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Sent: 30 August 2022 11:41
To: Andrew Bell <andrewbell@focustp.co.uk>
Cc: Tom Relph <TRelph@russell-ldp.co.uk>; Gary Lynch (glynch@russellhomes.co.uk) <glynch@russellhomes.co.uk>
Subject: RE: Plot 3 South Heywood Employment Area

Hi Andrew,

Thank you for the below and attached.

Highways are happy with the approach you have taken and concur that a full TA is probably the most helpful approach in this situation. I look forward to seeing the updated model and results.

Regards,

Chris

Chris Woods

Senior Highways Officer (Strategy)
Place



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From: Andrew Bell <andrewbell@focustp.co.uk>
Sent: 25 August 2022 17:18
To: Chris Woods <chris.woods@rochdale.gov.uk>
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<glynch@russellhomes.co.uk>
Subject: Plot 3 South Heywood Employment Area

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Chris

Plot 3 South Heywood Employment Area

My client, Russell Homes, is looking to prepare an outline planning application (all matters reserved except access) for the 'Plot 3' land at South Heywood Employment Area (SHEA). The application is proposed to be for 40,000sqm of B8 floorspace and would be served by the proposed SHEA access to Pilsworth Road to the north western corner of the consented development area. The consequence of this application would therefore be to increase the total employment development floorspace across the full SHEA from the currently consented position of 135,460sqm (14% B2 / 86% B8) to a new total of 175,460sqm (18,960 sqm B2 (11.3% total floor area) / 156,500sqm B8 (88.7% total floor area). Whilst the application would change the overall quantum of development at the SHEA site, the proposals would still conform to the approved land use and heights parameters as defined by the approved parameters plan (see attached). A copy of the emerging illustrative masterplan for the Plot 3 scheme is provided below. It is anticipated that the development would likely provide a base for a regional distribution / logistics operator, offering a modern complex, to a high-quality design and set within an attractive landscaped setting. The proposals would be supported by the delivery of the consented SHEA access point to Pilsworth Road, located to the north-western corner of the wider SHEA site. This access position is in line with the consented parameters plan for the South Heywood development and is understood to reflect proposed amendments to Pilsworth Road currently being developed and to be pursued by RBC highways as part of SHLR related works.

I attach a technical note that considers the traffic generation implications of the change in total employment quantum associated with the Plot 3 scheme in more detail. This exercise concludes that the proposed development would result in the following additional traffic volumes over the immediate highway network (i.e. an overall net change in South Heywood related development traffic (including consented residential scheme) of circa 10% during traditional AM and PM peak hours, relating to circa 124 movements or 2 additional vehicles per minute).

All Vehicle Trip Demand

Vehs	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	-	-	-	-	-	-	-	-	-
B8 Dist	+76	+48	+124	+68	+55	+122	+43	+80	+123
B2 Emp	-	-	-	-	-	-	-	-	-
Total	+76	+48	+124	+68	+55	+122	+43	+80	+123
%'tage	+14.3%	+6.7%	+10.0%	+14.4%	+12.8%	+13.6%	+6.7%	+12.5%	+9.6%

HGV Trip Demand

Vehs	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	-	-	-	-	-	-	-	-	-
B8 Dist	+36	+25	+61	+32	+25	+57	+27	+24	+51
B2 Emp	-	-	-	-	-	-	-	-	-
Total	+36	+25	+61	+32	+25	+57	+27	+24	+51
%'tage	+30.4%	+29.6%	+29.9%	+30.6%	+29.0%	+29.9%	+32.5%	+30.1%	+31.3%

Note: the above estimates are based on analysis using the historical 85th percentile trip rates agreed to support the original South Heywood planning application. In practice it is considered that these historical trip rate estimates are likely to represent a significant over-estimate of ultimate development scheme traffic demand generated at SHDA, being well in excess of both a) 'average' demand values for the identified core land uses and, b) those trip rates recently utilised by Transport for Greater Manchester (TfGM) to inform the Locality Assessments for large-scale employment allocation sites identified in the 'Places for Everyone' (PfE) Greater Manchester Strategic Plan. Nevertheless, in order to allow for ease of comparison and to ensure a consistent assessment approach with the original 2016 TA work for the South Heywood development, these historical trip rates will continue to be utilised in the case of the Plot 3 application. It is not considered that this sets a precedent for any future assessment of network analysis going forward.

Whilst it is considered that such predicted additional traffic levels are unlikely to result in severe changes in local network operational performance, given the nature of the proposals and the extent of work previously undertaken to support the original planning application for the South Heywood area, it is proposed that a full Transport Assessment (TA) report would be prepared to support any future planning application - in order to ensure the comprehensive review of network wide traffic effects. This TA report would provide a comparison of network operational performance for the following future year scenarios (based on a 2038 future assessment year, consistent with the assessment approach carried out for the original 2016 SHDA planning application):

- 'Do Minimum' - 2038 Baseline + Consented SHDA (1000 dwellings, local centre, 135,460sqm B2 / B8 employment) - current consented position ('planning fall-back') for the South Heywood Development Area.
- 'Do-Something' - 2038 Baseline + Consented SHDA (1000 dwellings, local centre, 175,460sqm B2 / B8 employment) - proposed future scenario including for Plot 3 planning application.

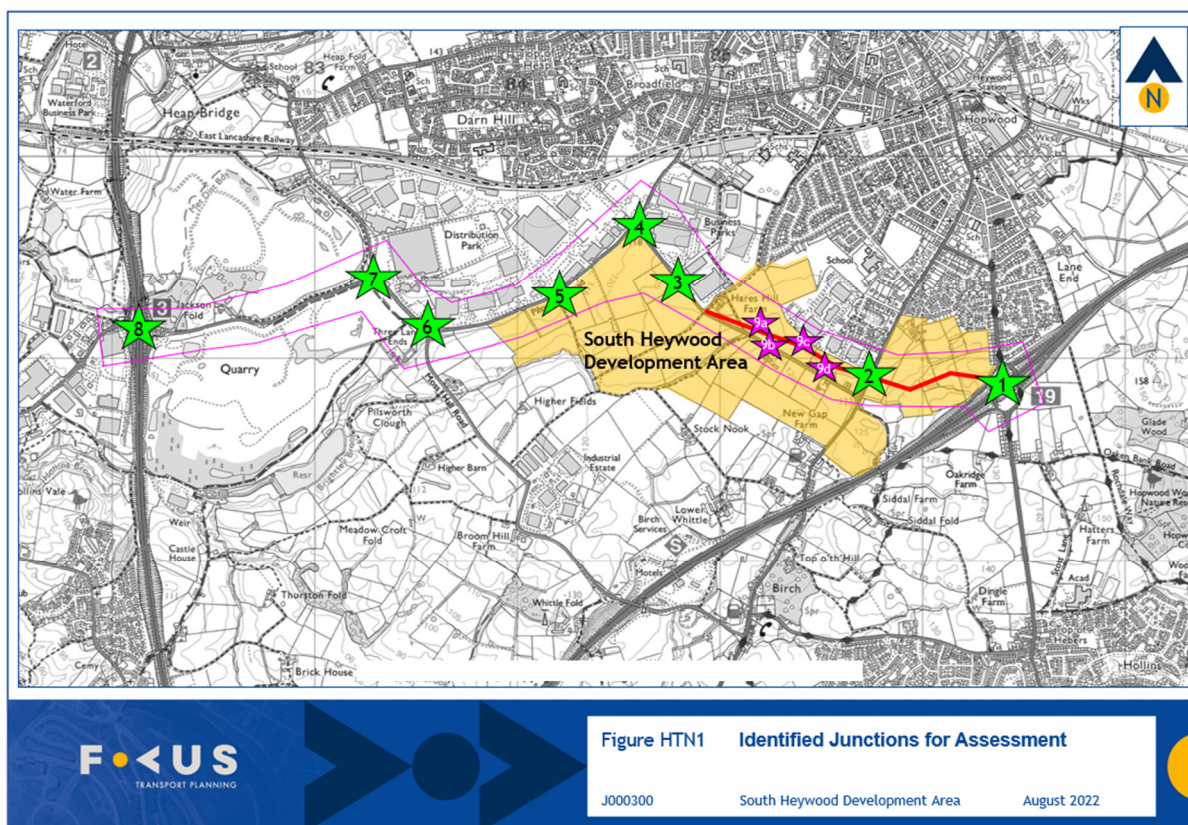
The traffic flow estimates utilised to inform the analysis would be derived from the South Heywood Traffic Model (SHTM), i.e. the tool developed specifically to consider the traffic and transport impacts of the South Heywood development and supporting Link Road. In line with good practice it is proposed that the base SHTM model tool used to support the original planning application modelling, would be updated to incorporate for the following:

- Growth assumptions in line with most recent Temprow growth forecasts (including adjusted);
- PPM & PPK values based latest TAG updates for 2038 DM and DS models (over all time periods)
- Inclusion in model network coding for improvements to Simister Island in line with National Highways 'Preferred Scheme' for inclusion in both 2038 DM and both DS models (all time periods). This approach is consistent with network modelling undertaken in early 2022 with respect to PfE locality assessment work.
- Update model network coding for the relocation of the SHEA access to Pilsworth Road to north-west corner of employment area.

NB - In order to provide a consistent approach to the modelling undertaken to support the original South Heywood planning application, all 2038 future year model runs will not include for the traffic effects of draft PfE allocations or draft PfE allocation related local highway improvements.

It is proposed that the network assessment set out in the TA report would include for all links and junctions within the study area illustrated below, including for the following key junction locations. All junction testing would be carried out based on the junction LINSIG and PICADY models developed and agreed with RBC and National Highways in relation to the original South Heywood consent and subsequent consented amendments.

1. M62 J19
2. SHLR (Hareshill Road) / A6045 Manchester Road
3. SHLR (Hareshill Road) / SHEA / Hill Top Road
4. Pilsworth Road / SHLR (Hareshill Road);
5. Pilsworth Road / 'Plot 3' Access
6. Pilsworth Road / Moss Hall Road
7. M66 J3 connector Road / Pilsworth Road
8. M66 J3
9. SHLR / South Heywood Residential Access Points



Link and junction assessments would be carried out for 2038 future year AM & PM 'rush hour' peak periods. Additional link flow assessment will also be undertaken based on 24hr AADT estimates.

It is our intention to proceed with the updated SHTM modelling as soon as possible, in order to support the proposed submission of a planning application for the Plot 3 site during October / November 2022. To this end I would be grateful if you could review the above scope at your earliest opportunity, to allow agreement of key parameters and thus allow us to proceed with confidence to the network assessment stage. Note that a separate ES screening request has been submitted to

your planning colleagues with respect to this matter, based on the modelling approach and assessment of traffic related matters as set out above.

I trust that the above review of issues is of assistance. Should you have any queries, or wish to discuss any aspect of the project in more detail, please do not hesitate to contact me.

Regards

Andrew Bell

Director

FOCUS TRANSPORT PLANNING

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J000300-HTN02a
AUGUST 2022

South Heywood Mixed Use Development

Outline Planning Application At South Heywood
Plot 3 for 40,000sqm of B8 Use for Warehousing
& Distribution with all Matters Reserved Other
Than Access

Highways Technical Note

Predicted Traffic Demand Levels

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 set out a review of predicted development traffic demand levels pertaining to a proposed outline planning application for 40,000 sqm of B8 floorspace with all matters reserved other than access, on land at Plot 3 South Heywood Employment Area (SHEA). This application would increase the total employment area across the full SHDA from the currently consented position of 135,460sqm (14% B2 / 86% B8) to 175,460sqm (18,960 sqm B2 (11.3% total floor area) / 156,500sqm B8 (88.7% total floor area)).

1.1.2 This report has been prepared to consider the traffic generation implications of such a change in development quantum. The report therefore covers the following matters:

- A review of the historically predicted traffic demand (in terms of total traffic volumes and HGV levels) associated with the wider South Heywood Development Area (SHDA) mixed use (residential and employment development) site operating in accordance with the current consented position.
- Predicted traffic demand levels (total traffic & HGVs) associated with additional B8 employment floorspace Unit 3 of the SHEA as a consequence of the proposed application.
- A review of the predicted net change in total SHDA traffic levels and a commentary on the anticipated network operational and environmental effects of such changes.

2.0 CONSENTED DEVELOPMENT TRAFFIC LEVELS ASSOCIATED WITH SOUTH HEYWOOD DEVELOPMENT AREA

2.1 Consented Development Scheme

2.1.1 The current hybrid planning consent for the wider SHDA (Planning Application Ref: 16/01399/HYBR) defines the mixed-use development quantum across the site to be as follows

- 1,000 residential dwellings;
- 116,500 sqm (GIA) of B8 (warehouse / distribution) development floorspace;
- 18,960 sqm (GIA) of B2 (general industrial) development floorspace;
- Local centre - potentially including a local primary school (effectively assumed to be all local 'internal' vehicle trips).

2.1.2 The employment land use mix represents a ratio of 86% B8 / 14% B2, with this floorspace mix established by a S96a non material amendment (ref:21/00390/ANM) consent approved by RBC in April 2021.

2.2 Predicted Traffic Demand Associated with the Consented SHDA

2.2.1 Predicted development traffic levels associated with the SHDA were presented in the original 2016 Transport Assessment (TA) and subsequently re-calculated at the time of the S96a application. At the request of Highways England, the demand estimates set out in the original 2016 TA report were calculated via reference to highly robust 85th percentile peak hour trip rates as extracted from the TRICS traffic information database at that time. These trip rates are presented in **Table HTN2.1** below for reference (see also **Appendix HTN1**).

**Table HTN2.1 - 2016 South Heywood Development Area Transport Assessment
 85th Percentile Trip Rates**

All Vehicle Trip Rates (Veh / 100sqm)

Veh / 100sqm	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	0.184	0.502	0.687	0.203	0.198	0.401	0.484	0.309	0.739
B8 Dist	0.191	0.119	0.309	0.169	0.137	0.306	0.108	0.200	0.307
B2 Emp	0.665	0.349	1.014	0.371	0.374	0.744	0.165	0.507	0.672

HGV Trip Rates (HGV / 100sqm)

Trip / 100sqm	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	0.008	0.006	0.015	0.005	0.006	0.011	0.000	0.007	0.007
B8Dist	0.091	0.062	0.153	0.080	0.062	0.142	0.067	0.061	0.128
B2 Emp	0.031	0.029	0.060	0.033	0.038	0.071	0.023	0.016	0.039

2.2.2 In practice it is considered that these historical trip rate estimates are likely to represent a significant over-estimate of ultimate development scheme traffic demand generated at SHDA, being well in excess of both a) ‘average’ demand values for the identified core land uses and, b) those trip rates recently utilised by Transport for Greater Manchester (TfGM) to inform the Locality Assessments for large-scale employment allocation sites identified in the ‘Places for Everyone’ (PfE) Greater Manchester Strategic Plan. Nevertheless, in order to allow for ease of comparison and ensure a consistent assessment approach with the original 2016 TA / Environmental Statement (ES) work for the SHDA, these historical trip rates have been used for the review of potential changes in development traffic levels presented in the remaining sections of this report.

2.2.3 Application of the 2016 TA historical trip rates to the consented SHDA development quantum (14% B2 / 86% B8 employment floorspace ratio) gives rise to the following peak hour development traffic estimates:

Table HTN2.2 - SHDA Consented Peak Hour Traffic Demand Levels

All Vehicle Trip Demand

Vehs	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	184	502	687	203	198	401	484	309	793
B8 Dist	223	139	360	197	160	356	126	233	358
B2 Emp	126	66	192	70	71	141	31	96	127
Total	533	707	1239	470	429	899	641	638	1278

HGV Trip Demand

HGV	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	8	6	15	5	6	11	0	7	7
B8 Dist	106	72	178	93	72	166	78	71	149
B2 Emp	6	5	11	6	7	13	4	3	7
Total	120	84	205	104	85	190	82	81	164

- 2.2.4 Review of the above information suggests that, based on the robust absolute worst case 2016 TA trip rates, SHDA related traffic volumes of circa 1239 (205 HGVs) vehicle movements and 1278 (164 HGVs) vehicle movements could be expected to occur during the traditional weekday AM & PM ‘rush hour’ peak periods respectively.

3.0 DEVELOPMENT TRAFFIC LEVELS ASSOCIATED WITH PROPOSED AMENDED SOUTH HEYWOOD DEVELOPMENT AREA TO INCLUDE ADDITIONAL 40,000SQM B8 FLOORSPACE AT PLOT 3

3.1 Proposed Amended SHDA Land Use Quantum

3.1.1 The proposed outline planning application for the 'Plot 3' area of the SHEA effectively seeks the delivery of an additional 40,000sqm B8 warehousing / distribution unit, which would result in an overall increase in the total development quantum at South Heywood to the following:

- 1,000 residential dwellings;
- 156,600 sqm (GIA) of B8 (warehouse / distribution) development floorspace;
- 18,960 sqm (GIA) of B2 (general industrial) development floorspace;
- Local centre - potentially including a local primary school (effectively assumed to be all local 'internal' vehicle trips).

3.1.2 The proposed change would represent a total employment development floorspace of 175,460 sqm, provided at a site wide employment land use ratio of 88.7% B8 / 11.3% B2.

3.2 Predicted Traffic Demand Associated with the Proposed Amended SHDA Land Use Quantum

3.2.1 Predicted future development traffic levels associated with the above revised development quantum at SHDA (including for the Plot 3 application), as calculated via the application of the historical 2016 South Heywood trip rates, are summarised in **Table HTN3.1** below:

Table HTN3.1 - Peak Hour SHDA Traffic Demand Including for Plot-3 Additional B8 Land Use

All Vehicle Trip Demand

Vehs	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	184	502	687	203	198	401	484	309	793
B8 Dist	299	186	484	264	214	479	169	313	480
B2 Emp	126	66	192	70	71	141	31	96	127
Total	609	754	1363	538	483	1021	684	718	1401

HGV Trip Demand

HGV	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	8	6	15	5	6	11	0	7	7
B8 Dist	142	97	239	125	97	222	105	95	200
B2 Emp	6	6	12	7	8	14	5	3	8
Total	156	109	266	136	110	247	109	105	215

- 3.2.2 Review of the above information suggests robust absolute worst case traffic volumes for the amended development quantum (including Plot 3) of circa 1363 (266 HGVs) vehicle movements during the traditional weekday AM 'rush hour' peak and 1401 (215 HGVs) vehicle movements during the PM peak.

4.0 COMPARISON OF PREDICTED SITE WIDE DEVELOPMENT TRAFFIC DEMAND LEVELS

4.1 Comparison of Predicted Site Wide Peak Hour Traffic Demand

4.1.1 Table HTN4.1 to this report sets out a comparison of the predicted worst case peak hour trip demand totals at SHDA: i.e. Proposed Revised Development Quantum (Including Plot 3) v Consented SHDA (14% B2 / 86% B8 employment ratio).

Table HTN4.1 - Predicted Net Change in SHDA Peak Hour Traffic Demand Levels: Amended Development Quantum v Consented SHDA (14% / 86%)

All Vehicle Trip Demand

Vehs	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	-	-	-	-	-	-	-	-	-
B8 Dist	+76	+48	+124	+68	+55	+122	+43	+80	+123
B2 Emp	-	-	-	-	-	-	-	-	-
Total	+76	+48	+124	+68	+55	+122	+43	+80	+123
%'tage	+14.3%	+6.7%	+10.0%	+14.4%	+12.8%	+13.6%	+6.7%	+12.5%	+9.6%

HGV Trip Demand

Vehs	AM In	AM Out	AM Total	Int-Pk in	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Residential	-	-	-	-	-	-	-	-	-
B8 Dist	+36	+25	+61	+32	+25	+57	+27	+24	+51
B2 Emp	-	-	-	-	-	-	-	-	-
Total	+36	+25	+61	+32	+25	+57	+27	+24	+51
%'tage	+30.4%	+29.6%	+29.9%	+30.6%	+29.0%	+29.9%	+32.5%	+30.1%	+31.3%

4.1.2 Review of the results of this comparison exercise demonstrates that the proposed additional B8 floorspace resulting from the proposed Plot 3 application could be expected to result in an overall net change in peak hour traffic movements from SHDA of circa +123 to +124 trips per hour (or 9.6% to 10.0% of consented traffic volumes). Just under half of these additional peak hour vehicle movements could be expected to be HGV delivery vehicles.

4.1.3 Given the B8 related nature of this additional traffic, it can be reasonably expected that the majority of these movements, particularly the HGV trips, would seek to

access the Strategic Road Network (either via M66 J3 to the west or M62 J19 to the south-east) via the key district distributor road routes of Pilsworth Road or newly constructed South Heywood Link Road (SHLR) respectively. A limited amount of the additional traffic may utilise local routes to access home origin / destinations in Heywood, Middleton or Bury (staff related traffic).

- 4.1.4 Total additional traffic volumes of circa 120 vehicle movements per hour effectively represents just 2 additional vehicle trips per minute (in + out) when compared to the consented development position. When one takes into account the wider network assignment of this additional traffic as per the commentary above, it is considered unlikely that any individual local link or junction would experience development related traffic increases of much in excess of 1 additional vehicle trip per minute during peak 'rush hour' network demand periods. Such traffic levels are unlikely to result in material changes in operational performance or traffic related environmental conditions.

4.2 Formal Network Assessment Approach to Support Plot 3 Application

- 4.2.1 Notwithstanding the above, it is proposed that a full Transport Assessment (TA) report would be prepared to support any future planning application, to ensure the comprehensive review of network wide traffic effects. This TA report would provide a comparison of network operational performance for the following future year scenarios (2038 future assessment year in line with the assessment approach carried out for the original 2016 SHDA planning application), with traffic flow estimates derived from updated traffic modelling using the South Heywood Traffic Model):

- 2038 Baseline + Consented SHDA (1000 dwellings, local centre, 135,460sqm B2 / B8 employment);
- 2038 Baseline + Consented SHDA (1000 dwellings, local centre, 175,460sqm B2 / B8 employment).

4.2.2 The scope of network assessment to be considered by the TA report could be expected to cover all key junctions and connecting links over the Pilsworth Road / SHLR corridor, viz:

- M66 J3 connector Road / Pilsworth Road
- Pilsworth Road / Moss Hall Road
- Pilsworth Road / 'Plot 3' Access
- Pilsworth Road / SHLR (Hareshill Road);
- SHLR (Hareshill Road) / SHEA / Hill Top Road
- SHLR (Hareshill Road) / A6045 Manchester Road
- M66 J3 & M62 J19

4.2.3 Final assessment scope and methodology will be agreed with the key highway stakeholders, Rochdale Borough Council (Local Highway Network) and National Highways (Strategic Road Network).





South Heywood Development Area: Development Traffic Comparison - 2022 Unit 3 'Drop In' Application v Amended S96a Planning Consent (86% B8 / 14% B2)

2016 Outline Planning Consent (85th Percentile Trip Rates)

All Vehicles

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	0.184	0.502	0.687	0.203	0.198	0.401	0.484	0.309	0.793
B8 Dist	0.191	0.119	0.309	0.169	0.137	0.306	0.108	0.2	0.307
B2 Emp	0.665	0.349	1.014	0.371	0.374	0.744	0.165	0.507	0.672

Amended S96a Planning Consent (85% B8 / 15% B2)

Total Employment	135,460	sqm
B8 Development	116,500	86.0%
B2 Development	18,960	14.0%
Resi	1,000	homes

Amended S96a Planning Consent (85% B8 / 15% B2)

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	184	502	687	203	198	401	484	309	793
B8 Dist	223	139	360	197	160	356	126	233	358
B2 Emp	126	66	192	70	71	141	31	96	127
Total Development	533	707	1239	470	429	899	641	638	1278

Emerging New Plot 3 Application

Total Employment	175,460	sqm
B8 Development	156,500	89.2%
B2 Development	18,960	10.8%

Emerging New 'Drop-In': South Heywood Development Area Trip Demand

All Vehicles

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	184	502	687	203	198	401	484	309	793
B8 Dist	299	186	484	264	214	479	169	313	480
B2 Emp	126	66	192	70	71	141	31	96	127
Total Development	609	754	1363	538	483	1021	684	718	1401

Difference: New Plot 3 Application v Amended S96a Planning Consent (86% B8 / 14% B2)

All Vehicles

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	0	0	0	0	0	0	0	0	0
B8 Dist	76	48	124	68	55	122	43	80	123
B2 Emp	0	0	0	0	0	0	0	0	0
Total Development	76	48	124	68	55	122	43	80	123
Percentage Change	14.3%	6.7%	10.0%	14.4%	12.8%	13.6%	6.7%	12.5%	9.6%

HGVs

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
1000 Resi	0.008	0.006	0.015	0.005	0.006	0.011	0	0.007	0.007
B8 Dist	0.091	0.062	0.153	0.08	0.062	0.142	0.067	0.061	0.128
B2 Emp	0.031	0.029	0.06	0.033	0.038	0.071	0.023	0.016	0.039

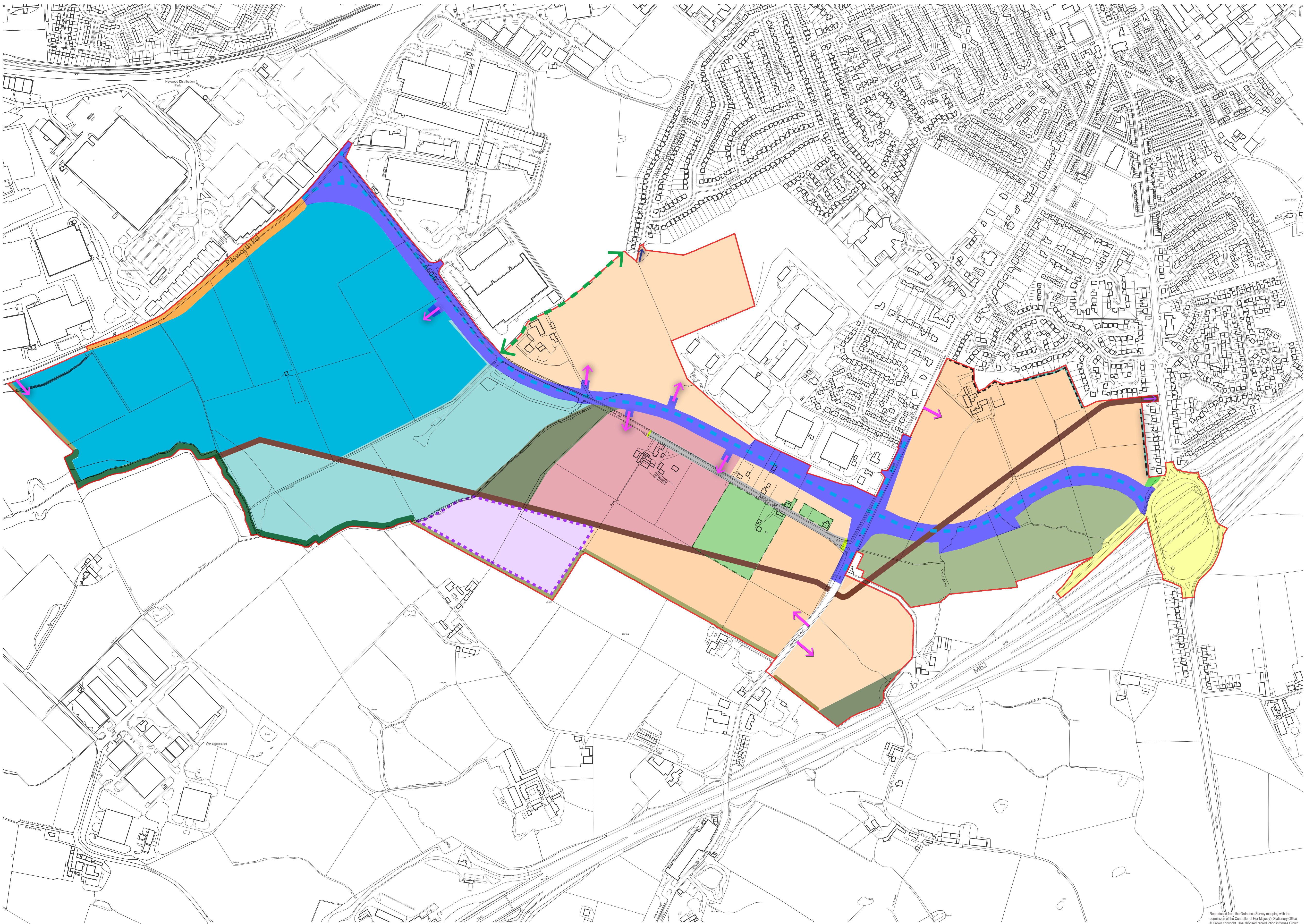
	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	8	6	15	5	6	11	0	7	7
B8 Dist	106	72	178	93	72	165	78	71	149
B2 Emp	6	5	11	6	7	13	4	3	7
Total Development	120	84	205	104	85	190	82	81	164

HGVs

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	8	6	15	5	6	11	0	7	7
B8 Dist	142	97	239	125	97	222	105	95	200
B2 Emp	6	5	11	6	7	13	4	3	7
Total Development	156	109	266	136	110	247	109	105	215

HGVs

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	0	0	0	0	0	0	0	0	0
B8 Dist	36	25	61	32	25	57	27	24	51
B2 Emp	0	0	0	0	0	0	0	0	0
Total Development	36	25	61	32	25	57	27	24	51
Percentage Change	30.4%	29.6%	29.9%	30.6%	29.0%	29.9%	32.5%	30.1%	31.3%



Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings.
- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

North Sign / Key Plan

- Application boundary
- Residential uses (use class C3) including open space, landscape, SuDs & access and associated infrastructure (up to 3 storeys/ 12m above FFL)
- Employment uses (use class B2/ B8) including SuDs & access (Upto 23m in height above FFL)
- Employment uses (use class B2/ B8) including SuDs & access (Upto 15m in height above FFL)
- Area for SuDs, ecology & landscaping
- Area for SuDs, ecology, access & landscaping
- Residential uses (class C3), local centre and proposed primary school including open space, SuDs, access and associated infrastructure (up to 3 storeys/ 12m above FFL)
- 10-15m Landscape buffer zone
- 5-8m Landscape buffer zone along Greenbelt
- Proposed Link Road and associated junction improvements - Incorporating landscaping & noise mitigation - See detailed drawing GA Plan A0/2001345
- Landscape buffer zone at Junction 19
- Road Works to Junction 19
- Proposed road widening and improvements to Pilsworth Road
- Gas Main Easement
Measured 6.1m either side from the gas main centre line. Landscape, plant/tree species and position of footpaths to be agreed with Cadent (formerly National Grid). Proposed vehicle access (at 90 degrees to the pipeline). No buildings or above ground apparatus/ structures.
- Retained existing highway with new cul de sac where Hareshill Road meets Manchester Road
- Proposed access points into development parcels
- Proposed links to footpath/ cycle path
- Proposed links to footpath/ cycle path if permitted by Cadent (formerly National Grid)
- Proposed sports pitches
- Properties on Hareshill Road. Retained existing uses
- Rear gardens to be at least 15m in length where houses back on to existing houses
- Max 2 storey housing along this edge (9m above FFL)
- PROW improvements (widening and upgrade of the path)

U	05/04/22	Amendments from comments	DM	GP
T	28/07/21	Amendments from comments	DM	GP
S	18/02/21	Amendments from comments	DM	GP
R	01/10/20	Amendments from comments	DM	GP
Q	17/09/20	Amendments from comments	DM	GP
P	29/07/20	Minor Amendments	DM	GP
N	28/07/17	Amendments from comments	EC	AA
M	10/07/17	Amendments from comments	EC	AA
L	29/06/17	Amendments from comments	EC	AA
K	10/11/16	Amendments from comments	EC	DM
J	09/11/16	Amendments from comments	EC	DM
I	04/11/16	Amendments from comments	FA	DN
H	04/11/16	Amendments from comments	FA	DN
G	28/10/16	Amendments from comments	FA	DN
F	19/10/16	Amendments from comments	FA	DN
E	08/10/16	Amendments from comments	DM	DN
D	05/10/16	Amendments from comments	FA	DN
C	15/09/16	Amendments from comments	FA	DN
B	14/09/16	Amendments from comments	FA	DN
A	12/09/16	Amendments from comments	FA	DN
Rev	Date	Revision Notes	DN	RV

Client / Contractor

IBI Intelligence Buildings Infrastructure

Project
SOUTH HEYWOOD

Drawing Title
Land Use and Height Parameters

Job Number 4846	Drawing Originated Date 06/09/2016	PAS 1192 Status Code -
Scale@A1 1:4000	Purpose Preliminary	

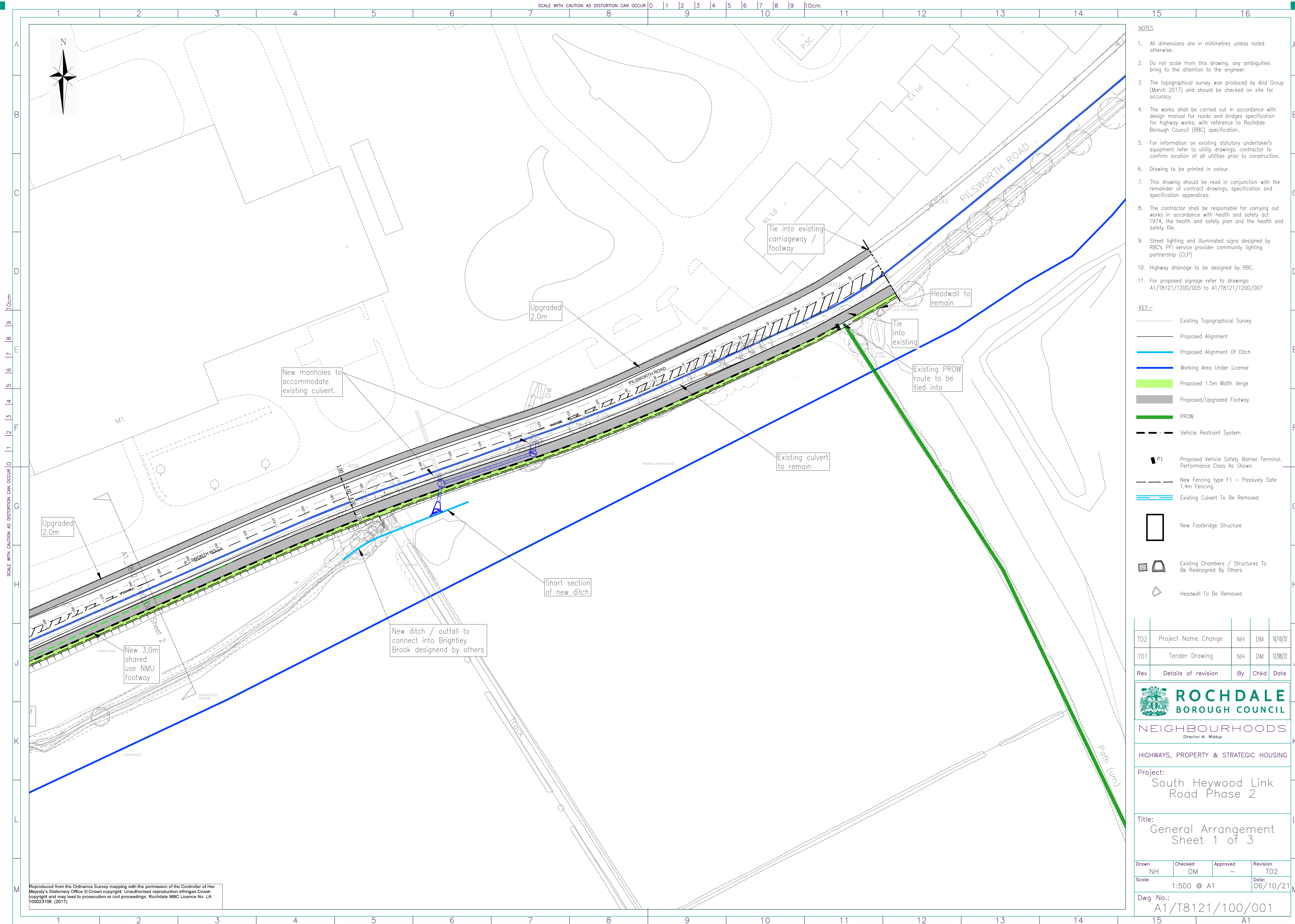
Drawing Number 4846_SP(90)43	Revision U
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 3. The topographical survey was produced by Aird Group (March 2017) and should be checked on site for accuracy.
 4. The works shall be carried out in accordance with design manual for roads and bridges specification for highway works, with reference to Rochdale Borough Council (RBC) specification.
 5. For information on existing statutory undertaker's equipment refer to utility drawings. contractor to confirm location of all utilities prior to construction.
 6. Drawing to be printed in colour.
 7. This drawing should be read in conjunction with the remainder of contract drawings, specification and specification appendices.
 8. The contractor shall be responsible for carrying out works in accordance with health and safety act 1974, the health and safety plan and the health and safety file.
 9. Street lighting and illuminated signs designed by RBC's PFI service provider community lighting partnership (CLP)
 10. Highway drainage to be designed by RBC.
 11. For proposed signage refer to drawings: A1/T8121/1200/005 to A1/T8121/1200/007

- KEY:-
- Existing Topographical Survey
 - Proposed Alignment
 - Proposed Alignment Of Ditch
 - Working Area Under License
 - Proposed 1.5m Width Verge
 - Proposed/Upgraded Footway
 - PROW
 - Vehicle Restraint System
 - P1 Proposed Vehicle Safety Barrier Terminal, Performance Class As Shown.
 - New Fencing type F1 - Passively Safe 1.4m Fencing.
 - Existing Culvert To Be Removed
 - New Footbridge Structure
 - Existing Chambers / Structures To Be Redesigned By Others
 - Headwall To Be Removed

T02	Project Name Change	NH	DM	10/10/22
T01	Tender Drawing	NH	DM	12/08/22
Rev	Details of revision	By	Chkd	Date

 **ROCHDALE**
BOROUGH COUNCIL

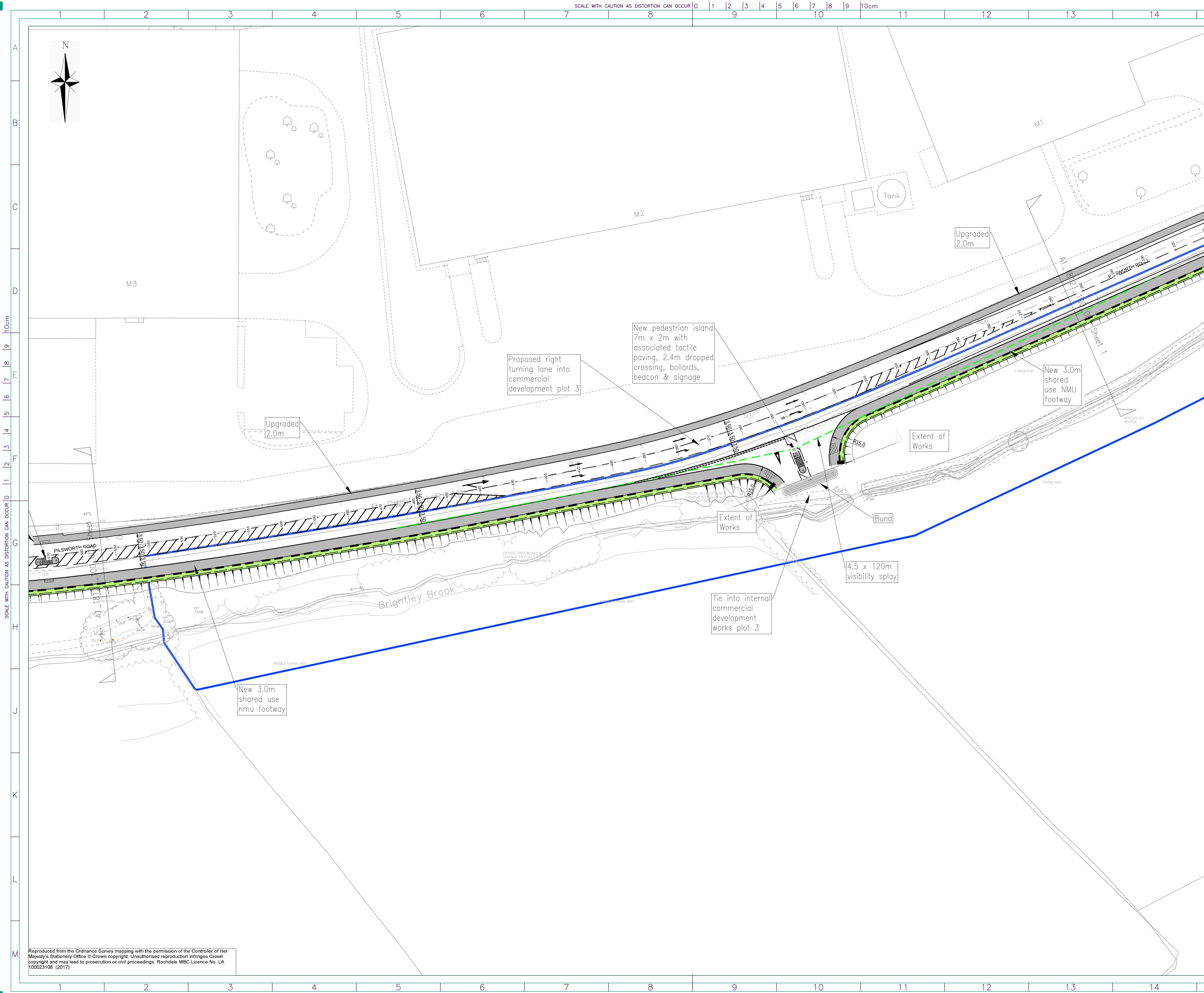
NEIGHBOURHOODS
Director: M. Wildup

HIGHWAYS, PROPERTY & STRATEGIC HOUSING

Project:
South Heywood Link
Road Phase 2

Title:
General Arrangement
Sheet 1 of 3

Drawn NH	Checked DM	Approved —	Revision T02
Scale: 1:500 @ A1			Date: 06/10/21
Dwg No.: A1/T8121/100/001			



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T02	Project Name Change	NH	DM	10/10/22
T01	Tender Drawing	NH	DM	12/08/22
Rev	Details of revision	By	Chkd	Date



ROCHDALE
BOROUGH COUNCIL

NEIGHBOURHOODS

Director: M. Widdup

HIGHWAYS, PROPERTY & STRATEGIC HOUSING

Project:
South Heywood Link
Road Phase 2

Title:
General Arrangement
Sheet 2 of 3

Drawn NH	Checked DM	Approved —	Revision T02
Scale: 1:500 @ A1			Date: 06/10/21

Dwg No.:
A1/T8121/100/002

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T01	Tender Drawing	NH	DM	12/08/22
Rev	Details of revision	By	Chkd	Date



ROCHDALE
BOROUGH COUNCIL

NEIGHBOURHOODS

Director: M. Widdup

HIGHWAYS, PROPERTY & STRATEGIC HOUSING

Project:
South Heywood Link
Road Phase 2

Title:
General Arrangement
Sheet 3 of 3

Drawn NH	Checked DM	Approved —	Revision T02
Scale: 1:500 @ A1			Date: 06/10/21
Dwg No.: A1/T8121/100/003			

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