLTs and La Scala. The provision of food/drink facilities within a short walk of the site, reduces the need to travel by car/van to access these facilities during the working day.

Bus Services

- 3.10 The nearest bus stop to the site is located on John Milne Avenue, with an additional stop on the Industrial Estate Access Road. These are shown in **Figure 3.3**.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

- 3.11 Located approximately 350m from the site entrance on Dig Gate Lane, the bus stop on John Milne Avenue, adjacent to the Amazon Warehouse, has two services operating on an hourly basis. These services connect the site with Rochdale, Middleton and Milnrow.
- 3.12 The bus stop found to the northwest of the site, on the Industrial Estate Access Road, supports the same services, the Rochdale Runner R6 and R7. **Table 3.1** provides a breakdown of the buses serving the aforementioned stops.

Table 3.1: Bus Service Summary

Bus Service		Approximate Headway	
		Mon-Fri Daytime	Mon-Fri Evening
R6	Rochdale - Milnrow	60 mins	60 mins
R7	Rochdale - Middleton	60 mins	120 mins

- 3.13 Given the availability of the above bus services, there are opportunities for construction workers to travel to/from the site by bus, as an alternative to the private car / van.

4. HIGHWAY NETWORK

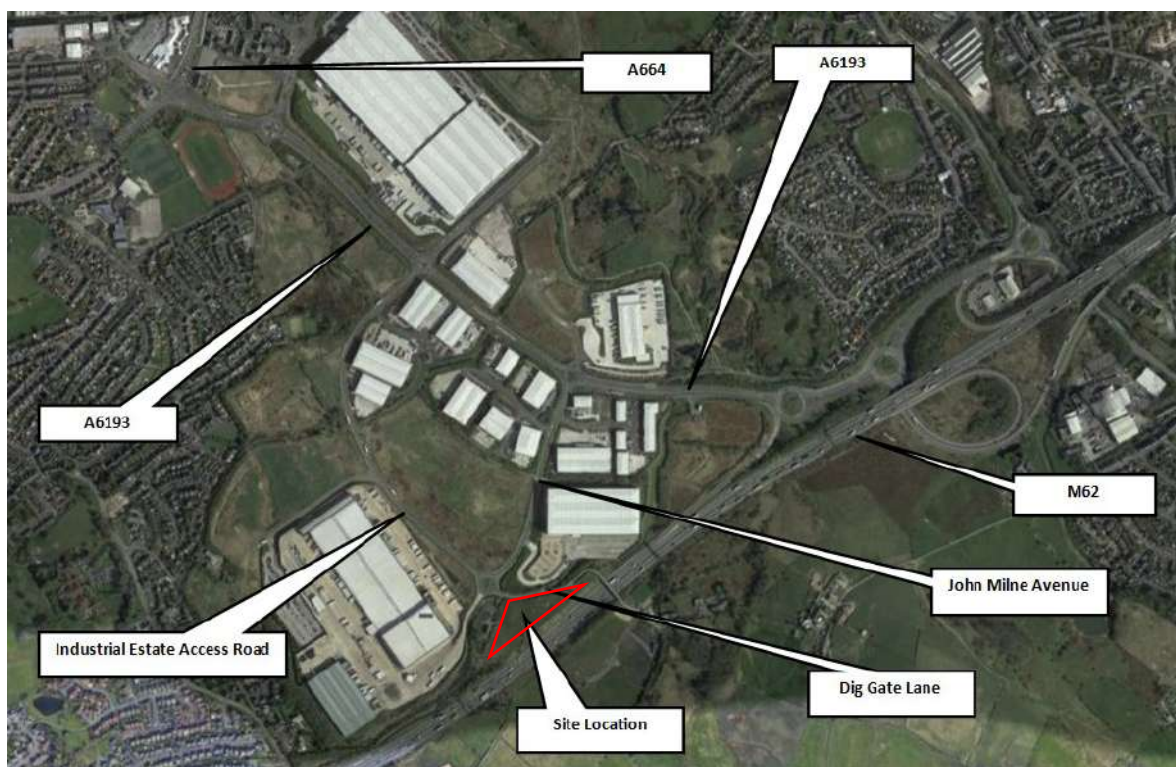
Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network and summarises the historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the Local Highway Network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The development is to take access from the northeast boundary of the site, onto Dig Gate Lane. Dig Gate Lane has an approximate width of 4.5m, running approximately east - west. Considered a private lane, no unauthorised through traffic is permitted along Dig Gate Lane, except for access to the proposed site.
- 4.4 Pedestrian and cycle access is permitted along Dig Gate Lane, with PROW's located on the north and south side of the carriageway. Extending for approximately 650m, the route that runs along the western boundary of the site gives access southwest to the B6194 New Broad



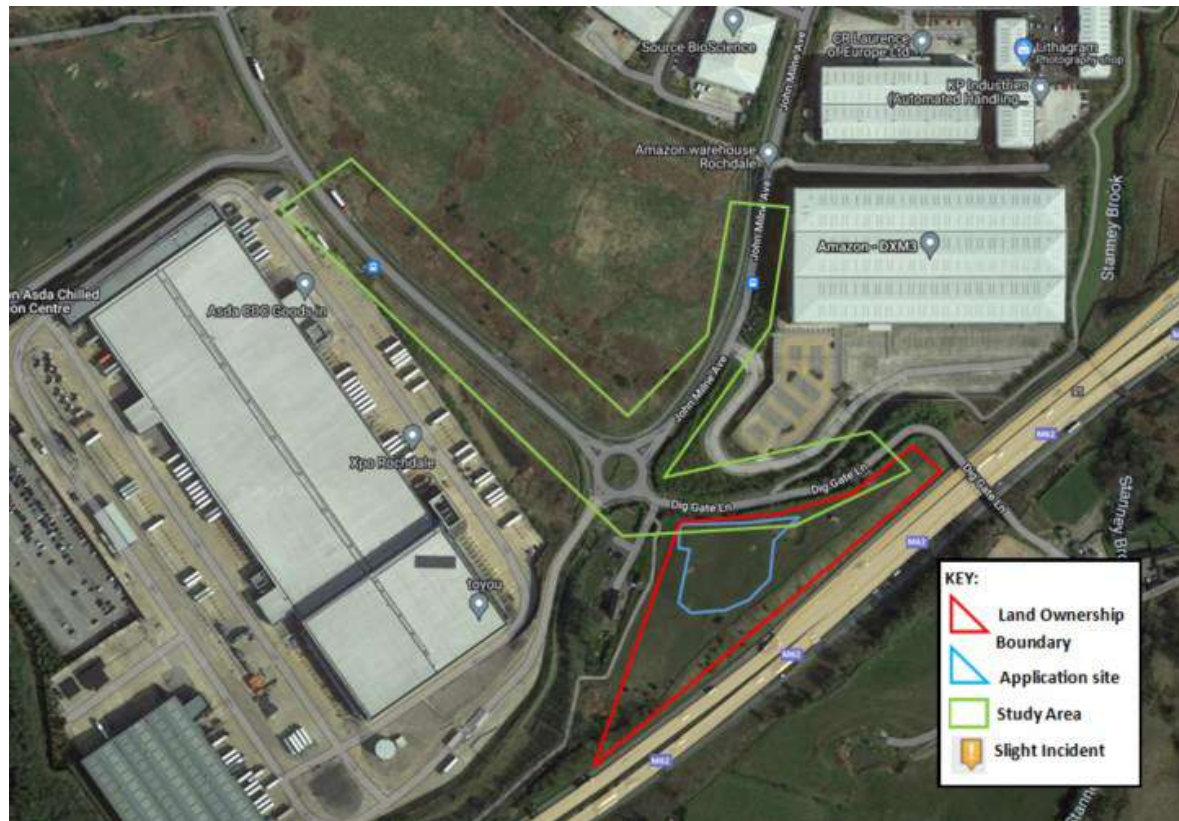
Lane and the surrounding residential streets. On the north side of Dig Gate Lane, the PROW runs broadly north for approximately 650m, giving access towards Milnrow.

- 4.5 Running west for approximately 180m from the proposed site access, Dig Gate Lane is accessed via a 4-arm roundabout that serves the industrial estate. In the vicinity of the site. Pedestrian crossing facilities are provided at the roundabout in the form of dropped kerbs, tactile paving and refuge islands, supporting movement away from the site via 3m wide shared footways / cycleways, running northeast and northwest.
- 4.6 To the west / northwest, the Industrial Estate Access Road extends for approximately 850m and is bound by a 1.8m wide footway to the south, and a 3.5m shared use facility on the north side of the carriageway. Supported by street lighting, the carriageway is 8m wide and is bound by double yellow line parking restrictions along its entirety.
- 4.7 Laybys are present on both sides of the carriageway, with a series of minor access roads between here and the junction Industrial Estate Access Road / A6193. This junction is a 4-arm roundabout that gives access west, towards the A664 and Rochdale town centre, north onto Michael Faraday Avenue and east, along the A6193 towards the M62.
- 4.8 Back to the site, John Milne Avenue runs north and is approximately 8m wide. It is bound by a shared use route and street lighting along its entirety. The carriageway is subject to a 30mph speed limit and has parking restrictions for 450m, up to the junction of John Milne Avenue / A6193. This junction is a 4-arm roundabout that gives access west towards the A664 and Rochdale town centre, north towards an industrial estate and east along the A6193 towards the M62.
- 4.9 The A6193 is subject to a 40mph speed limit and extends east, bound by a shared use route supported by street lighting running adjacent on both sides of the carriageway. Approximately 400m to the east, the carriageway widens into 3 dedicated lanes on the approach to a roundabout that gives access to the A640 and M62 east and westbound.

Road Safety

- 4.10 Accident data for the most recent 5-year period (2017 – 2021) has been obtained from www.crashmap.co.uk for the network surrounding the site, as shown in **Figure 4.2**. Crashmap offers a definitive map of the official road collision statistics.

Figure 4.2: Accident Study Area



(Source: Crashmap)

- 4.11 As can be seen in **Figure 4.2**, no accidents were recorded across the accident study area, which includes Dig Gate Lane, John Milne Avenue and the Industrial Estate Access Road.
- 4.12 This suggests there are no existing road safety issues on the highway network within the immediate vicinity of the site. The development proposals are not expected to have a detrimental impact on this.



5. VEHICLE TRIP GENERATION

Introduction

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

Construction Traffic Trip Generation

- 5.2 The construction period of the gas-powered reserve energy facility is anticipated to take approximately 6-7 months. The number and timings of construction vehicle movements has been estimated based on similar projects of comparable scale elsewhere, however this is subject to certain external factors and so may be subject to change.
- 5.3 Vehicle movements associated with the construction are anticipated to consist of the following:
- Cars / minibus associated with construction workers;
 - Flatbed trucks transporting batteries;
 - Fuel tanker transporting fuel;
 - LGVs and HGVs in the form of tipper trucks associated with the delivery of aggregates / bituminous surfacing; and
 - Max legal articulated vehicles associated with the delivery of re-enforcing steel and miscellaneous goods.
- 5.4 It is envisaged that a maximum of 20 construction workers would be on site at any time. The scheduling of HGV movements will be strictly managed to ensure disruption is kept to a minimum. Approximately 30 HGV's / cranes are anticipated during the construction period (6-7 months).
- 5.5 The above equates to an average of 5 HGV movements per month. This is subject to change as the precise number of movements can only be finalised when a contractor is appointed, construction methods are agreed and a construction timetable drawn up. When movements associated with staff attending site are considered, and taking into account a worst-case scenario of all staff travelling in their own private vehicle, it could be expected that there would be 42 two-way movements to the site per day (including a worst case of a day when a HGV attends site – 2 two-way trip). Considering the anticipated work hours and shift patterns during the construction period, it can be expected that the majority of these trips will take place outside of the network peaks.



- 5.6 Working hours at the site would be 07:30-18:00, Monday-Friday, and 07:30-12:00, on a Saturday and Bank Holidays.
- 5.7 The above trip generation has been calculated based on feedback from the client, who has significant experience of this type of development.

Maintenance Trip Generation

- 5.8 Once the site is constructed, the gas-powered reserve energy facility will not generate vehicle trips. It is anticipated that once the site is built out and operational, one vehicle would travel to and from the site per month, likely in a pick-up type truck or van, to undertake any required maintenance.

Summary and Conclusion

- 5.9 It is estimated that the site could generate 41 two-way trips on a single day, as a worst-case scenario, of which 1 two-way trip would be undertaken by a HGV. The uplift in trip generation on the local highway network is considered to be minimal and would not have a severe impact on the local highway network.
- 5.10 A CTMP has been prepared to include additional information for the construction phase of development and should be read in conjunction with this report.

6. ACCESS, PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers the proposed access arrangements as well as parking and servicing requirements.

Access

- 6.2 Access to the site is to be taken via a new 8m wide vehicle crossover to the south of Dig Gate Lane. This will provide access to an internal parking area and loading/unloading area, as can be seen on the site layout plans attached at **Appendix A**.
- 6.3 Swept Path Analysis of the largest vehicle requiring access to the site, during the construction works, has been undertaken and is shown on the site layout attached at **Appendix A**. Whilst undertaking the vehicle manoeuvre shown, banksmen will be present to assist the driver. It should be noted that this manoeuvre will only be required during the construction phase and once constructed, maintenance trips are likely to be undertaken by an LGV.

Construction traffic route

- 6.4 The route to the site, from the strategic road network, comprises junction 21 of the M62 (eastbound / westbound), travelling west along A6193, south on John Milne Avenue and east onto Dig Gate Lane, towards the site entrance. This is shown on **Figure 6.1**, below.

Figure 6.1: Vehicle routing to M62



(Source: Google Maps)



- 6.5 The contractor will encourage all sub-contractors, labourers and tradesmen to car / van share on their journeys to and from the site, to further reduce the number of vehicle movements involved.
- 6.6 HGVs accessing the site will be informed of the above construction vehicle routing from junction 21 of the M62.

Parking

- 6.7 There will be sufficient parking space provided during the construction phase to accommodate staff and construction vehicles, as well as the unloading of delivery vehicles within the site. Personnel parking will be fully accommodated within the proposed construction compound and no overspill parking will not take place on surrounding adopted highway.
- 6.8 When the site is built out and operational, a parking area will not be required due to the minimal movements associated with the maintenance and upkeep of the site. As described above, one maintenance vehicle will access the site per month, negating the need for a permanent area of car parking.



7. SUMMARY & CONCLUSIONS

Summary

- 7.1 TPS has prepared this Transport Statement to accompany a planning application for 4.4MW gas-powered reserve energy facility on land to the south of Dig Gate Lane, Rochdale.
- 7.2 The following provides a summary of the key findings of the document:
- It has been demonstrated that key local amenities can be accessed by sustainable modes and construction workers could travel by sustainable modes from surrounding residential areas and from further afield via public transport;
 - The proposals are in keeping with both local and national policy;
 - It has been demonstrated that a suitable access can be provided from Dig Gate Lane, 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 less than one HGV delivery per week, over a period of 6-7 month construction period;
 - The traffic impacts associated with the development are limited. Given the existing agricultural use of the site, and the minimal vehicle trips associated with the upkeep of the site once operational, the anticipated changes in traffic flows will not have a material impact on the operation of the local highway network.
 - There are no existing road safety issues that could be exacerbated by the proposals;
 - A CTMP has been prepared to include additional information for the construction phase of development and should be read in conjunction with this report.

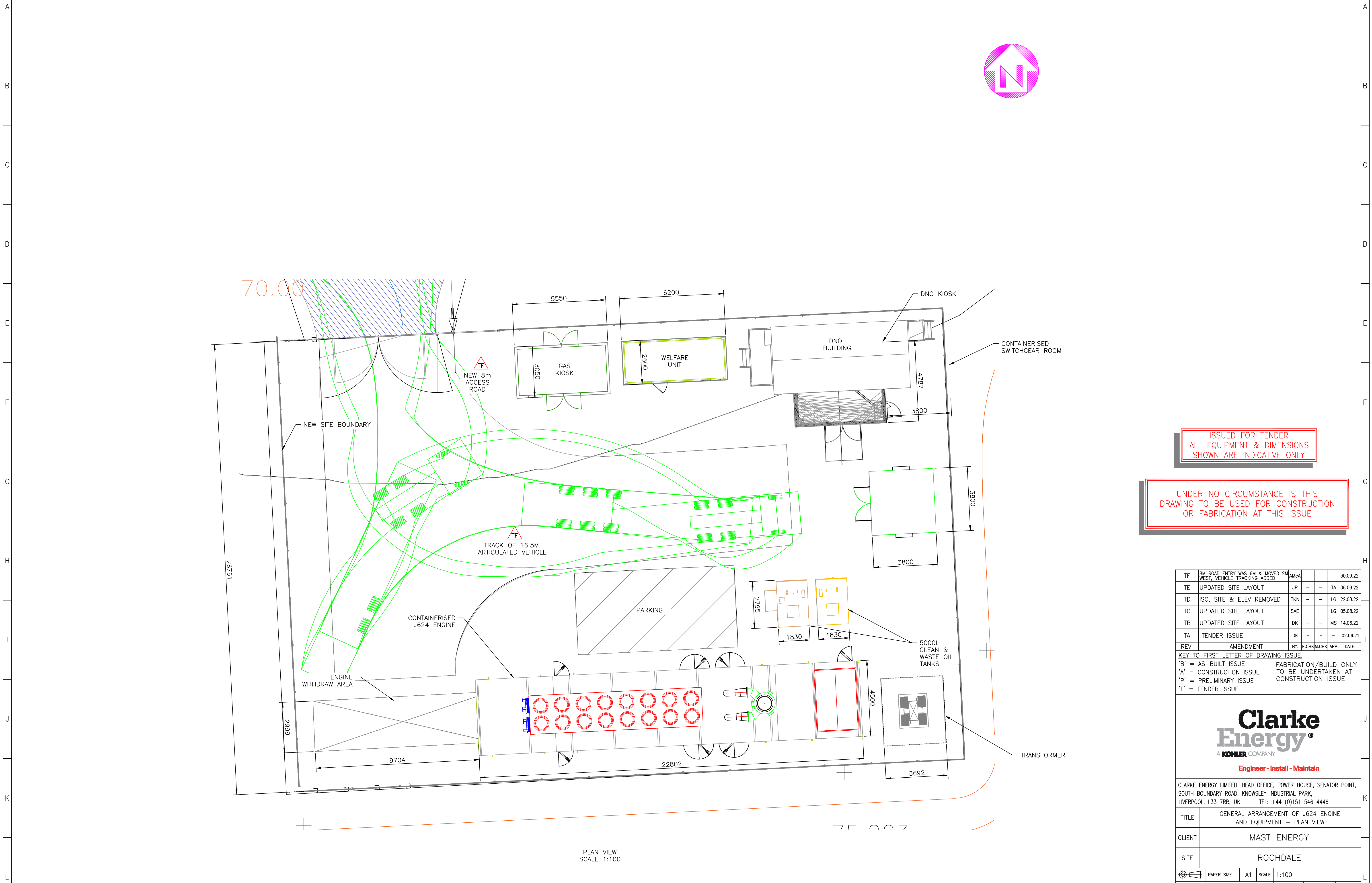
Conclusion

- 7.3 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 development should not be granted planning consent.



Appendix A

Site Layout



ISSUED FOR TENDER
ALL EQUIPMENT & DIMENSIONS
SHOWN ARE INDICATIVE ONLY

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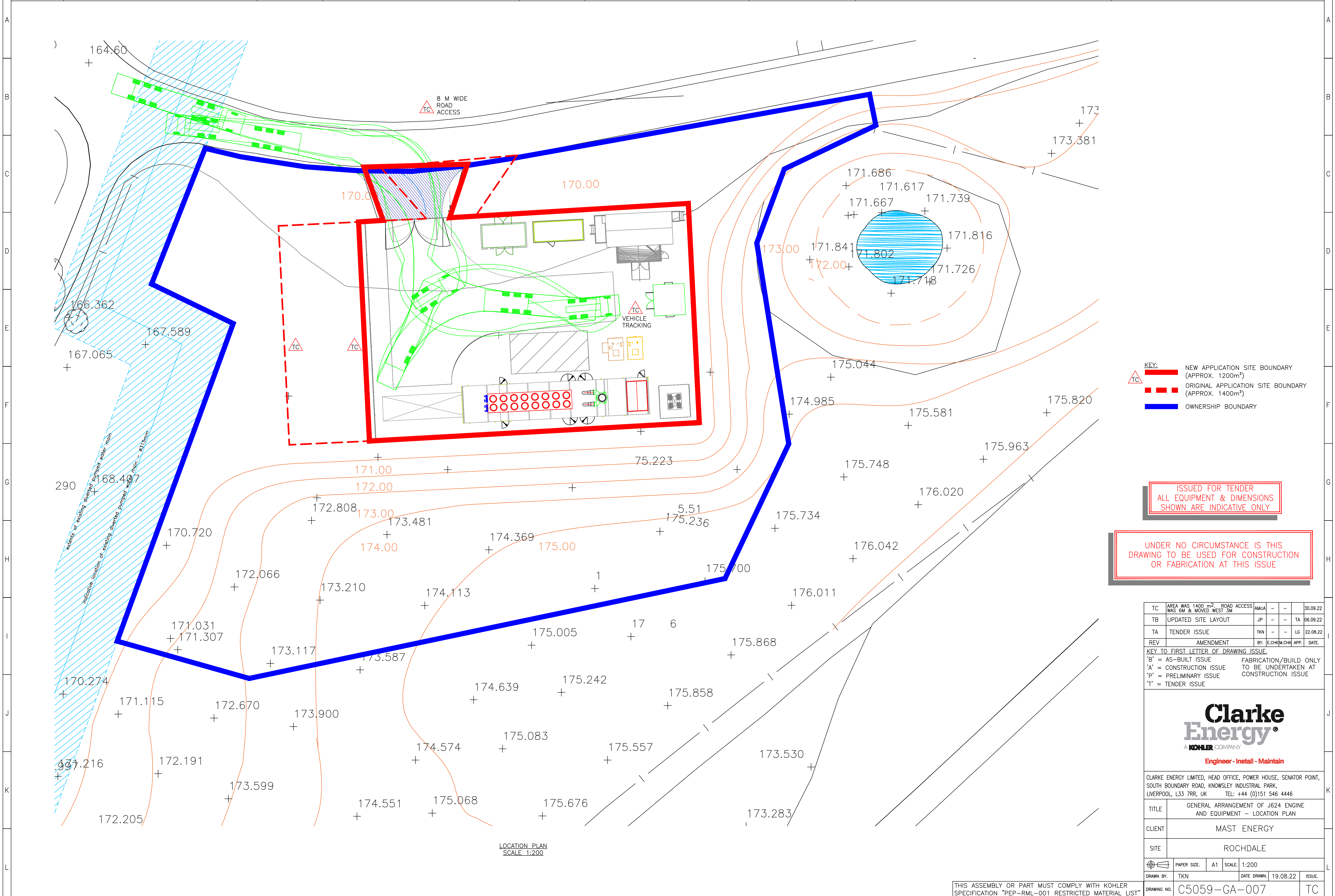
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TD	ISO, SITE & ELEV REMOVED	TKN	-	-	22.08.22
TC	UPDATED SITE LAYOUT	SAE	-	-	05.08.22
TB	UPDATED SITE LAYOUT	DK	-	-	14.06.22
TA	TENDER ISSUE	DK	-	-	02.06.21
REV	AMENDMENT	BY: E.CHKM	CHK: APP.	DATE	
KEY TO FIRST LETTER OF DRAWING ISSUE.					
'B' = AS-BUILT ISSUE			FABRICATION/BUILD ONLY		
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TITLE	GENERAL ARRANGEMENT OF J624 ENGINE AND EQUIPMENT - PLAN VIEW				
CLIENT	MAST ENERGY				
SITE	ROCHDALE				
	PAPER SIZE.	A1	SCALE.	1:100	
DRAWN BY.	DANIEL K		DATE DRAWN.	02.06.21	ISSUE.
DRAWING NO.	C5059-GA-001				TF

THIS ASSEMBLY OR PART MUST COMPLY WITH KOHLER SPECIFICATION "PEP-RML-001 RESTRICTED MATERIAL LIST"



KEY:
NEW APPLICATION SITE BOUNDARY (APPROX. 1200m²)
ORIGINAL APPLICATION SITE BOUNDARY (APPROX. 1400m²)
OWNERSHIP BOUNDARY

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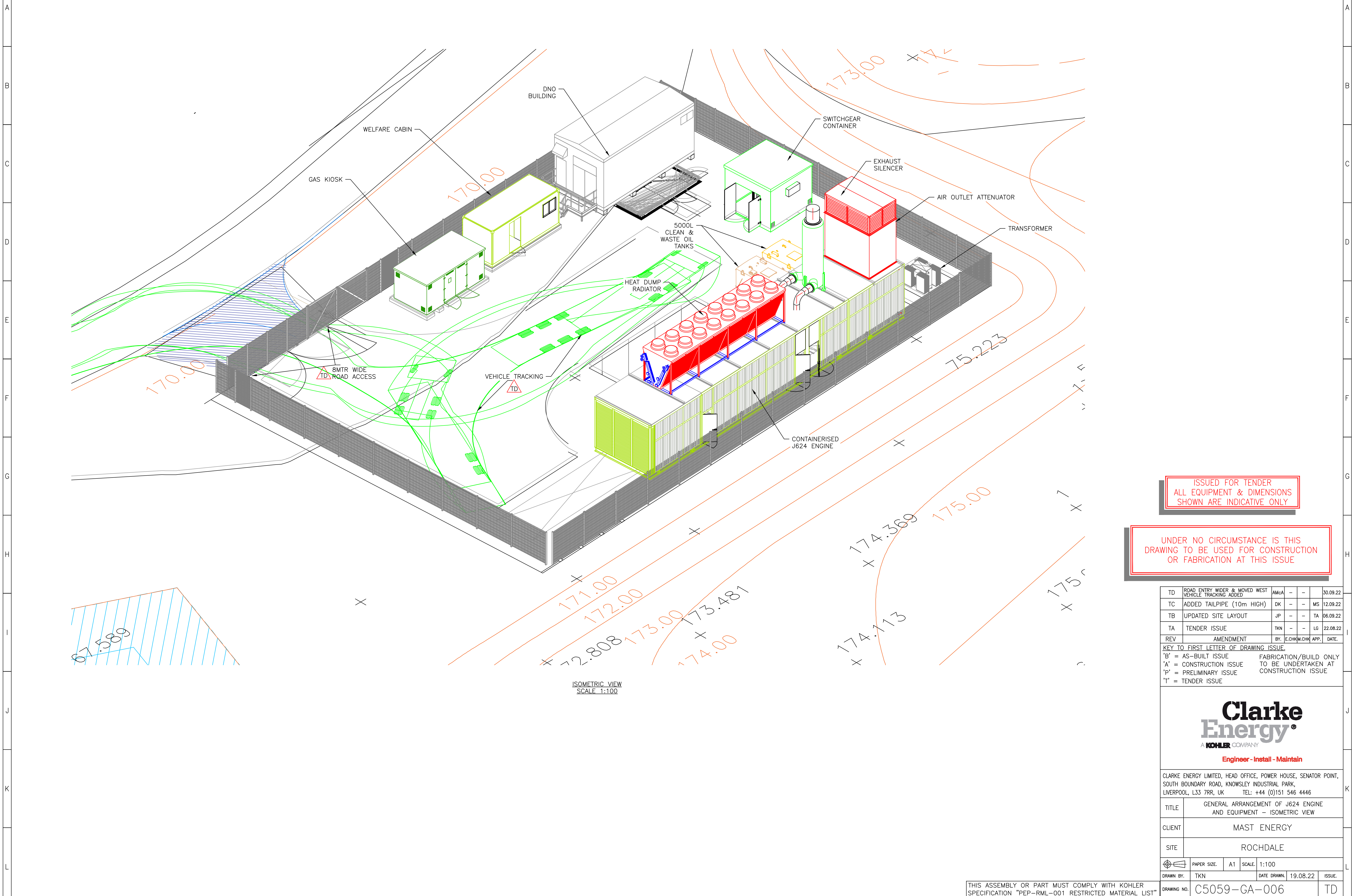
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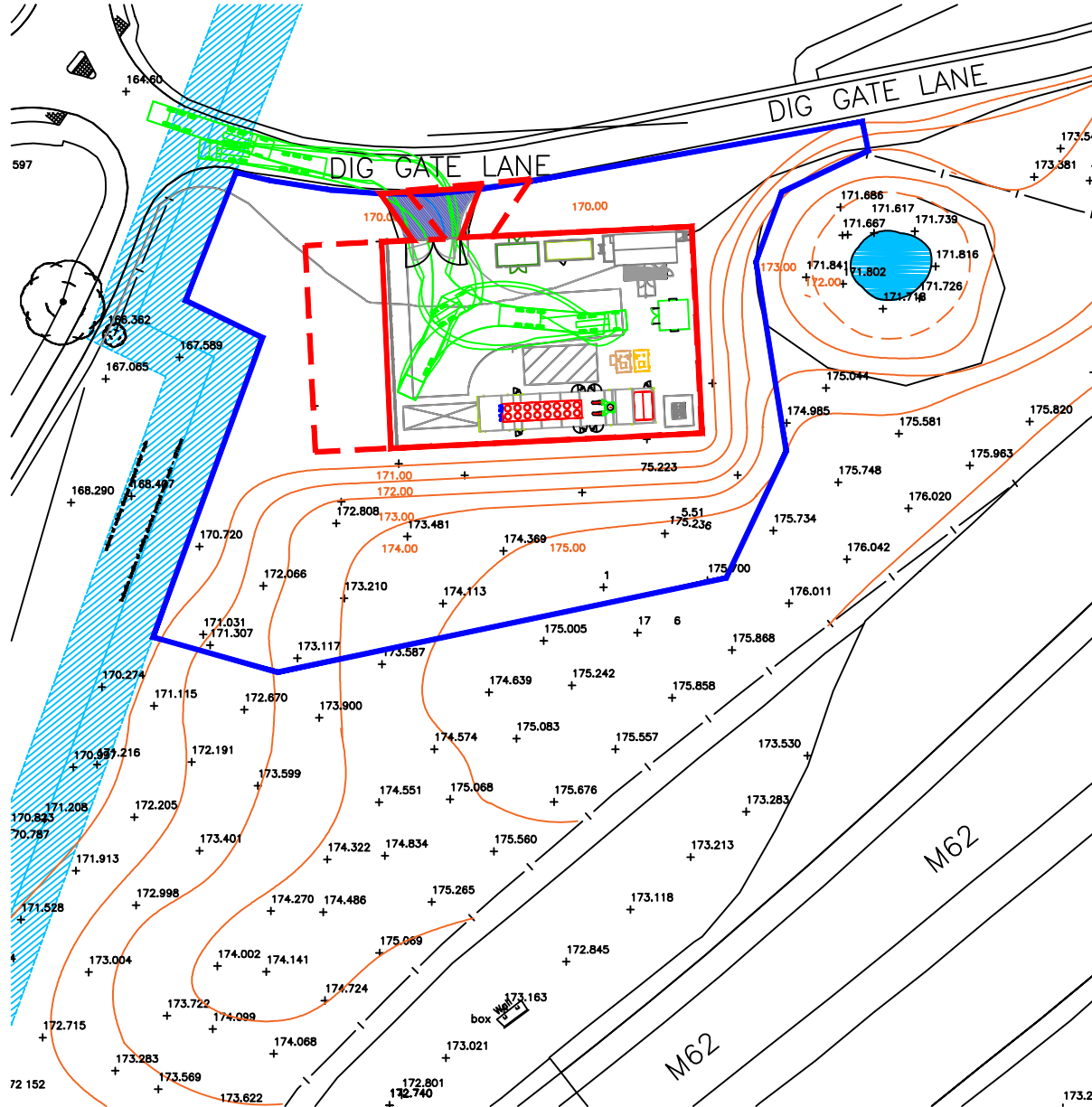
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TITLE	GENERAL ARRANGEMENT OF J624 ENGINE AND EQUIPMENT - LOCATION PLAN				
CLIENT	MAST ENERGY				
SITE	ROCHDALE				
PAPER SIZE:	A1	SCALE:	1:200		
DRAWN BY:	TKN	DATE DRAWN:	19.08.22	ISSUE:	
DRAWING NO.	C5059-GA-007				TC

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REV	AMENDMENT	BY.	CHK.	APP. DATE.

		PAPER SIZE.	A4	SCALE. 1:1250	TITLE GENERAL ARRANGEMENT OF J624 ENGINE AND EQUIPMENT – LOCATION PLAN (ZOOM OUT)					
<u>KEY TO FIRST LETTER OF DRAWING ISSUE.</u> 'B' = ASBUILT ISSUE 'A' = CONSTRUCTION ISSUE 'P' = PRELIMINARY ISSUE 'T' = TENDER ISSUE FABRICATION/BUILD ONLY TO BE UNDER TAKEN AT CONSTRUCTION ISSUE					CLIENT	MAST ENERGY				
					SITE	ROCHDALE				
					DRAWN BY.	DANIEL K	DATE DRAWN.	23.08.22	ISSUE.	
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