

Proposed Residential Development
Queens Drive, Kirkholt, Rochdale

January 2026

TRANSPORT STATEMENT

REPORT

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CONTENTS

1	INTRODUCTION	1
1.1	Preamble	1
1.2	Format of Report	1
2	DEVELOPMENT SITE AND PROPOSALS	2
2.1	Existing Site	2
2.2	Local Highway Network	2
2.3	Development Proposals.....	3
2.4	Car Parking	3
2.5	Servicing	5
3	ACCESSIBILITY BY NON CAR MODES	6
3.1	Introduction.....	6
3.2	Access on Foot.....	6
3.3	Access by Cycle	11
3.4	Access by Bus	14
3.5	Access by Rail	15
3.6	Non-Car Access Summary	15
4	TRAFFIC IMPACT ANALYSIS	17
4.1	Introduction.....	17
4.2	Assessment Criteria	17
4.3	Proposed Development	17
4.4	Capacity Assessment Summary	18
5	CONCLUSIONS	19

PLANS

Plan 1	Site Location
Plan 2	Proposed Site Layout
Plan 3	Proposed Access Arrangements
Plan 4	800m & 2km Pedestrian Catchment

APPENDICES

Appendix 1	TRICS Output
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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by MSV Housing Group to advise on the traffic and transport issues relating to a planning application for a residential development on land at Queens Drive in the Kirkholt area of Rochdale.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.2 Format of Report

1.2.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals

1.2.2 Section 3 provides an assessment of the accessibility of the site by non-car modes including walking, cycling and public transport.

1.2.3 Section 4 discusses the traffic impact of the proposed development and Section 5 draws together the conclusions.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located in Kirkholt and comprises a land parcel within an existing street network. The location of the site in relation to the surrounding area is shown on **Plan 1**.

2.1.2 The development site is the previous Kirkholt Medical Practice and is bounded to the north by Queens Drive, to the east by the current Kirkholt Medical Practice, to the south by undeveloped land and to the west by Q-Gardens Allotments.

2.2 Local Highway Network

2.2.1 Queens Drive runs in an east-west direction. At its eastern end it forms a junction with Hartley Lane. Hartley Lane runs in a north-south direction and provides access to nearby residential areas. About 95 metres north of the junction with Queens Drive, Hartley Lane forms a signal-controlled crossroad junction with the A664 Rochdale Bypass.

2.2.2 The A664 Bypass is a single carriageway and runs in an east-west direction throughout the centre of Rochdale. To the east it eventually forms a controlled junction with the A6193, which 100 metres to the east forms a roundabout junction with Michael Faraday Avenue and the A6193 Sir Isaac Newton Way.

2.2.3 The A6193 then eventually connects with Junction 21 of the M62. The M62 extends eastwards, where it provides access to Huddersfield and eventually Leeds. To the west, it forms Junction 4 with the M66 and Junction 18 of the M60. The M60 forms the outer ring road around Greater Manchester.

2.2.4 To the western end of Queens Drive, it forms a junction with the A664 Queensway. This is a single carriageway which runs south until it forms a priority junction with Manchester Road. Manchester Road runs in a north-south alignment where it provides access to nearby residential and employment areas. To the north, Manchester Road runs via Castleton, where it forms a roundabout junction with the A627(M) which provides access with Oldham.

2.2.5 To the north, Manchester Road forms a junction with the A58 Bolton Road to the west and the A58 Manchester Road to the east. The A58 Bolton Road to the east becomes Rochdale Road East and connects the site with Heywood and eventually Bury. To the east, the A58 provides access throughout the centre of Rochdale.

2.2.6 It is therefore considered that the application site is well connected to the local and strategic road networks.

2.3 Development Proposals

2.3.1 The proposals would provide a total of 28no. dwellings comprising of:

- 5no. 4-bed dwellings; and
- 23no. 1-bed apartments

2.3.2 The proposed site layout is shown in **Plan 2**.

2.3.3 The development will be accessed via two junctions off Queens Drive. The existing access to the east serving the dwellings will be retained and reconfigured, whilst a new junction located to the west will be created to serve the apartments.

2.3.4 The proposed access arrangements are shown in **Plan 3**.

2.3.5 As can be seen from the plan, each access will be approximately 6 metres in width and can achieve visibility splays of 25 metres in accordance with the 20 mph design speed requirements outlined in Manual for Streets.

2.3.6 All of the land required for the vehicular access is on land controlled by the applicant or on currently adopted highway.

2.4 Car Parking

2.4.1 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

2.4.2 This will clearly reduce the reliance on the private car and car parking.

2.4.3 Notwithstanding the above, the following car parking provision is proposed:

- 5no. dwellings - 10no. spaces (200%)
- 23no. apartments – 17no. spaces (75%)

2.4.4 Given the nature and mix of the housing and the highly sustainable location of the site, it is considered that the proposed provision will be sufficient to cater for demand.

2.4.5 Car ownership within the area supports this argument. The 2021 census data on car and van ownership within the Middle Superior Output Area (MSOA) Rochdale 019 has been analysed and is summarised in **Table 2.1** below.

Number of Cars or Vans	2021	
	Number	Percentage
No cars or vans in household	1,294	31%
1 car or van	1,635	40%
2 cars or vans	947	23%
3 or more cars or vans	260	6%

Table 2.1 – Car Ownership 2021 Census Data

2.4.6 As can be seen above, based on current car ownership data, around 31% of households in the same ward as the site do not own or have access to a car or van.

2.4.7 If the current trends are applied to the proposed 23no. apartments, around 7no. of the households (31%) would not own or have access to a car or van and so would not require a parking space.

2.4.8 On that basis, only around 16no. of the remaining households (23 – 7 = 16) would potentially require a space. The provision of 17no. spaces is therefore deemed to be appropriate to serve this element of the proposals.

2.4.9 Furthermore, each resident on moving in will be fully aware of the car parking situation.

2.4.10 Parking provision will be complemented by the provision of cycle parking for 23 cycles (1 space per apartment), which demonstrates that the applicant is committed to delivering a highly sustainable development in line with local and national guidance.

2.5 Servicing

2.5.1 Bin collection points have been indicated in the proposed site plan, although, the precise details of waste collection will be discussed and agreed with Rochdale Council, during the planning process.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus; and
- access by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.

3.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.3 Existing footways are provided along Queens Drive, the A664 Queensway and Hartley Lane. These link to the wider pedestrian network.

3.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

3.2.8 **Table 3.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.9 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.12 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’

- 3.2.13** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 3.2.14** In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4**.
- 3.2.15** The 2,000-metre pedestrian catchment illustrates that almost the entirety of the south of Rochdale, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 3.2.16** In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 3.1** below:

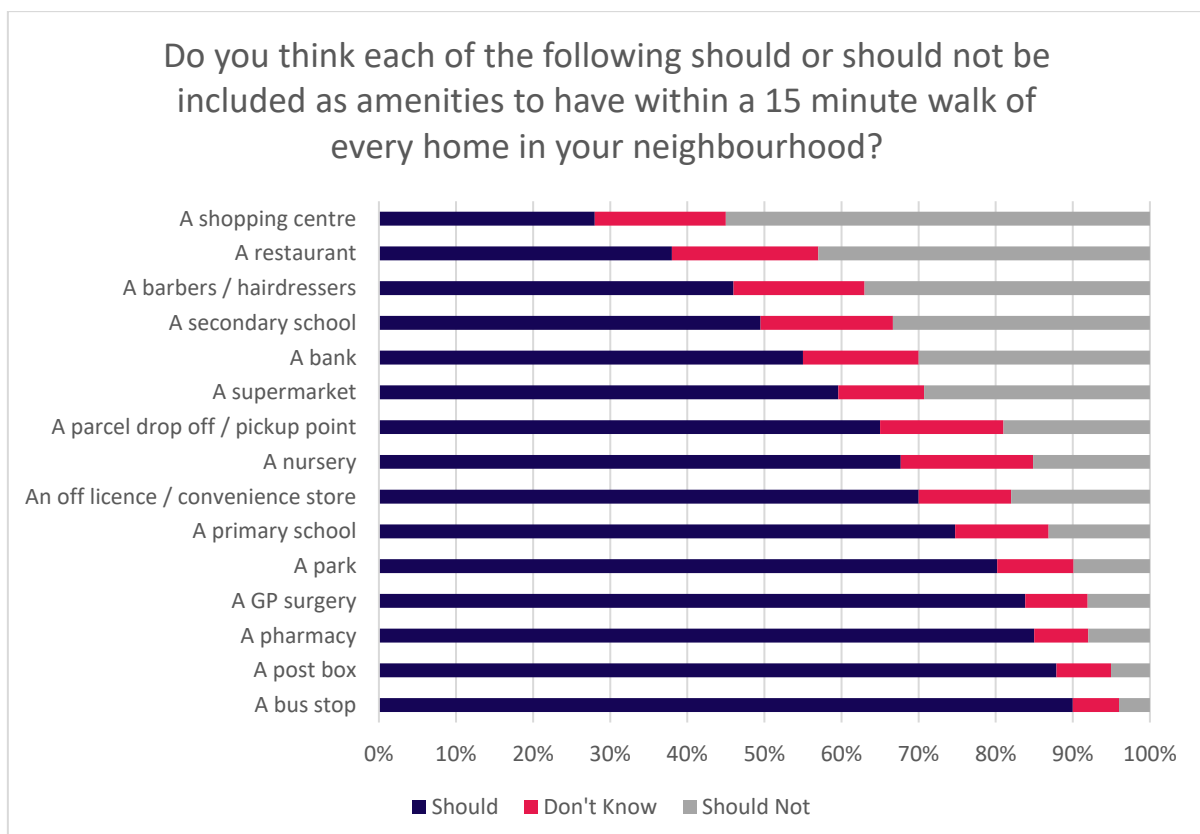


Figure 3.1 YouGov Poll Results (Source YouGov)

- 3.2.17** Figure 3.1 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 3.2.18** Plan 4 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 3.2.19** As can be seen in Plan 4, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.
- 3.2.20** **Table 3.4** below, shows the walking distance from the centre point of site 1 and 2 to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Kirkholt Medical Practice	45m	1,600m	YES
Sandbrook Community Primary School	170m	3,200m	YES
Post Box	260m	1,600m	YES
Best One Convenience Store	450m	1,600m	YES
Sandbrook Park Shopping Centre	550m	1,600m	YES
National Co-op Pharmacies	600m	1,600m	YES
The Sandbrook	650m	1,600m	YES
PureGym Rochdale	700m	1,600m	YES
Ashfeild Valley Primary School	900m	3,200m	YES
Tesco Superstore	1,200m	1,600m	YES

Table 3.4 Distance from Site to Local Facilities

3.2.21 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

- 3.3.3** The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 3.3.4** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Rochdale, Middleton, Oldham, Shaw, Heywood and Bury.
- 3.3.5** National Cycle Route 66 is located just to the northwest of the site. It runs from Littleborough southeast to the centre of Rochdale and down to Castleton where it ends. It is mostly an off-road cycle route and is located only 80m from the centre of the site.
- 3.3.6** National cycle Route 92 is also located in close proximity to the site. This route runs from Whitworth to the north, down to the centre of Rochdale, where it terminates.

- 3.3.7** It is both an on and off-road cycle route and is located around 2.8km from the centre of the site.

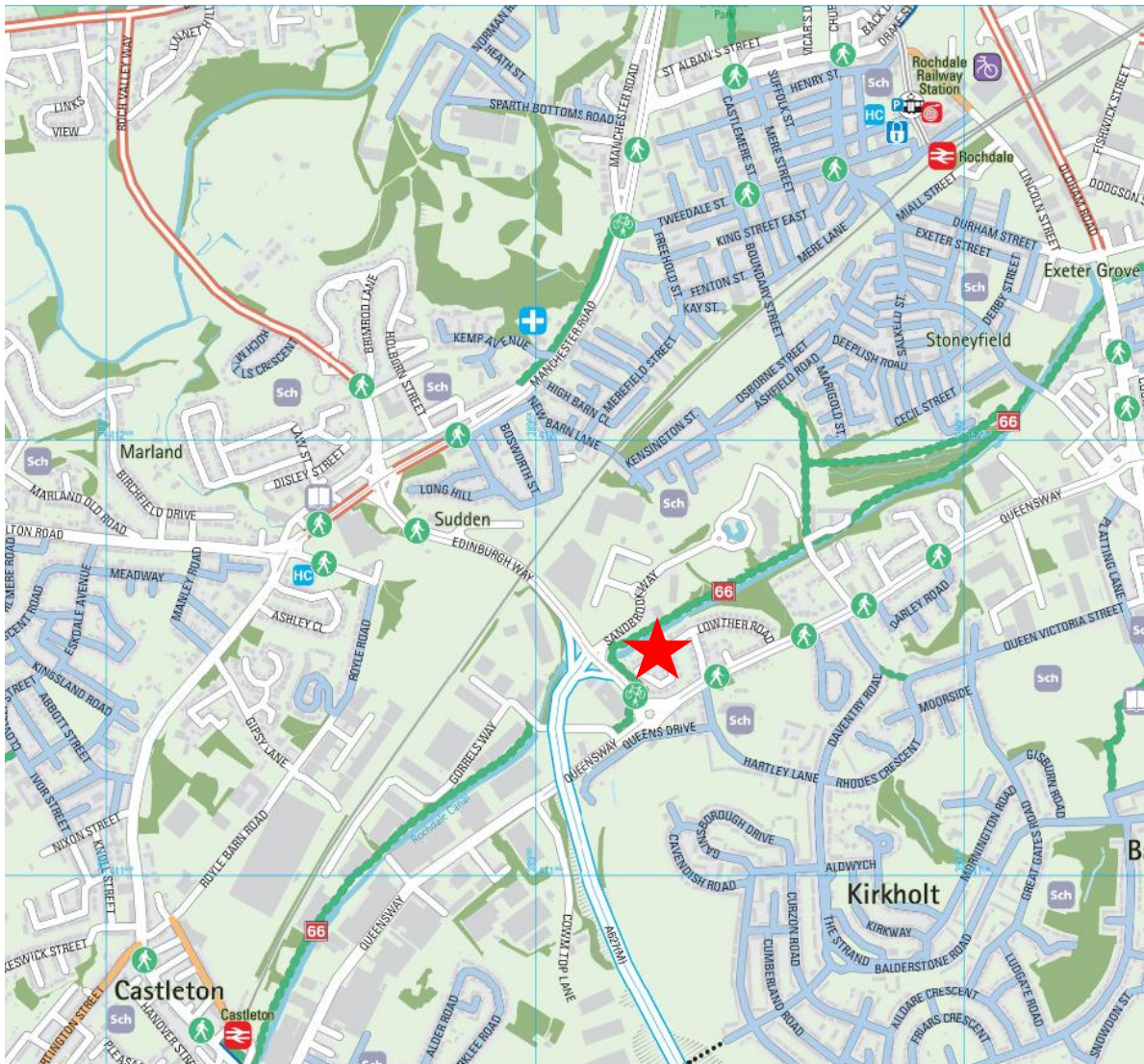


Figure 3.2 Council Cycle Map

- 3.3.8** As can be seen in Figure 3.2 above, a number of Traffic Free Routes (Green dotted), On Road Routes – On Road Route – with other cycling facilities (Red) and On Road Route – signposted but with no facilities (Orange) within the vicinity of the site.
- 3.3.9** The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

- 3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 3.4.2 The nearest bus stop to the site is located along the A664 Queensway, to the west of the development site. This stop consists of a bus stop pole, shelter and timetable. Additional bus stops are located further along the A664 Queensway. All the nearest bus stops to the site are shown on Plan 3.
- 3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
434	Middleton - Rochdale	3 services	60 mins	4 services	3 services	60 mins	4 services	60 mins

Table 3.5 Existing Bus Services Operating in the Vicinity of the Site

- 3.4.4 As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Middleton and Rochdale.
- 3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:20am to around 21:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.6** below.

Destination	Duration
Middleton	31 mins
Rochdale	35 mins

Table 3.6 Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Middleton is just a 31-minute bus journey from the site and Rochdale is just a 35-minute bus journey.

3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Rail

3.5.1 The nearest train station located to the site is Castleton, which can be accessed via a 22-minute walk or a 6-minute cycle. This train station is managed by Northern and has 2 platforms, offering 5 services per hour to destinations such as Blackburn, Rochdale and Clitheroe.

3.5.2 Rochdale station is also located within the 2km pedestrian catchment and can be reached via a 27-minute walk or a 7-minute cycle. This station has 4 platforms and 10 services an hour to destinations including Leeds, Wigan and Chester.

3.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Non-Car Access Summary

3.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

3.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Kirkholt;

- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on the A664 Queensway, travelling to destinations such as Rochdale and Middleton, show that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail both Castleton and Rochdale stations located just a short bus journey away.

3.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors.

3.6.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

4.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

4.3 Proposed Development

4.3.1 As previously stated, the proposals would provide a total of 28no. dwellings comprising 5no. houses and 23no. apartments.

4.3.2 In order to establish the vehicular trip rates for the proposed houses, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Mixed Private Housing (Flats and Houses);
- Greater London and Republic of Ireland sites excluded;
- Range 15 to 618 units; and
- Weekday surveys only.

4.3.3 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed houses is included in **Table 4.1**, below, with the TRICS output being provided at **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.115	0.304	3	9
	PM Peak Hour	0.267	0.147	7	4

Table 4.1 Proposed Houses Trip Rates and Trips

4.3.4 As can be seen from the above table, the proposed houses are predicted to result in 12 two-way vehicular trips during the weekday AM peak and 13 two-way trips during the weekday PM peak period.

4.3.5 In light of such a minimal impact, and given there are no known capacity issues in the area, no capacity assessments have been undertaken of the local road network.

4.3.6 Once the traffic associated with the development is dispersed across the network, the impact will be minimal.

4.4 Capacity Assessment Summary

4.4.1 This section of the Report has considered the impact of the proposal in transport terms.

4.4.2 The above assessment has demonstrated that overall, the proposals will not have a material impact or give rise to any highway capacity issues.

4.4.3 It is therefore considered that the predicted level of traffic can be accommodated onto the local highway network.

4.4.4 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out within the NPPF.

5 CONCLUSIONS

5.1.1 Eddisons has been instructed by MSV Housing Group to advise on the traffic and transport issues relating to a planning application for a residential development on land at Queens Drive in the Kirkholt area of Rochdale.

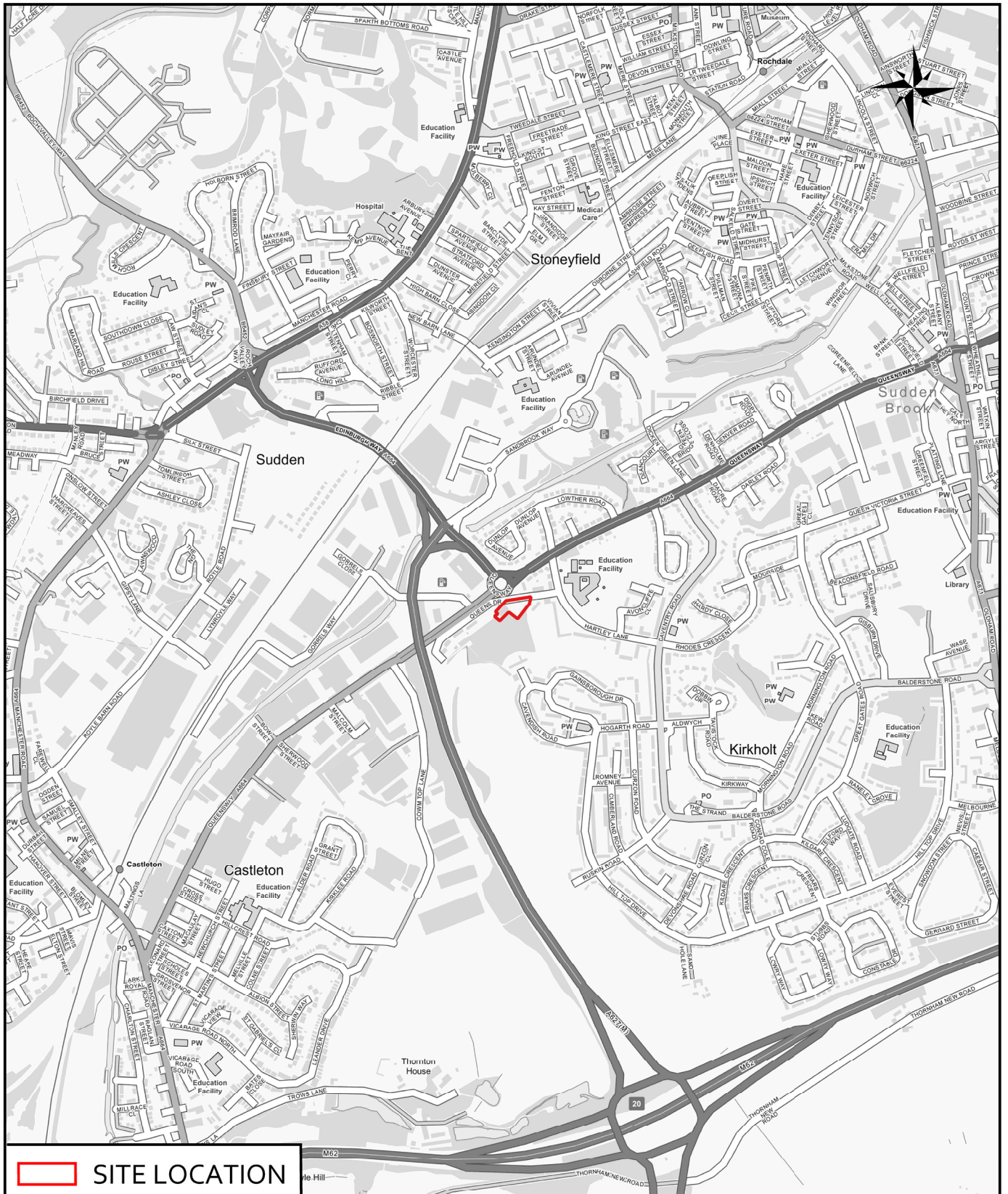
5.1.2 The proposals would provide a total of 28no. dwellings, comprising houses and apartments with associated car parking and landscaping.

5.1.3 A number of conclusions can be drawn from the report, namely:

- The existing and proposed pedestrian infrastructure will enable safe pedestrian movement between the development site and the local area.
- The site is located close to a number of day-to-day amenities within the area to reduce reliance on the private car.
- The area surrounding the site is relatively flat, making it highly conducive to cycling.
- The site benefits from being located in close proximity to the bus stops which provide services that are ideally placed to cater for the needs of the new residents.
- The site is accessible by train, being located within walking distance of Castleton and Rochdale train stations.
- The proposed development can be adequately accessed and serviced in a safe and efficient manner.
- The impact of the proposals has been assessed using the TRICS database and the assessments showed the trip generation would be minimal.
- It has therefore demonstrated that the development will not have a material impact on the operation of the local highway network.

5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



 SITE LOCATION

CLIENT:

MSV HOUSING GROUP

DRAWING TITLE:

**QUEENS DRIVE, KIRKHOLT, ROCHDALE
SITE LOCATION**

DRAWN:

LG

DATE:

22.10.24

CHECKED:

MR

DATE:

22.10.24

SCALES:

NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croffts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER.

4548-01

REVISION.

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Eddisons



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■CHECK ALL DIMENSIONS ON SITE.

■DRAWING TO BE READ IN CONJUNCTION WITH THE HEALTH & SAFETY PLAN, AND ALL RELEVANT RISK ASSESSMENTS AND THE FOLLOWING DRAWINGS:

Schedule of Accommodation

Flat Type	Description	Area/m2	Total
A1	1B2P	50.3	12
A2	1B2P	50.3	11

Total 23

100% 1-beds
(Car parking : 75% shown)

House Type	Description	Area/m2	Total
B	4B7P	127.8	3
B(V1)	4B7P	129.3	1
B(V2)	4B7P	129.3	1

Total 5

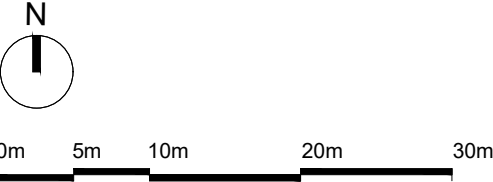
(Car parking : 200% shown)

GIFA

Flat Block	Floor	Number	Area/m2
Ground	1	517.0	
1-2	2	517.0	
Total		1034.0	

House Block	Floor	Number	Area/m2
Ground	1	240.7	
1	1	253.7	
2	1	171.4	
Total		665.8	

- Site Boundary (0.38Ha)
- Proposed Community Gardens Site (~0.19)
- Existing Community Gardens Boundary
- Existing Buildings
- Existing Trees
- Existing Trees - Removed
- New Trees
- Tarmac / parking areas
- Hard landscaped areas
- Grassed areas / BNG
- Private gardens



Revision	Date	By	Remarks
A	15.11.24	OP	Drawing updated to suit house and flat block layouts
B	04.12.24	OP	Stage 2 Drawing Issue - dwgs updated to suit proposed elevations
C	02.07.25	OP	Parking court, red line boundary & bin stores amended, and general updates
D	14.10.25	OP	Alterations to red line boundary, cycle store and general building updates
E	22.10.25	OP	Sub Station updated in line with M&E / Utilities recommendations, red line boundary update
F	11.11.25	OP	Updates to suit removed sprinkler system in apartment block
G	10.12.25	OP	Revised red line boundary. Landscape & SE coordination

Date:		Scale @A3:	Project Number:		Drawing Number:		Revision:		Drawing Purpose:	
Oct 2024		1:500	22-042		SK23		G		INFORMATION	
Drawn:	Checked:	Status:	Project	Originator	Vol/Sys	Level	Type	Role	Number	
OP	AJD		XX - XX - XX - XX - XX - XX - XX							

TRIANGLE ARCHITECTS

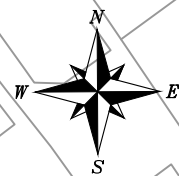
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E-mail: studio@trianglearchitects.co.uk
Web: www.trianglearchitects.co.uk
Twitter: @TriangleArch
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4 Jordan Street
Manchester
M15 4PY

Client:	MSV Housing
Project:	Queens Drive, Kirkholt
Drawing Name:	Proposed Site Plan (Option 11)



NORTH SOUTH AERIAL VIEW



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: ROCHDALE BOROUGH COUNCIL
TOTAL AREA OF SITE: 0.2Ha



SITE LAYOUT NTS

REV	REVISED SITE LAYOUT		LB	MR	JAN 26
	DETAILS		DRAWN	CHECKED	DATE

CLIENT:

TRIANGLE ARCHITECTS

PROJECT:
QUEENS DRIVE,
KIRKHOLT

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES:
1:500 @ A3

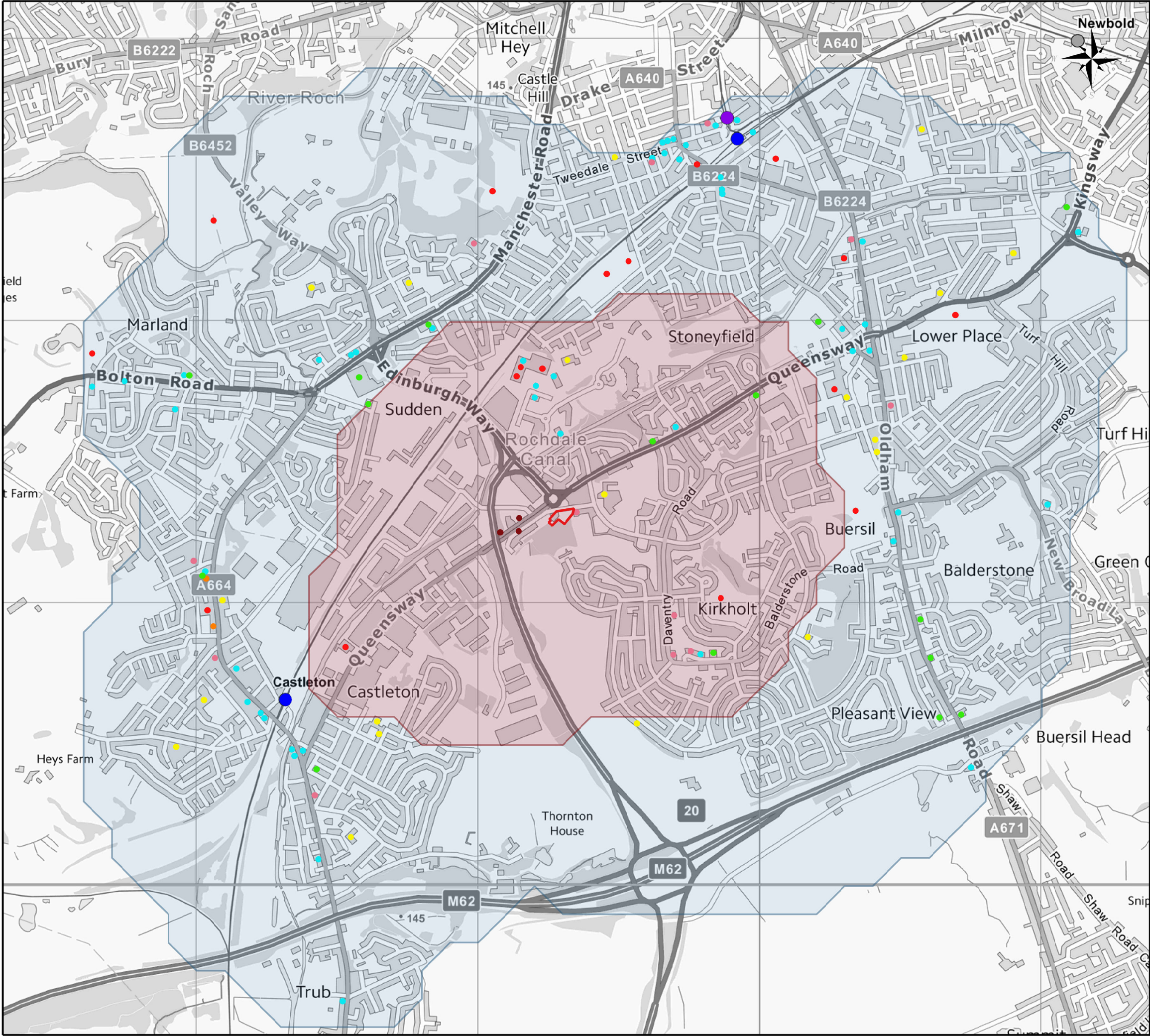
DRAWN:	LB	CHECKED:	MR	DATE:	JUN 25
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Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4548-F01	REVISION:	A
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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Station
- Metrolink
- Nearest Bus Stops
- Sport/Leisure
- Medical/Healthcare
- Retail
- Post Office
- Cafe
- Education

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
MSV HOUSING

PROJECT:
**QUEENS DRIVE, KIRKHOLT,
ROCHDALE**

DRAWING TITLE:
**800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALES:
NTS @ A3

DRAWN: LG	CHECKED: MR	DATE: OCT 24
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Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4548-03	REVISION: -
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APPENDICES

APPENDIX 1

TRICS Output

Calculation Reference: AUDIT-851401-250730-0743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
	TW TYNE & WEAR	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3 19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	12 days
1.6 to 2.0	2 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	8 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

- | | |
|--|--|
| <p>1 BO-03-K-01 MIXED HOUSES & FLATS</p> <p>MARTELL DRIVE
BEDFORD
KEMPSTON
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: THURSDAY 15/10/20</p> | <p>BEDFORD</p> <p>Survey Type: MANUAL</p> |
| <p>2 CA-03-K-03 FLATS & TERRACED</p> <p>YORK STREET
CAMBRIDGE</p> <p>Edge of Town Centre
No Sub Category
Total No of Dwellings: 178
Survey date: WEDNESDAY 20/09/17</p> | <p>CAMBRIDGESHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>3 CA-03-K-04 MIXED HOUSES & FLATS</p> <p>FORDHAM ROAD
SOHAM</p> <p>Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY 11/07/18</p> | <p>CAMBRIDGESHIRE</p> <p>Survey Type: MANUAL</p> |
| <p>4 CW-03-K-01 MIXED HOUSES & FLATS</p> <p>TRELOWEN DRIVE
PENRYN</p> <p>Edge of Town
Residential Zone
Total No of Dwellings: 89
Survey date: THURSDAY 28/03/19</p> | <p>CORNWALL</p> <p>Survey Type: MANUAL</p> |
| <p>5 DY-03-K-01 MIXED HOUSES & FLATS</p> <p>PRIDE PARKWAY
DERBY
WILMORTON
Edge of Town
Industrial Zone
Total No of Dwellings: 618
Survey date: MONDAY 23/07/18</p> | <p>DERBY</p> <p>Survey Type: MANUAL</p> |
| <p>6 ES-03-K-01 MIXED HOUSES & FLATS</p> <p>LEWES ROAD
UCKFIELD
RIDGEWOOD
Edge of Town
Residential Zone
Total No of Dwellings: 64
Survey date: THURSDAY 14/07/16</p> | <p>EAST SUSSEX</p> <p>Survey Type: MANUAL</p> |
| <p>7 FU-03-K-01 SEMI-DETACHED & FLATS</p> <p>NATLAND ROAD
KENDAL</p> <p>Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: TUESDAY 21/06/16</p> | <p>WESTMORLAND & FURNESS</p> <p>Survey Type: MANUAL</p> |
| <p>8 GM-03-K-03 SEMI-DETACHED & FLATS</p> <p>WILBRAHAM ROAD
MANCHESTER
WHALLEY RANGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: THURSDAY 06/05/21</p> | <p>GREATER MANCHESTER</p> <p>Survey Type: MANUAL</p> |

9 HC-03-K-02 MIXED HOUSES & FLATS
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone

Total No of Dwellings: 270
Survey date: TUESDAY 11/10/22

HAMPSHIRE

10	HC-03-K-07	MIXED HOUSES & FLATS
	MINLEY ROAD	
	FARNBOROUGH	
	BLACKWATER	
	Edge of Town	
	Residential Zone	
	Total No of Dwellings:	313
	<i>Survey date: THURSDAY</i>	<i>12/05/22</i>

Survey Type: *MANUAL*
HAMPSHIRE

11 NG-03-K-02 MIXED HOUSES
CASTLE BRIDGE ROAD
NOTTINGHAM

Survey Type: *MANUAL*
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 132
Survey date: MONDAY 07/11/16

12 NM-03-K-01 TERRACED HOUSES & FLATS
AUCTIONEERS COURT
NORTHAMPTON

Survey Type: MANUAL
WEST NORTHAMPTONSHIRE

Edge of Town Centre
Commercial Zone
Total No of Dwellings: 23
Survey date: THURSDAY 18/04/24

13 SC-03-K-02 MIXED HOUSES & FLATS
STOMPOND LANE
WALTON-ON-THAMES

Survey Type: MANUAL
SURVEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 104
Survey date: THURSDAY 25/04/24

14 TW-03-K-01 MIXED HOUSES & FLATS
SHELLEY DRIVE
GATESHEAD

Survey Type: *MANUAL*
TYNE & WEAR

Edge of Town Centre
No Sub Category
Total No of Dwellings: 131
Survey date: THURSDAY 23/05/19

15 TW-03-K-02 FLATS & TOWN HOUSES
TYNEMOUTH ROAD
TYNEMOUTH

Survey Type: *MANUAL*
TYNE & WEAR

Edge of Town Centre
No Sub Category
Total No of Dwellings: 28
Survey date: FRIDAY 15/10/21

Survey Type: MANUAL

16 WS-03-K-01 MIXED HOUSES & FLATS

WEST SUSSEX

Residential Zone

Total No of Dwellings:

Survey date: WEDNESDAY 05/07/23

Survey Type: MANUAL

WEST SUSSEX

LITTLEHAMPTON ROAD

WORTHING

WEST DURRINGTON

Edge of Town

Residential Zone

Total No of Dwellings:

Survey date: THURSDAY 12/05/16

Survey Type: MANUAL

WEST SUSSEX

HILLS FARM LANE

HORSHAM

BROADBRIDGE HEATH

Edge of Town

Residential Zone

Total No of Dwellings:

Survey date: THURSDAY 28/06/18

Survey Type: MANUAL

WEST SUSSEX

WESTERN ROAD

CHICHESTER

Edge of Town

Residential Zone

Total No of Dwellings:

Survey date: WEDNESDAY 12/06/24

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	157	0.072	19	157	0.255	19	157	0.327
08:00 - 09:00	19	157	0.115	19	157	0.304	19	157	0.419
09:00 - 10:00	19	157	0.117	19	157	0.162	19	157	0.279
10:00 - 11:00	19	157	0.122	19	157	0.137	19	157	0.259
11:00 - 12:00	19	157	0.109	19	157	0.116	19	157	0.225
12:00 - 13:00	19	157	0.140	19	157	0.122	19	157	0.262
13:00 - 14:00	19	157	0.129	19	157	0.135	19	157	0.264
14:00 - 15:00	19	157	0.138	19	157	0.165	19	157	0.303
15:00 - 16:00	19	157	0.221	19	157	0.160	19	157	0.381
16:00 - 17:00	19	157	0.226	19	157	0.150	19	157	0.376
17:00 - 18:00	19	157	0.267	19	157	0.147	19	157	0.414
18:00 - 19:00	19	157	0.260	19	157	0.148	19	157	0.408
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.916			2.001			3.917

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 15 - 618 (units:)
 Survey date range: 01/01/16 - 12/06/24
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com