

Battery Storage, Rochdale

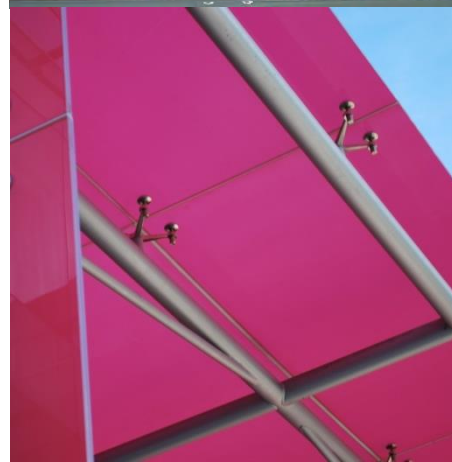
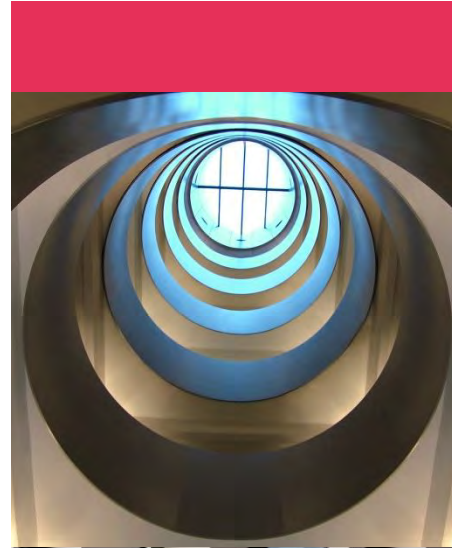
Transport Statement

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Revision: P04

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Client Name: Shaw Energi



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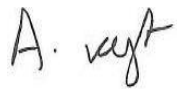


Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft issue	AV	AV	06 April 2023
P02	Second issue	AV	AV	26 June 2023
P03	Third issue	AV	AF	30 June 2023
P04	Fourth Issue	AV	AF	10 July 2023

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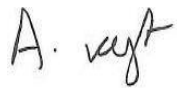
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Drawing 083237-CUR-00-XX-DR-TP-05006 – (Swept Path Analysis) 10m Rigid HGV – Temporary Construction Access

Drawing 083237-CUR-00-XX-DR-TP-05008 – (Swept Path Analysis) 3.5t Panel Van – Rake, Lower Jowkin Lane, and Parking Area

Drawing 083237-CUR-00-XX-DR-TP-75001 – Construction Access Visibility Splay

Appendices

Appendix A – Architect's Drawings

1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins has been appointed by Shaw Energi to provide traffic and transport advice in relation to a planning application for a new containerised battery storage facility, a substation and associated infrastructure near Rochdale Power Station, Rochdale.
- 1.1.2 The proposed development would provide essential grid balancing services to the National Grid in line with local and national planning policy on low carbon technology and the drive to tackle climate change.
- 1.1.3 The development itself will not generate any trips beyond the occasional maintenance vehicle. However, construction activities will generate some movements for a period of time and this requires consideration.
- 1.1.4 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 At the outset, it should be noted that Paragraph 111 of the National Planning Policy Framework (2021) 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.”

- 1.2.2 This Transport Statement (TS) has therefore been prepared to inform Highway Officers at Rochdale Borough Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. It seeks to demonstrate that there would be no unacceptable impact on highway safety and the residual cumulative impacts would not be severe.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in planning policy.
- 1.3.2 On this basis, the TS contains the following:
 - Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years
 - Details of the proposed routing to the site for both construction and operational vehicles;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays; and

- Details of construction and operational vehicular trips and commentary on highway impacts.

1.3.3 Given that there will be no day to-day staff or traffic associated with the proposed development once operational, accessibility has not been considered.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, vehicular / cable routing, and parking provision, while **Section 4** outlines the vehicular trips associated with the proposed development during the construction and operational phases.

1.4.4 **Section 5** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The battery storage facility is located to the west of Rochdale town centre, slightly beyond the town's built-up area.

2.1.2 **Figures 2.1** and **2.2** below show the immediate site location as well as the local context:



Figure 2.1 – Site Location – Immediate

(Source: Google Earth, 2023)

Note: The site area shown is indicative only. Please refer to PYE's Location Plan in **Appendix A** for the full red line.

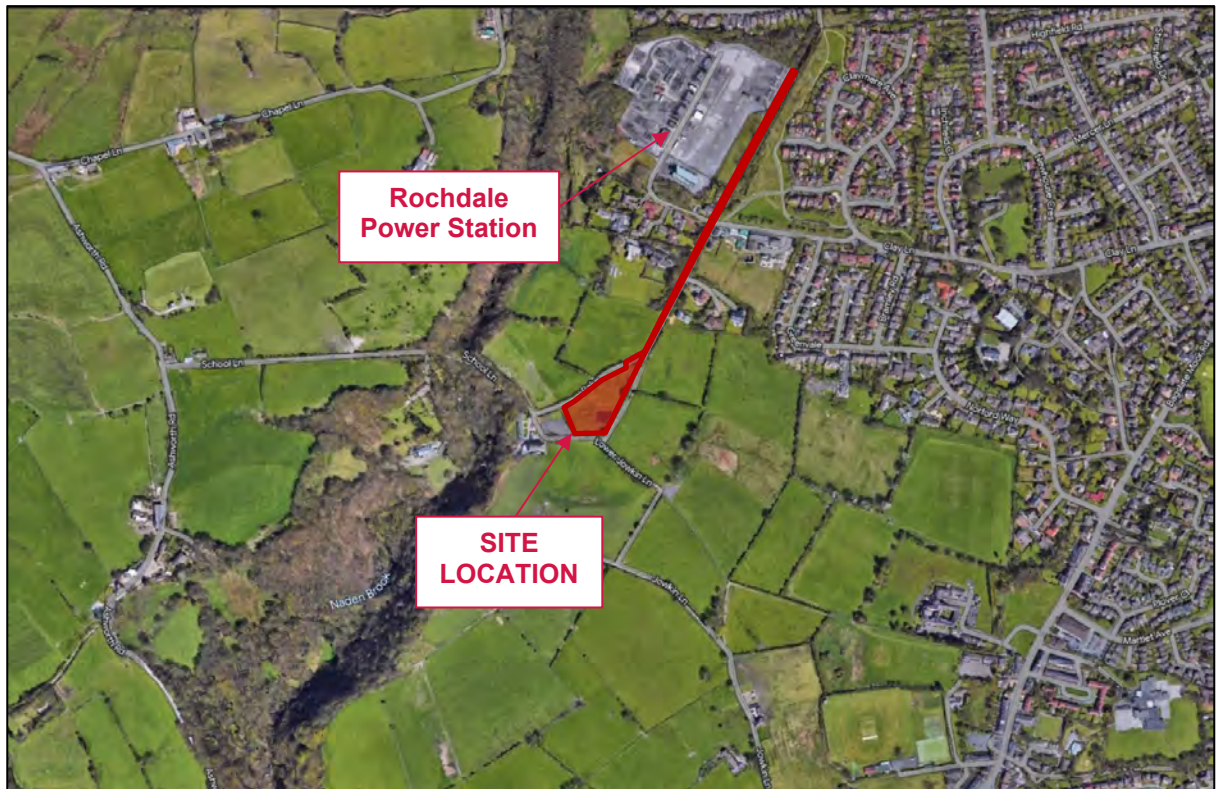


Figure 2.2 – Site Location – Local
(Source: Google Earth, 2023)

2.2 Existing Use and Access

- 2.2.1 The site is primarily situated at grid reference SD856134. It comprises c. 0.95 hectares of land with the main parcel of land bounded to the north by Rake Lane, to the west and south by Lower Jowkin Lane and to the east by Furbarn Road, and a thin stretch along Furbarn Road to the north to Rochdale Power Station.
- 2.2.2 The surrounding area is primarily agricultural, with cultivated fields and grazing land to the north, south and east of the site. Ashworth Cattery (Waterloo Farm) is located directly to the west, between the development and Jowkins Wood. There are no other residential dwellings within the immediate vicinity of the main parcel of land within the site (i.e. not Furbarn Road).

2.3 Surrounding Highway Network

- 2.3.1 An extract of the adopted highways plan received from Rochdale Highways is presented below as **Figure 2.3:**

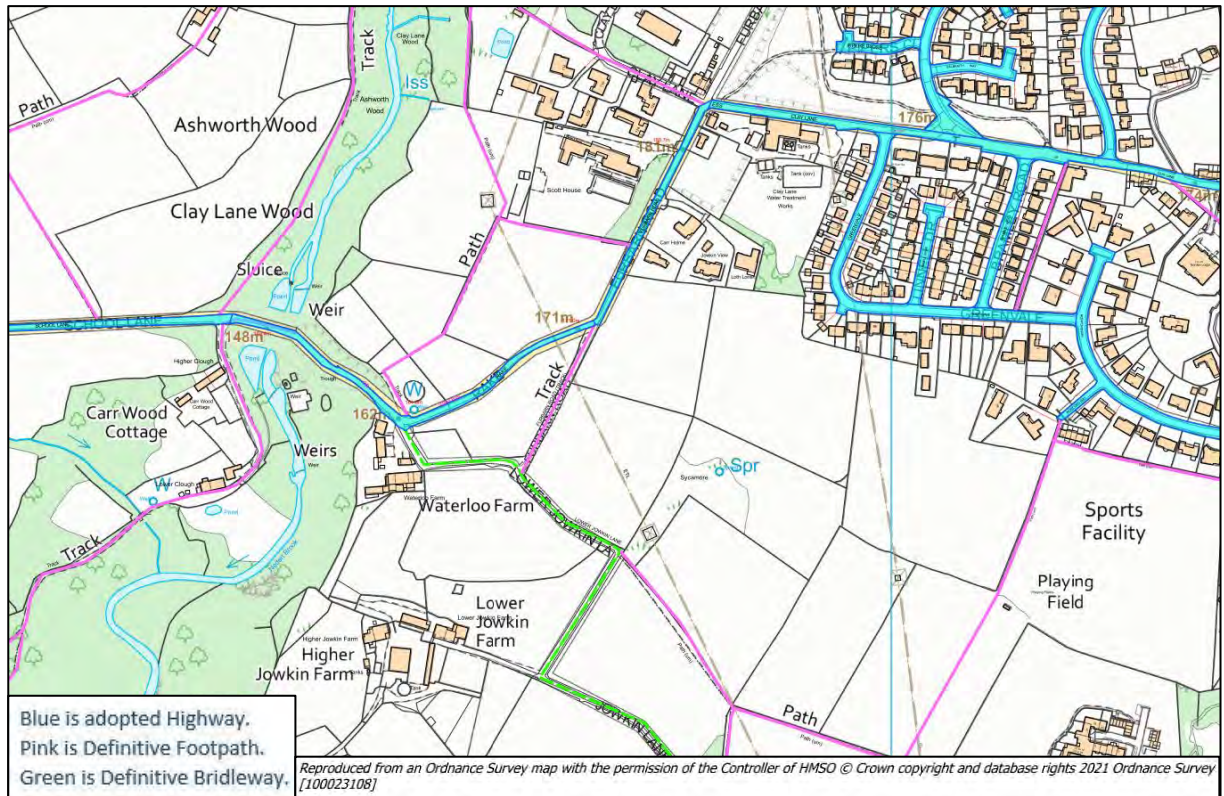


Figure 2.3 – Status of Paths and Roads

(Source: Rochdale Highways, 2023)

- 2.3.2 As shown above, Furbarn Road is a footpath between Lower Jowkin Lane and Rake – which are a bridleway and adopted highway, respectively – and adopted highway between Rake and Clay Lane – the latter of which is also adopted. Furbarn Lane to the north of Clay Lane is unadopted.

Rake

- 2.3.3 Rake is a circa 4-5m wide adopted road extending for c. 200m between School Lane / Lower Jowkin Lane and Furbarn Road. The road continues to the north as Furbarn Road.
- 2.3.4 The road is paved, and on-site observations show the surface to be in good condition. The road is narrow, lined by hedgerows on both sides and there are limited opportunities for vehicles to pass.
- 2.3.5 There are no footways, streetlighting or other active travel infrastructure.
- 2.3.6 **Figure 2.3** below shows Rake and Furbarn Road:



Figure 2.4 – South-West Facing View of Furbarn Road (Left) and Rake (Right) from Furbarn Road

(Source: Google Street View)

Lower Jowkin Lane

2.3.7 Lower Jowkin Lane is a bridleway that extends from a junction at the Rake/School Lane for a distance of c. 1km before forming a junction with Norden Road. The bridleway is generally narrow, poorly surfaced, and unlit. The section in the vicinity of the site can accommodate a car or small maintenance vehicle.

2.3.8 Lower Jowkin Lane is frequently used for agricultural vehicle access to the site by the site owner.

Furbarn Road

2.3.9 Furbarn Road is a footpath between Lower Jowkin Lane and Rake, and an adopted road to the north between Rake and Clay Lane.

2.3.10 The footpath is a c. 2-4m wide dirt track that is understood to be popular with horse riders, walkers, and cyclists.

2.3.11 Between Rake and Clay Lane, Furbarn Road is a c. 4m-wide paved road.

2.3.12 There are raised kerbs along some of the road, but these are less than a metre wide. To the south of the junction with Clay Lane there is signage stating “Unsuitable for HGVs”, “Access to local premises only please” and “Furbarn Road Quiet Lane” in a southbound direction, and “Quiet Lane ENDS” in a northbound direction.

2.3.13 There is some streetlighting along the road.

2.3.14 To the north of Clay Lane, it continues as the narrow and poorly surfaced unadopted Furbarn Lane.

Clay Lane

2.3.15 Clay Lane extends for approximately one kilometre on an east-west alignment from a priority junction with Bagslate Moor Road to a junction with an unnamed access road to several residential properties and a gated access road to Rochdale Power Station.

2.3.16 The road is c. 4-7m wide. The road is narrowest near the western Newhouse Crescent junction and to the west of the junction with Greenvale.

2.3.17 At the junction with Claymere Lane there are tight turns to the north, as shown below, and staying on Clay Lane is the non-priority movement. There are droppable bollards with the arrangement allowing access to two properties while restricting general traffic. This bend would be challenging for larger vehicles to traverse, but the bollards could be dropped so construction vehicles can continue straight ahead along the two sections of Clay Lane without turning.



Figure 2.5 – West Facing Clay Lane and Claymere Avenue from Clay Lane

(Source: Google Street View, August 2021)

2.3.18 The signage on the junction states the section of Clay Lane to the west is “Unsuitable for HGVs” and there is “No access to Ashworth Road”.

2.4 Highway Safety

- 2.4.1 Collision data for the highway network adjacent to the site has been obtained from the Crashmap reported road incidents database for the most recent five years (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.6**:

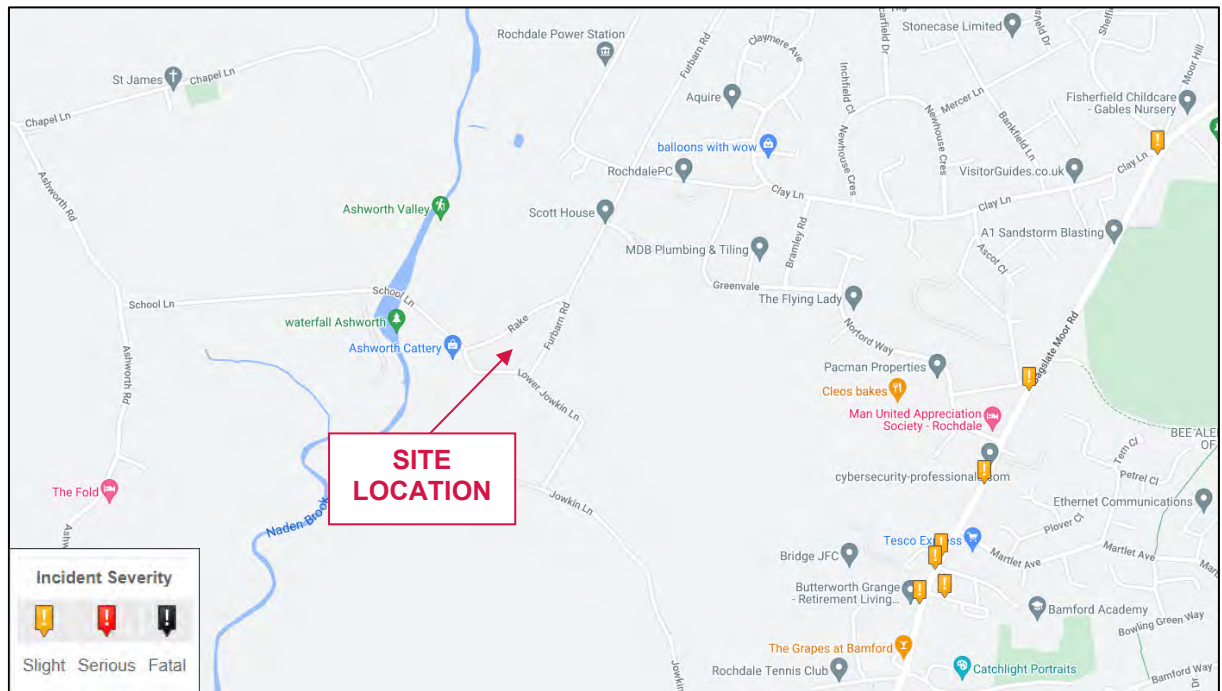


Figure 2.6 – Area Assessed for Collision Data (5 years)
(Source: Crashmap)

- 2.4.2 There have been no collisions in the vicinity of the site in the latest five-year period available. The collisions further afield on Bagslate Moor Road are more than 1.2km from the site and all 'slight' severity incidents.
- 2.4.3 The additional movements associated with the proposed development will be extremely minimal and infrequent and not constitute a significant increase in the likelihood of collision.
- 2.4.4 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 This proposal comprises containerised battery storage units, a substation and associated infrastructure near Rochdale Power Station.
- 3.1.2 The development will aid the transition to renewable sources of energy, with the storage facility ensuring that the National Grid can maintain the required levels of frequency set by the Government. The facility also enables the switch towards a low carbon energy network, aligning with the Government's Net Zero targets.
- 3.1.3 The batteries will provide resilience on the local grid network, which will increase certainty of supply to existing homes and businesses, including those installing electric vehicle charging infrastructure. The development will also provide the potential opportunity for the Local Authority to plan to implement their electric vehicle strategies and assist in improving air quality.
- 3.1.4 This project forms part of a national programme of similar projects being undertaken to deliver battery storage in the vicinity of electricity transmission substations around the country.
- 3.1.5 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access and Routing

Construction

- 3.2.1 During construction, the site will be accessed via a temporary roadway from the Rake to the north (near the Rake / Furbarn Road junction). There will be a temporary turning head within the site to allow construction vehicles to turn and exit the way they came.
- 3.2.2 Construction vehicles will reach the site from Bagslate Moor Road via Clay Lane, Furbarn Road and a short section of Rake. **Drawing 083237-CUR-XX-00-D-TP-05002** at the rear of this report shows that although the route is tight in places, it would be safe and feasible for a 10m rigid HGV. This may require some management of traffic and on-street parking and possibly the bollards by the Clay Lane / Claymere Avenue junction to be temporarily dropped.
- 3.2.3 The temporary construction access and turning head is feasible for a 10m rigid HGV, as shown by **Drawing 083237-CUR-XX-00-D-TP-05006**.
- 3.2.4 **Drawing 083237-CUR-XX-00-D-TP-75001** demonstrates that the visibility splay from the construction access is 2.4m x 38m. Based on Manual for Streets, this visibility splay would be commensurate with a maximum speed between 25mph and 30mph. Rake and Furbarn Road are subject to the National

Speed Limit, so, in theory, the visibility splay should be 2.4m x 215m. However, the roads are narrow with extensive hedgerows limiting visibility at turns, so it is likely most vehicles travel much slower than the speed limit.

3.2.5 Some form of temporary speed reduction and construction management to assist vehicles entering and exiting the site will likely be necessary and could form part of a construction management plan. This cannot be prepared at this time as a contractor has yet to be appointed.

3.2.6 No vehicles larger than a 10m rigid HGV will be used to access the site during construction.

Operational

3.2.7 Following completion of the project, the temporary access will be removed, and the ground reinstated along the internal route.

3.2.8 Accessed from Lower Jowkin Lane, there will be a short internal road, space for a 3.5t panel van to park and a turning area so vehicles can exit the way they came. As there will be no staff or users on site, no other parking will be necessary.

3.2.9 As the larger 10m rigid HGV can safely reach the northern extent of the site via Clay Lane, a smaller 3.5t panel van would also be able to do so.

3.2.10 **Drawing 083237-CUR-XX-00-D-TP-05008** demonstrates that a 3.5t panel van could enter the site from Lower Jowkin Lane to the west, do a two-point turn, and depart to the west along Lower Jowkin Lane. This is considered to be acceptable for very infrequent use by the 3.5t panel van.

3.2.11 No vehicles larger than a 3.5t panel van will be used to access the site during operation.

Cable Connection

3.2.12 A cable connection will run from the site along a short section of Rake and Furbarn Road to a new 132kV compound at Rochdale Power Station. This is illustrated by the layouts in **Appendix A**.

3.2.13 It will be necessary to dig up and close the road to install the cable, however several residential properties are accessed solely off the road. To minimise impacts the installation will be carried out in four phases so that residents have access to their properties throughout and minimise disruption.

3.2.14 Installation will begin at a new sub-station within the site, continue northwards along the temporary construction access, Rake and Furbarn Road, before terminating at the northern end of Rochdale Power Station.

3.2.15 The cable section within Phase 1 will be c. 226m long, c. 56m within Phase 2, c. 111m within Phase 3, and c. 262m within Phase 4. No properties are accessed from the stretch of road within Phase 1, while

one is within Phase 2, c. 11 as well as Rochdale Power Station within Phase 3, and two within Phase 4.

4.0 Highway Impact

4.1 Construction

On-Site

4.1.1 The construction and installation of the Development will take approximately 12 months. The sequence of construction activities is anticipated as follows:

- Site surveys;
- Earthwork for foundations/accesses/cable runs;
- Balance of plant and temporary site equipment;
- Major equipment delivery;
- Assembly of major equipment;
- Installation of supporting equipment; and
- Testing and commissioning.

4.1.2 Based on experience from previous projects of a similar size and nature, the construction team has advised there will be a total of 25 HGVs delivering components to the site. This is broken down as follows:

- Battery Power Packs - 17 Wagons;
- Invertors - 4 Wagons; and
- Ancillaries - 4 Wagons.

4.1.3 In addition to the components, it is envisaged that there would be:

- Two civil infrastructure and ground work wagons per week for a period of three months; and
- A small number of vans and transit vehicles for c. 8 members of staff per day.

4.1.4 All vehicular movements would be managed across the build sequence to minimise arrivals and departures at the same time and to avoid sensitive time periods such as weekends and peak periods.

4.1.5 Full traffic management plans and risk assessment methodologies will be agreed with Rochdale Highways prior to construction and an appropriate condition could be used to secure this.

4.1.6 The above is considered to be a very small number of vehicles and the impact on the highway network is considered negligible as summarised below:

- This level of traffic on Bagslate Moor Road and Norden Road would be imperceptible given the existing high level of traffic that uses the roads.

- The impact on Clay Lane is considered to be negligible and on a worst-case day there would only be a maximum of 8 staff arrivals and 8 staff departures, plus a couple of HGV movements. The HGVs are not articulated vehicles and would be no larger than a refuse vehicle or delivery van.
- The impact on Furbarn Road is considered to be negligible as traffic flows are currently very low with site visits suggesting no vehicles on the road for long periods of time. Whilst narrow, there are a number of informal passing places where vehicles can allow another vehicle to pass. The same applies to horse riders, pedestrians, and cyclists.

Cable Laying

- 4.1.7 In addition to the on-site construction, it will be necessary to lay a new c. 599m long cable between the site and Rochdale Power Station. The route of this cable is via a short section of Rake and along Furbarn Road, and, as a result, there will be some construction activity that is essential.
- 4.1.8 To minimise impacts the installation will be carried out in four phases so that residents have access to their properties throughout and minimise disruption.
- 4.1.9 Full details will be provided in a construction management plan that can be conditioned.

4.2 Operational

- 4.2.1 Once constructed, the development will be remotely operated and the only access that is required is the occasional 3.5t panel van. Access is required on a monthly basis.
- 4.2.2 There will be no permanent staff and on a typical day there would be no movements associated with the operational site.

4.3 Highway Impact Summary

- 4.3.1 On the above basis, Curtins is of the view that that the highway network would not experience any significant adverse traffic impact resulting from the proposed development.

5.0 Summary and Conclusions

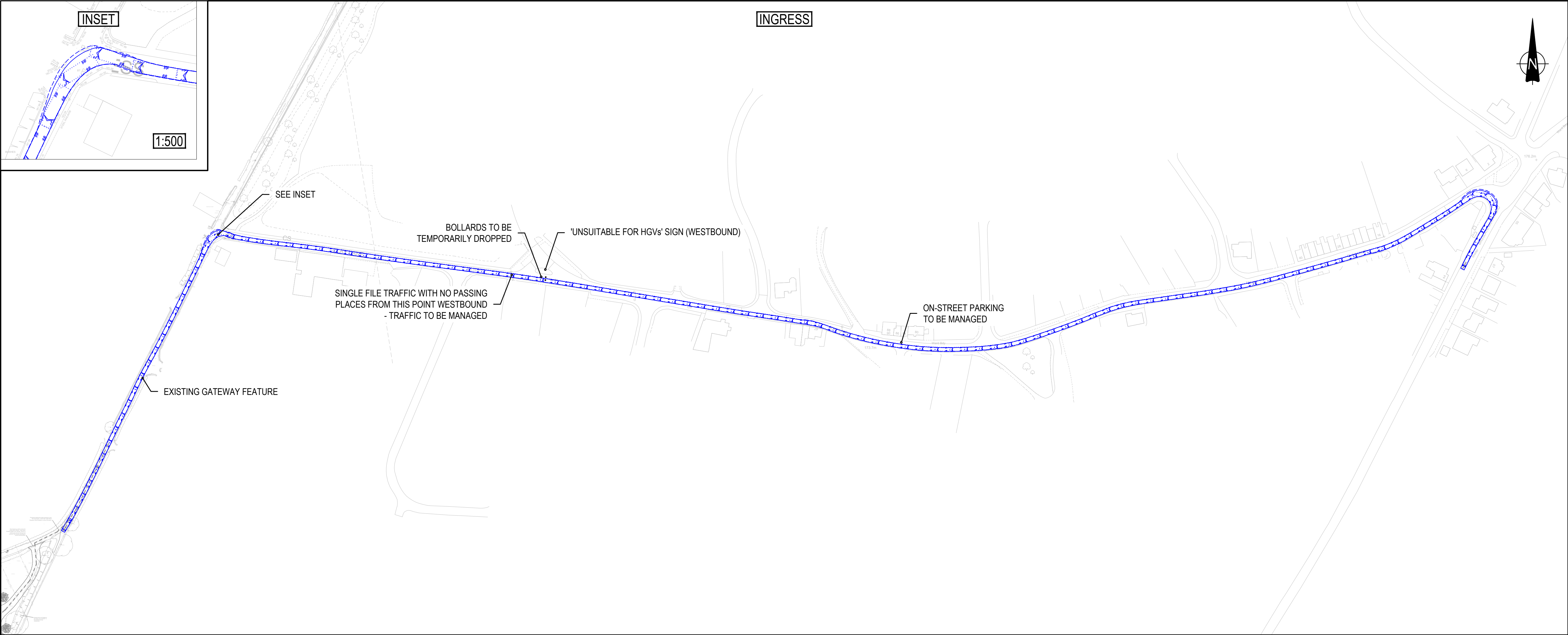
5.1 Summary

- 5.1.1 Curtins has been appointed by Shaw Energi to provide transport and highways advice in relation to a planning application for containerised battery storage units, a substation and associated infrastructure near Rochdale Power Station.
- 5.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 5.1.3 Relevant details of the proposed site layout, access, parking facilities, and routing have been provided.
- 5.1.4 A Construction Traffic Management Plan will be prepared to manage the construction traffic associated with the development. The construction and operational vehicular impact would be negligible on the surrounding area in terms of highways, traffic, and transportation.

5.2 Conclusions

- 5.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

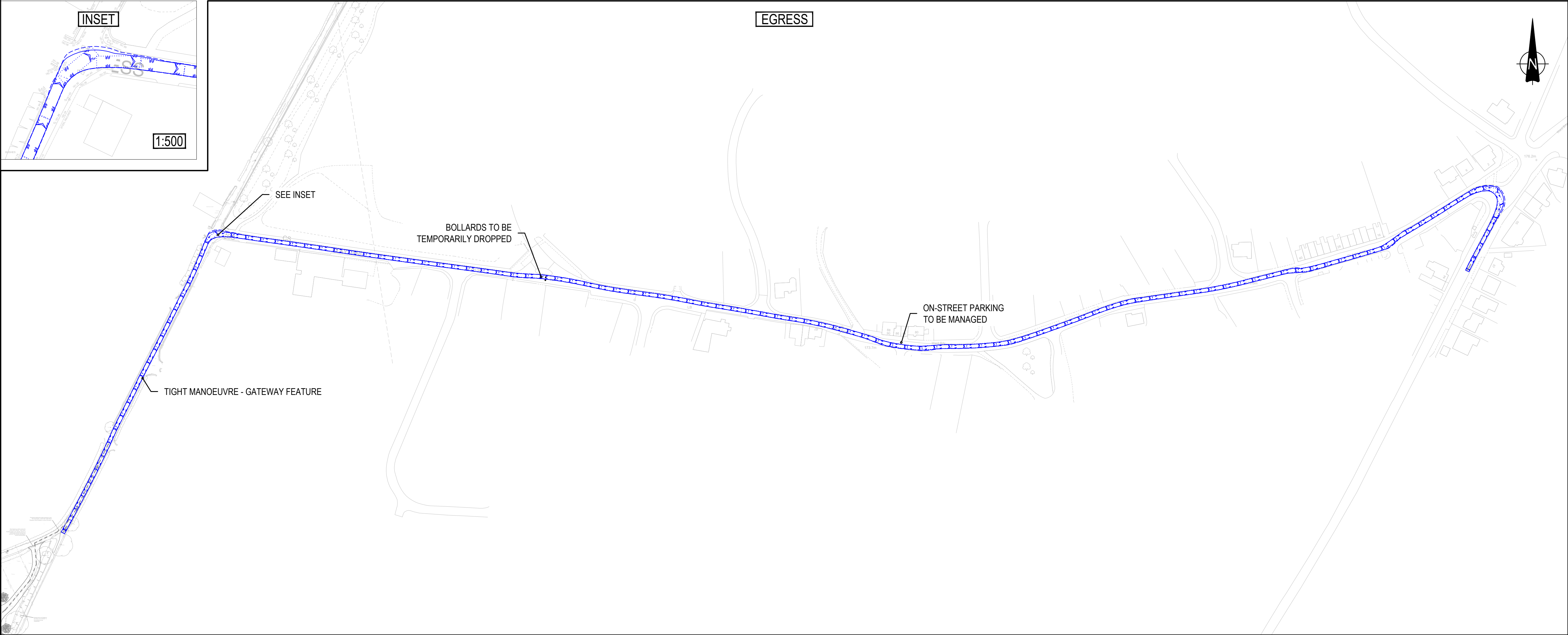


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VEHICLE PROFILE:

FTA Design 13/18 Torque Rigid Vehicle (2016)

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Clearance	0.440m
Track Width	2.400m
Lock to Lock turn	3.00m
Kerb to Kerb Turning Radius	11.000m



P03	Revised leaders	23/06/23	MQ	AV
P02	Layout updated	01/06/23	MQ	AV
Rev:	Description:	Date:	By:	Chkd:

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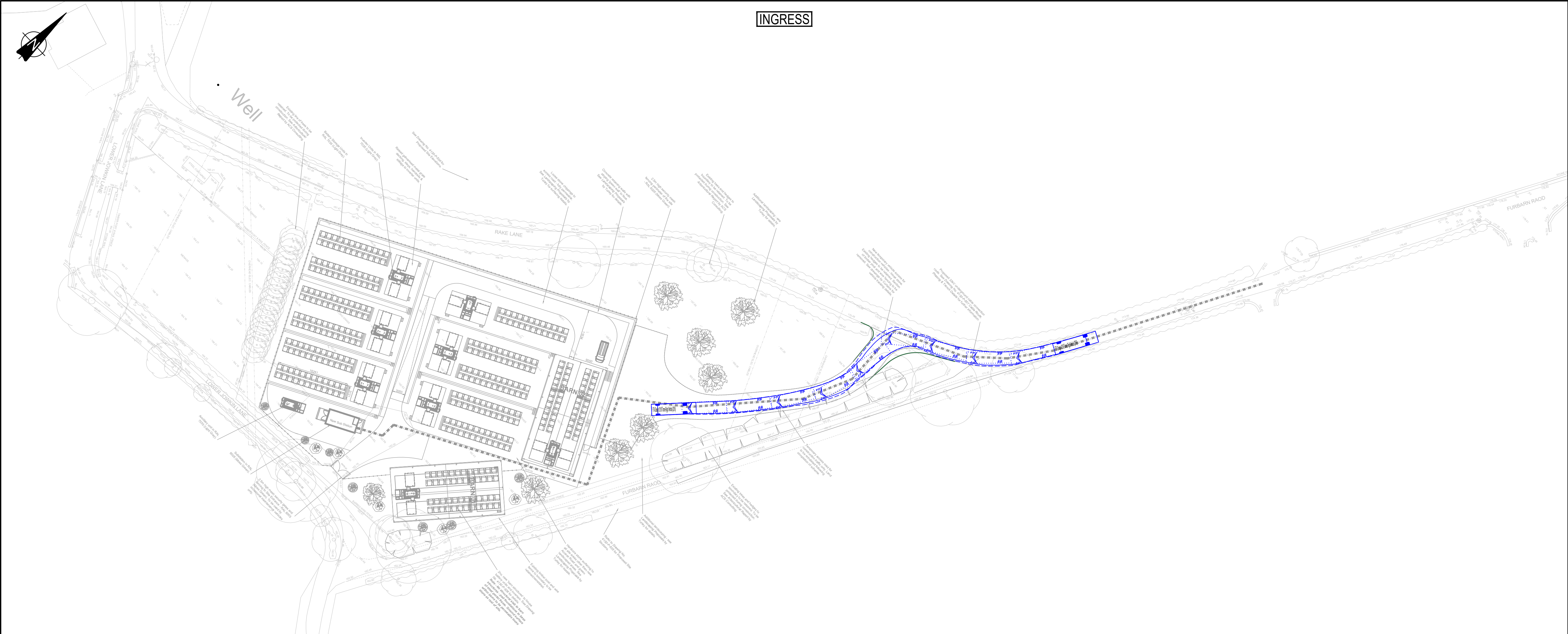
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Status: **PLANNING**

Project: **BATTERY STORAGE - ROCHDALE**

Orig Title: **SWEPT PATH ANALYSIS
10m RIGID HGV
CLAY LANE ROUTE**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	25/01/23	DD	DD	AV			
Scale: 1:1,500							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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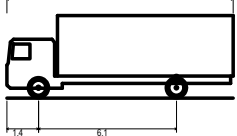
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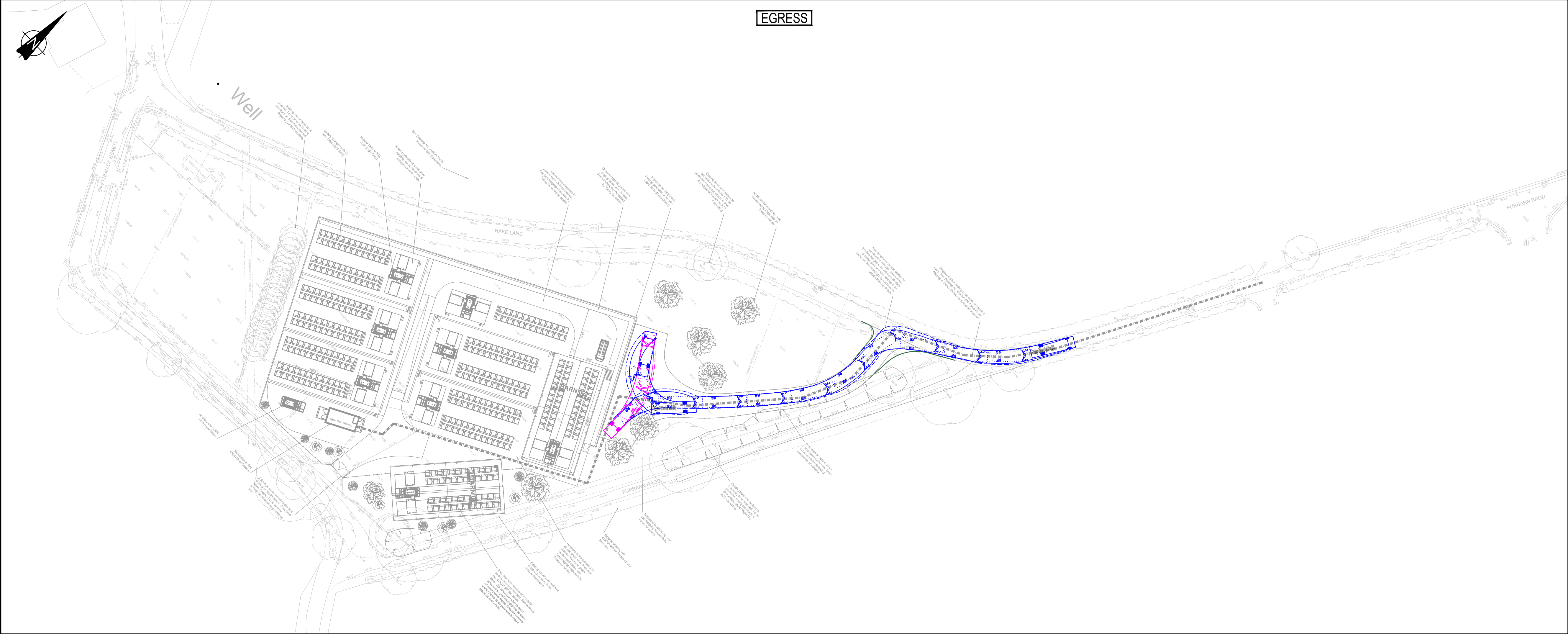
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6. BASED ON PYE'S DRAWING REF.: "4130-P-503 Rev A"

KEY: — PROPOSED TEMPORARY ACCESS

VEHICLE PROFILE:



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.540m
Min. Body Ground Clearance 0.440m
Total Width 2.470m
Load to Deck 1.700m
8000 kg on each Torsion Bar



EGRESS

P03	Layout updated	23/06/23	MQ	AV
P02	Layout and SPA updated	01/06/23	MQ	AV
Rev:	Description:	Date:	By:	Chkd:



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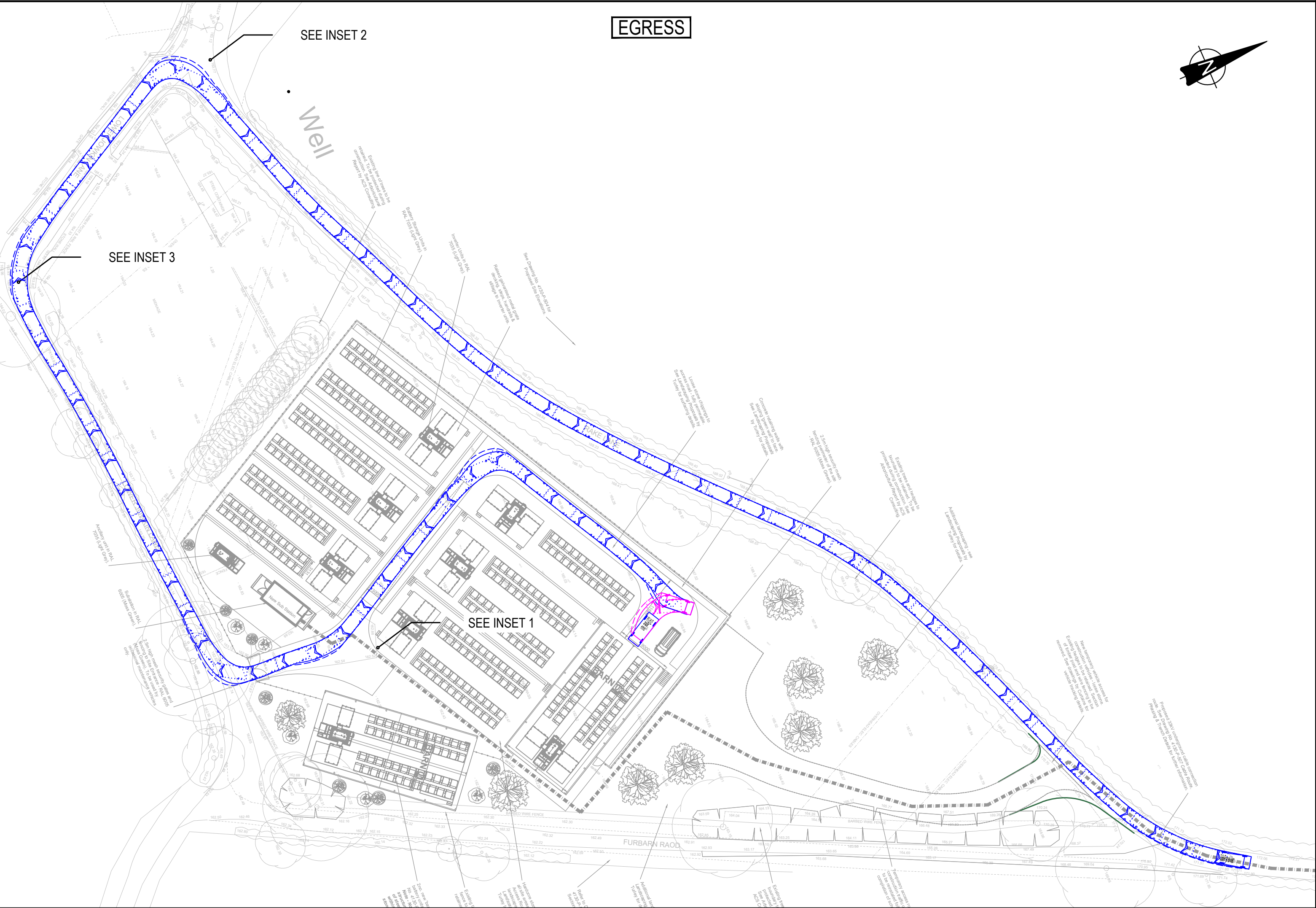
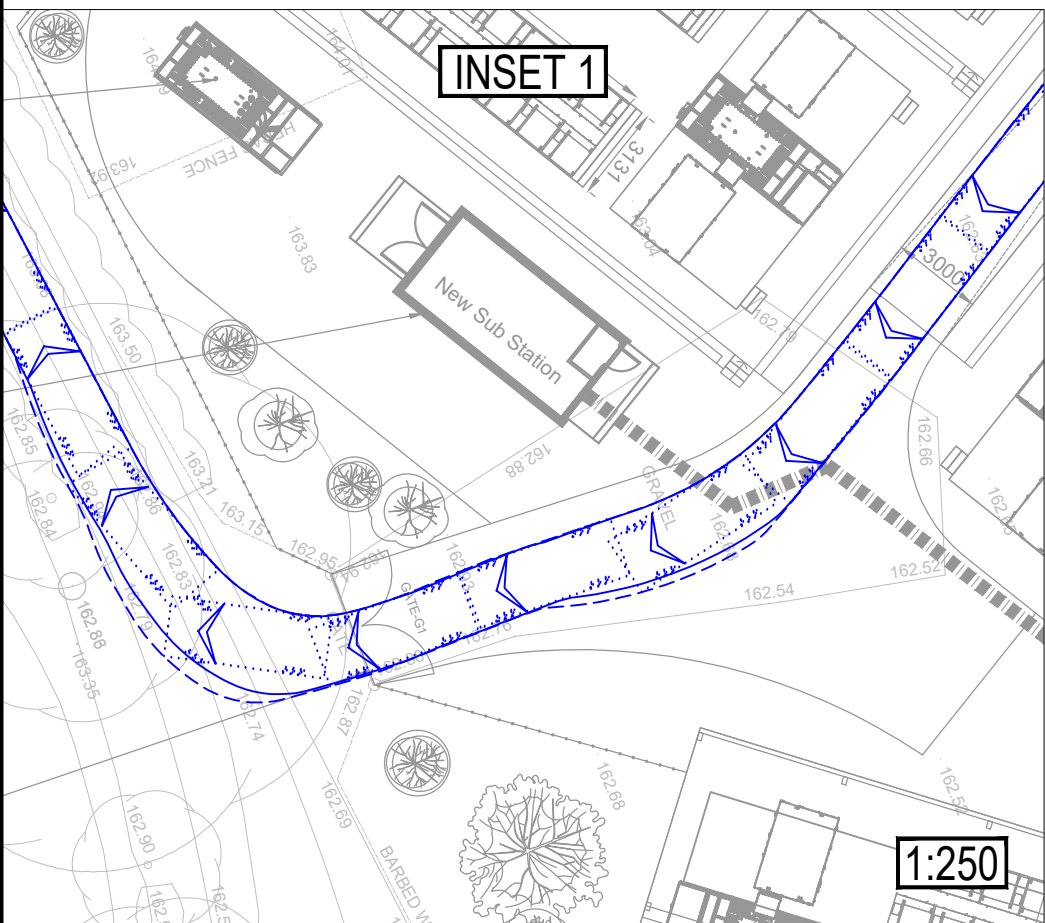
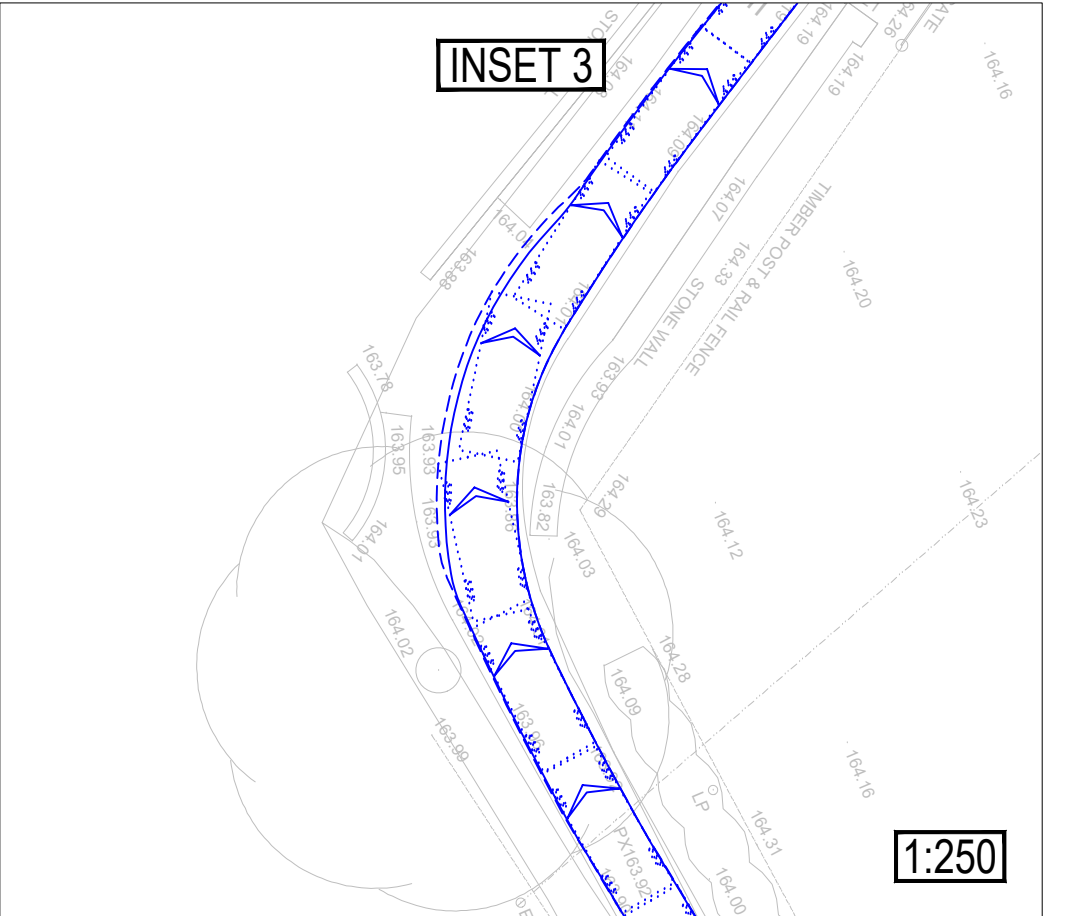
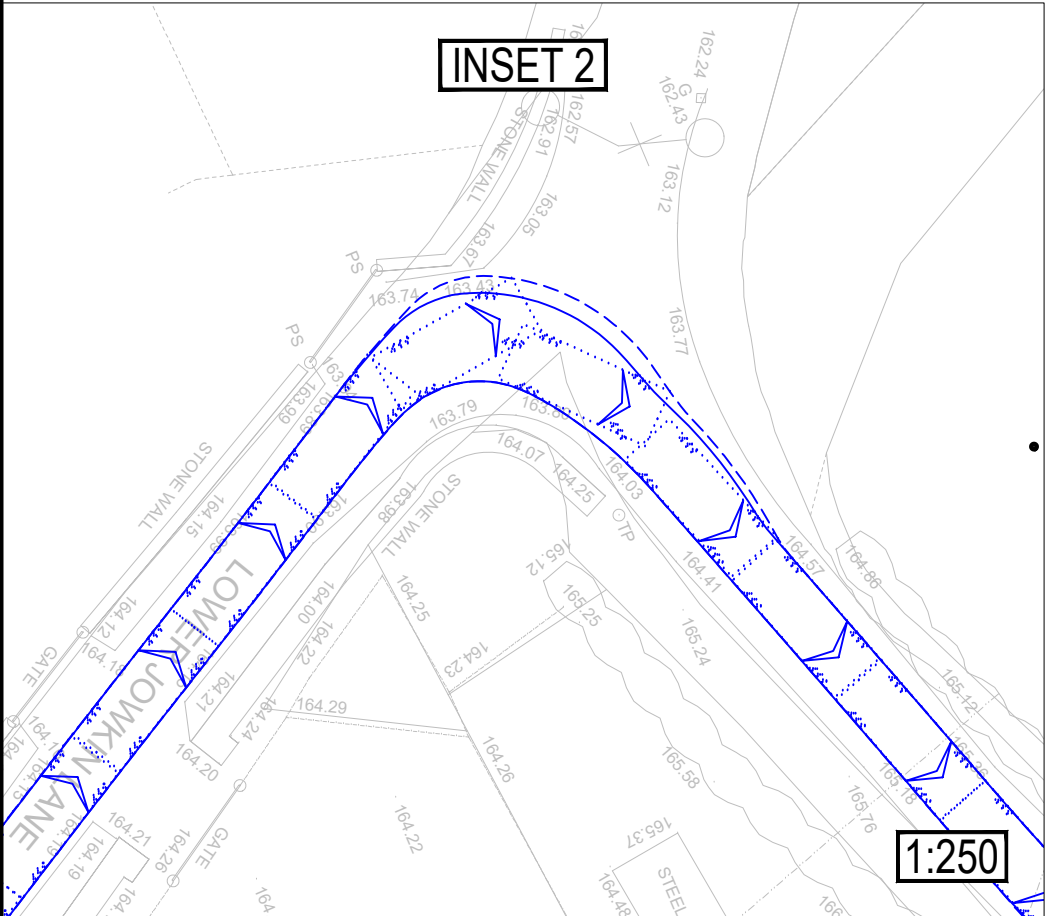
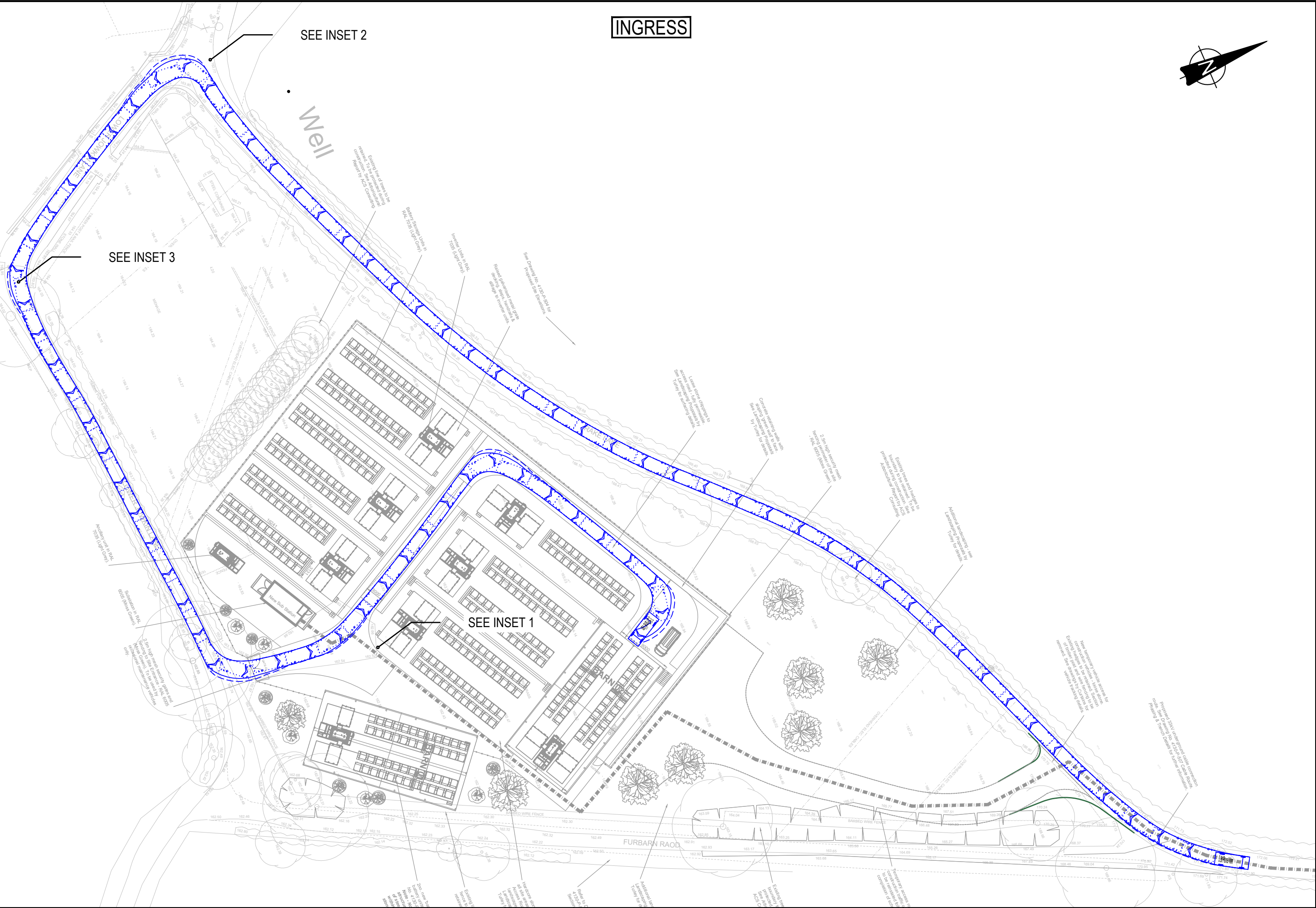
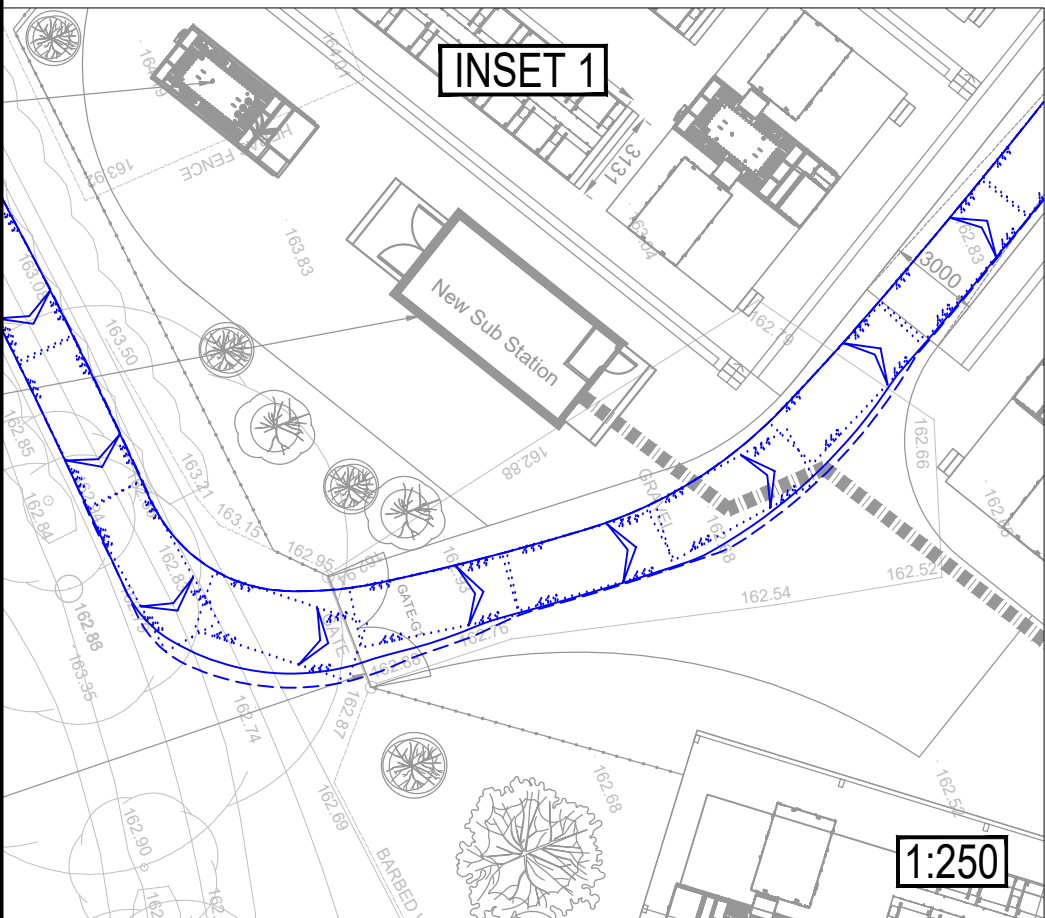
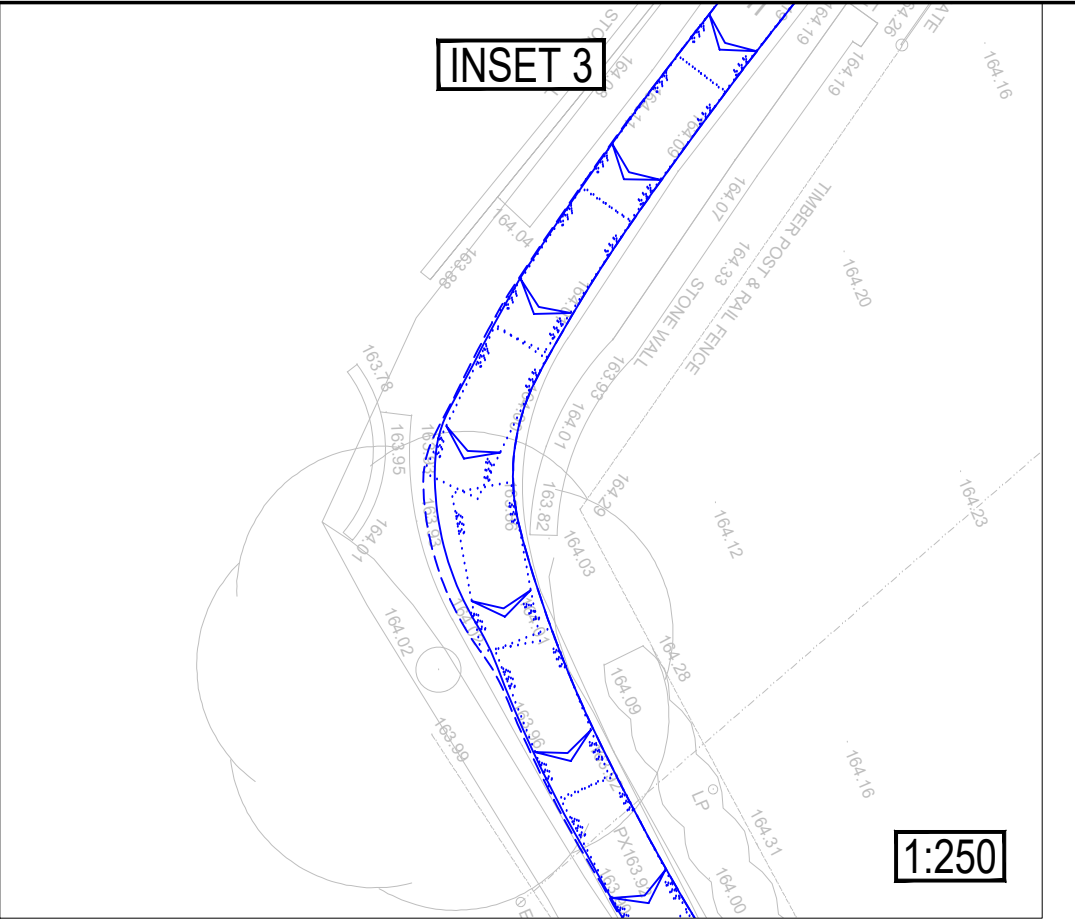
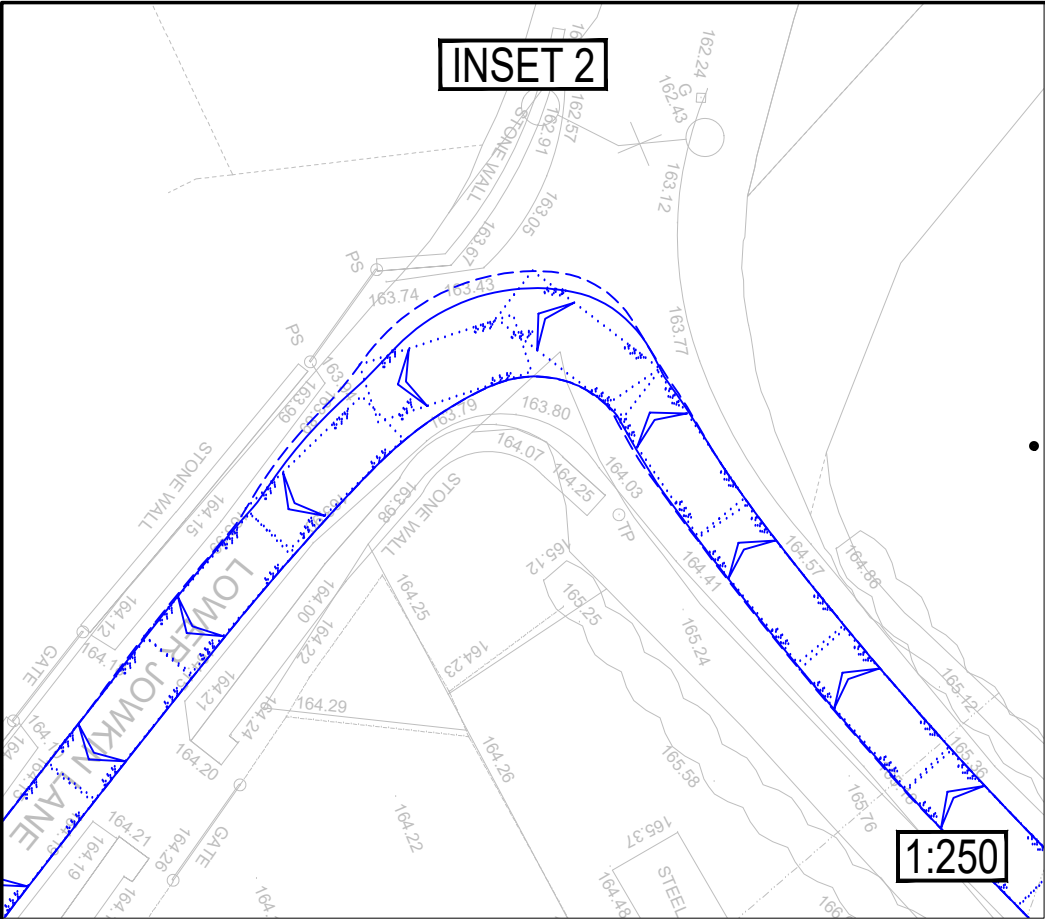
Status: **PLANNING**

Project: **BATTERY STORAGE - ROCHDALE**

Orig Title: **SWEPT PATH ANALYSIS
10m RIGID HGV
TEMPORARY CONSTRUCTION ACCESS**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	29/03/23	MQ	MQ	AV			
Scale: 1:500							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:

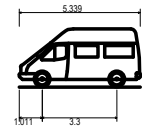
083237 - CUR - XX - XX - D - TP - 05006 - P03



- GENERAL NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
 2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
 3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 4. FOR GENERAL NOTES REFER TO DRAWING.
 5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
 6. BASED ON PYE'S DRAWING REF.: "4130-P-503 Rev A"

KEY: ——— PROPOSED TEMPORARY ACCESS

VEHICLE PROFILE:



3.5t Panel Van
Overall Length: 6.39m
Overall Width: 1.99m
Min Body Height: 2.75m
Min Body Ground Clearance: 1.33m
Lock to Lock: 4.00m
Kerb to Kerb Turning Radius: 6.40m

Rev:	Description:	Date:	By:	Chkd:
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0161 236 2394
manchester@curtins.com
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Status:

PLANNING

Project:

BATTERY STORAGE - ROCHDALE

Orig Title:

SWEPT PATH ANALYSIS
3.5t PANEL VAN
SITE ACCESS

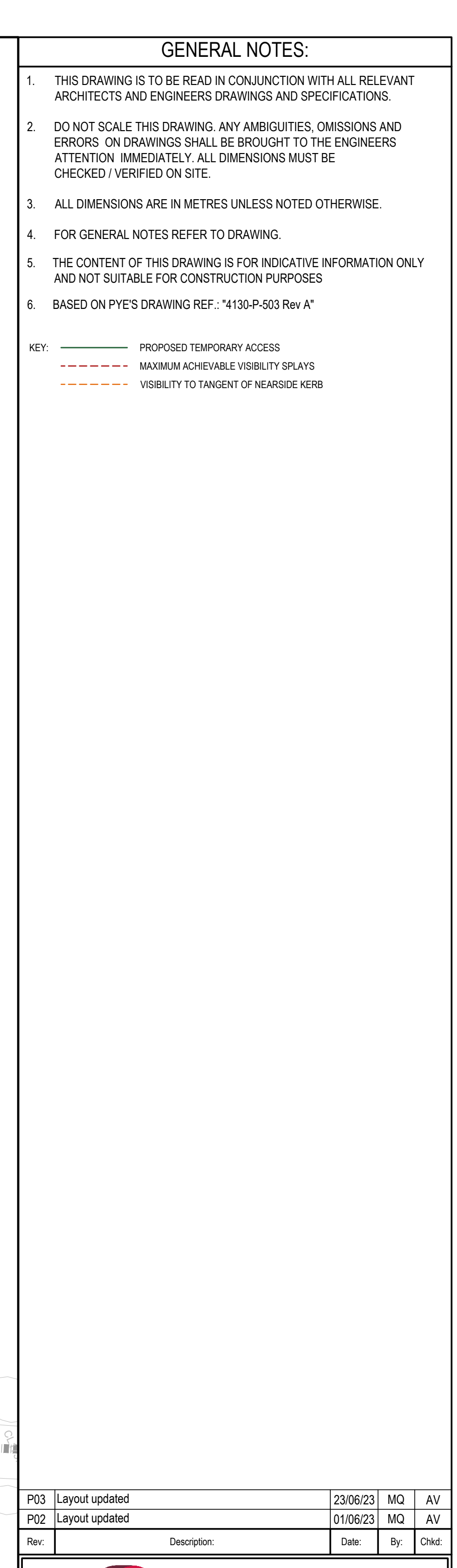
Size:	Date:	Drawn By:	Designed By:	Checked By:
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A1	12/06/23	-	-	-
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Scale: 1:500

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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083237 - CUR - XX - XX - D - TP - 05008 - P01



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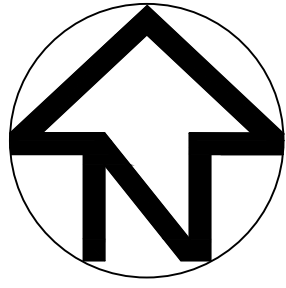
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Project: BATTERY STORAGE - ROCHDALE

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	29/03/23	MQ	MQ	AV
Scale: 1:200				

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
083237	- CUR	- XX	- XX	- D	- TP	- 75001	- P03

Appendix A – Architect's Drawings



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LOCATION

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NORDEN,
ROCHDALE,
OL11 5UT

PROJECT

57MW BATTERY ENERGY STORAGE DEVELOPMENT

CLIENT

SHAW-ENERGI LTD.

DRAWING TITLE

LOCATION PLAN

PURPOSE OF ISSUE

PLANNING APPLICATION

DRAWN BY
ARP

CHECKED BY
IP

ATE
May 2023

SCALE (@ A1)
1:1250

PROJECT NUMBER
4130

DRAWING NUMBER
4130-P-501

EV
A