

Steve Woods Consultants

Transportation, Traffic, and Highways

Town and Country Planning Act 1990

**Planning Application
for a Retrospective
Change of Use from B8 to B2
at
The Old Railway Yard
Fishwick Street
Rochdale
OL16 5NA**

TRANSPORTATION STATEMENT

23 February 2024

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QUALIFICATIONS AND EXPERIENCE

1. This Transportation Statement (TS) has been written by Steve Woods, a director of Steve Woods Consultants Ltd (SWC).
2. Steve Woods has a Masters Degree in Transport. He is a Bachelor of Science with Honours in Town Planning Studies. He is a Chartered Fellow of the Chartered Institute of Logistics and Transport in the UK, a Member of the Institution of Highways and Transportation, and a Member of the Royal Town Planning Institute.
3. He is a transport planner and has over thirty years of experience working in the field of traffic, transportation, and highways, in both the private and the public sectors.

INTRODUCTION

4. Retrospective planning approval is sought for a change of use at the Old Railway Yard in Fishwick Street, Rochdale, OL16 5NA. The planning application site has been used for commercial purposes for many years as a B8 Storage and Distribution Use, and now as a B2 Use.
5. The site is located in a commercial area and the B2 use is appropriate to the area. The site is now being used for the maintenance, servicing, and testing of fleet vehicles, mainly small vans.
6. The site is operated by the Steadplan Group which carries out work for a number of companies. These include Cadent, Salford Vans, MAN, Dachser, and DPD.
7. SWC has been instructed to provide a TS so that the planning application submission can be validated. SWC visited the application site on Thursday 15 February 2024 and on Friday 16 February 2024 and a number of surveys were carried out. Following these, the TS concludes that the use on the application site is appropriate to the site, and the area, and that it has no adverse effect on the free and safe flow of traffic on the local highway network. The TS supports the planning application submission.
8. Drawings and other documentation submitted with this planning application provide details of the site location, the proposed on-site layout, and the vehicular access.

SITE LOCATION AND PROPOSED DEVELOPMENT

9. Site Location

10. The planning application site is located in Fishwick Street in Rochdale at postcode OL16 5NA. It is approximately 500 metres east of Rochdale railway station and the town centre. There are a number of commercial facilities in Fishwick Street, the area being a commercial area. The use being carried out on the site is suited to the surrounding area.
11. The application site is sustainably located, being close to the town centre and railway station. It is also close to bus stops. The sustainable accessibility of the site is covered in the chapter below, “Sustainable Accessibility”.
12. Architectural drawings submitted with the planning application show the location of the site.

13. Vehicular Access

14. There is a good vehicular and pedestrian access from Fishwick Street serving the application site. The access has been located in its current position for many years. The access is wide enough for passing vehicles, although the site does not generate a large amount of traffic. This is discussed in more detail in the chapter below “Traffic Generation and Background Traffic”.
15. It is a safe access and there have been no road traffic accidents during the last five years for which data are available.

16. The Application Site

17. There is an existing building on the application site which is used for the maintenance, repair, and testing of fleet vehicles, mainly small vans. There are a number of working bays in the building, as well as offices and a reception.
18. Car parking provision for staff members is accommodated on the site. This is along the southern side of the site. There are twenty-three parking spaces for staff, but there are usually no more than approximately fifteen staff on site for any particular shift. SWC was on and around the application site all afternoon on Thursday 15 February 2024, and there was no evidence of staff parking on the highway. All car parking relating to the site is within the site.

19. Vehicles being maintained are all held on the site. Security is high with flood-lighting which is also for the convenience of those working on the vehicles.
20. Drawings showing the building, repair bays, and car parking have been prepared by the architect, and are submitted as part of the planning application submission.
21. Bicycle parking provision is also available on the site.
22. The application site, being close to the highway, is accessible for emergency vehicles, refuse collection vehicles, recycling, etc.

TRAFFIC GENERATION AND BACKGROUND TRAFFIC

23. Very little traffic is generated by the activities on the planning application site. Background traffic volume on Fishwick Street is low.
24. Traffic volume surveys were carried out by SWC on Thursday 15 February 2024 and on Friday 16 February 2024. On the Thursday, surveys were undertaken between 3:50pm and 6:00pm. On the Friday, surveys were undertaken between 7:45am and 9:00am.
25. Both motorised and pedestrian traffic were counted. The number of HGVs was also counted. Traffic leaving the application site and turning left was counted. Traffic turning right when leaving the site was also counted. Traffic turning right, into the site was counted, and traffic turning left into the site was counted.
26. The amount of traffic on Fishwick Street, passing the site was counted. This included pedestrian traffic passing the application site on the site side of Fishwick Street.
27. Table 1 provides the results of the background traffic surveys. Surveys were carried out every fifteen minutes for motorised traffic in both directions along Fishwick Street. Total two-way pedestrian traffic was counted.
28. Table 2 simplifies the results. The total amount of northbound and southbound motorised traffic is given for the two-hour period from 4:00pm to 6:00pm, and the period from 7:45am to 9:00am. Total passing pedestrian traffic is also provided.

Table 1: Background Traffic on Fishwick Street

Time Period	North-bound	North-bound HGV	South-bound	South-bound HGV	Total Motorised Traffic	Pedestrian Traffic
THURSDAY						
1550-1600	35	0	25	0	60	1
1600-1615	47	2	61	0	110	1
1615-1630	48	1	39	1	89	2
1630-1645	57	5	36	0	98	0
1645-1700	56	4	49	1	110	4
1700-1715	69	1	52	0	122	3
1715-1730	64	2	60	0	126	0
1730-1745	55	3	44	0	102	2
1745-1800	46	0	47	2	95	0
FRIDAY						
0745-0800	47	2	56	1	106	0
0800-0815	28	1	51	4	84	2
0815-0830	42	0	46	4	92	0
0830-0845	40	0	46	0	86	1
0845-0900	56	0	43	0	99	0

Table 2: Total Background Traffic on Fishwick Street

Time Period	Northbound	Southbound	Total	Pedestrians
THURSDAY				
1600-1800	460	392	852	12
FRIDAY				
0745-0900	216	251	467	3

29. Tables 1 and 2 confirm that background traffic on Fishwick Street is low, even during peak background traffic periods. HGV traffic in particular is low in volume. During the surveys, SWC noted that there were many gaps in the flow of traffic. Gaps allow vehicles from the site to easily enter the flow of traffic on Fishwick Street. However, as described in Tables 3 and 4, there is very little site traffic anyway.
30. Tables 1 and 2 also indicate very low levels of pedestrian traffic passing the application site access. There is no conflict between pedestrians and site traffic, and the site access is very safe.
31. Safety at the site access is excellent. Crashmap indicates that over the last five years for which data are available, there have been no recorded road traffic accidents in the vicinity of the site access.
32. Tables 3 and 4 below provide details of traffic generated by the planning application site. Table 3 lists the number of motorised vehicles entering the site, both from the south and from the north. It lists the number of motorised vehicles leaving the site in both directions. The number of arriving and departing pedestrians are also given. Table 4 simplifies the data.

Table 3: Planning Application Site Traffic

Time Period	Left Turns In	Right Turns In	Peds In	Left Turns Out	Right Turns Out	Peds Out	Total Motorised Movements
THURSDAY							
1550-1600	0	0	0	0	1	0	1
1600-1615	2	0	0	0	1	2	3
1615-1630	2	0	1	4	3	1	9
1630-1645	1	0	0	0	0	0	1
1645-1700	1	0	1	1	0	0	2
1700-1715	1	0	0	1	4	1	6
1715-1730	1	0	0	1	1	0	3
1730-1745	1	1	0	1	0	0	3
1745-1800	0	1	0	0	0	0	1
FRIDAY							
0745-0800	2 + (1)	0	1	0	1 + (1)	0	5
0800-0815	1	0	0	0	0	0	1
0815-0830	2 + (2)	0	0	0	3 + (1)	0	8
0830-0845	0	1	0	1	0	0	2
0845-0900	1	1	1	1	0	0	3

Numbers in brackets relate to HGVs

Table 4:

Time Period	Total - In	Total - Out	Total Motorised Traffic	Pedestrians
THURSDAY				
1600-1800	11	17	28	6
FRIDAY				
0745-0900	8 + (3)	6 + (2)	14 + (5)	2

Numbers in brackets relate to HGVs

33. The planning application site generates very little motorised and pedestrian traffic and there is no conflict with other traffic on Fishwick Street. There have been no road traffic accidents over the last five years for which data are available.
34. With so little traffic generated by the application site, especially during peak background traffic periods, there is no problem with vehicles accessing or egressing the site.
35. Members of staff work through a number of shifts. The beginning and end of these shift periods do not coincide with background traffic peak periods. The working week for the site is from 6:00am Monday to Saturday lunch time. Shifts are generally from 6:00am to 2:00pm, from 2:00pm to 10:00pm, and a night shift. Generally, there are fifteen staff on site during the early shift, fifteen or fewer during the afternoon shift, and just a few on the night shift.

36. The B2 Use on the planning application site has no adverse effect on the free and safe flow of motorised and pedestrian traffic on Fishwick Street. The site is in a commercial area, and commercial and staff traffic is expected, and is accommodated for on the local highway network.
37. Highway capacity is not an issue. Traffic turning into and out from the site is easily accommodated at the site access and on the local highway network.

SITE ACCESS AND PUBLIC HIGHWAY

38. As indicated above, traffic generated by the use of the application site is very low. In addition, there is sufficient space on site for all vehicles to be able to enter and leave the site in a forward gear. The existing vehicular access to the application site provides access for all vehicles and pedestrians. The gates at the vehicular access remain open during operating hours.
39. There is a footway crossing at the access. It is over fifteen metres wide at the back-of-footway. The access and the footway crossing will remain the same. They will not be altered. The existing entrance gate is 6.7 metres wide. It is set back to allow a vehicle to stand off the highway when the gates are opened at the start of the day. The gates are not closed during the day. The access width is wide enough for passing vehicles. There is also an inner gate which is 6.3 metres wide.
40. Fishwick Street is well lit with street lighting. There is a street light exactly opposite the site access. Broken white lines run down the middle of Fishwick Street which is 9.3 metres wide. The road is in good condition and appears to be well maintained.
41. There is a footway along both sides of Fishwick Street, and these lead to bus stops in the vicinity.
42. Fishwick Street is also a safe road. There have been no road traffic accidents at the site access over the last five years for which data are available.

SUSTAINABLE ACCESSIBILITY

43. The application site is sustainably accessible. The site is near the town centre of Rochdale and the railway station. More importantly, it is very near to bus stops. Bus stops on Milnrow Road and on Oldham Road are only 250 metres from the site.

44. On Milnrow Road, bus services 455, R4, R6, R9, and R10 operate. On Oldham Road, the bus services are 6, 409, and R9.
45. Bus service number 6 operates as a circular from and to Rochdale Interchange. Services begin well before 6:00am and continue until after 11:00pm. During the day, buses are every twenty minutes in both directions. This reduces to every thirty minutes during the early evening, and every sixty minutes late evening.
46. Bus service number 409 operates between Ashton-under-Lyne and Rochdale. Some services go via Oldham. Services begin passing near the application site at 5:17am and continue until 11:47pm. From very early morning, buses are every ten minutes in both directions. In the evening, buses are every thirty minutes.
47. Bus service number 455 operates between Rochdale and Stansfield. Services begin at 7:46am and continue every one to two hours in both directions until 6:59pm.
48. Bus service R4 serves Milnrow. Buses are every hour from 8:36am until 5:39pm.
49. Bus service R6 serves Kingsway and Milnrow. Buses are every hour between 9:22am and 6:32pm.
50. Bus services R9 and R10 serve Milnrow and Shaw. Buses are every hour from 7:21am until 10:00pm.

SUMMARY AND CONCLUSIONS

51. Retrospective planning approval is sought, for a change of use from B8 to B2 at the Old Railway Yard in Fishwick Street, Rochdale.
52. The site is being used for the maintenance, servicing, and testing of fleet vehicles. Given that the planning application site is located in a commercial area, the TS concludes that the use is appropriate to the site, and the area. Given the low volume of traffic generated by the site, the TS also concludes that the B2 Use has no adverse effect on the free and safe flow of traffic on the local highway network.
53. All car parking is within the site, and vehicles being maintained are all held on the site. Vehicles are able to enter and leave the site in a forward gear.
54. The vehicular access is wide enough for passing vehicles. The access is safe and there have been no road traffic accidents during the last five years for which data are available.
55. Fishwick Street is well lit with street lighting, and background traffic volume on Fishwick Street is low, and there are very low levels of pedestrian traffic passing the application site access. There is a footway along both sides of Fishwick Street, and these lead to bus stops in the vicinity.
56. The application site is sustainably located, being close to the town centre and railway station. It is also close to bus stops.
57. In highways terms, the B2 Use does not have any adverse effect on the road network, and would not have an unacceptable highway safety impact. Therefore, there appears to be every reason why in highways terms retrospective approval should be granted.

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