

**ADVISORY**

Wilson Bowden Developments Ltd  
Plot Q, Kingsway Business Park,  
Rochdale  
Transport Statement

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Plot Q, Kingsway Business Park,  
Rochdale  
Transport Statement

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## APPENDICES

APPENDIX 1: Masterplan Parameters Plan from Outline Application (14/00542/OUT)  
APPENDIX 2: Accessibility Index Calculation

## 1. INTRODUCTION

### Instruction

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Wilson Bowden Developments Ltd (The Applicant) to provide highways and transportation advice in support of a full planning application for a *“Warehouse distribution/production unit with first floor office and core facilities”*, known as Plot Q, located at Kingsway Business Park, Rochdale, Greater Manchester.
- 1.2 At this stage it is not known who the end user of the unit will be and hence, the planning application seeks permission for open B2/B8 use class. It should be noted that outline planning permission exists for development on Plot Q (application reference 14/00542/OUT) and the approved parameters allow for development across the site in accordance with the approved Masterplan Parameters Plan shown at drawing number 2013-233/102 Revision A, a copy of which is included at **Appendix 1**.
- 1.3 Plot Q seeks permission for a gross internal area (GIA) of 10,317sqm, of which includes a 9,773sqm ground floor area (GFA) and a 544sqm office space.

### Objective

- 1.4 The objective of this Transport Statement (TS) is to identify whether the proposed development could generate a significant increase in vehicle trips, above what was assessed as part of the 2014 outline application. It also details the proposed access arrangements for vehicles, pedestrians, and cyclists, and seeks to demonstrate whether a suitable internal layout could be achieved that provides a satisfactory level of parking and allows for servicing vehicles to enter and depart without conflict.
- 1.5 A Framework Travel Plan has also been produced in support of the planning application for Plot Q. The Framework Travel Plan should be read in conjunction with this TS.

### Policy

- 1.6 The Government's sustainability objectives are embodied within paragraph 117 of The National Planning Policy Framework (NPPF – updated December 2024) which states that *“applications for development should:*
  - *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations”.*

## **Report Structure**

1.7 This TS is structured as follows:

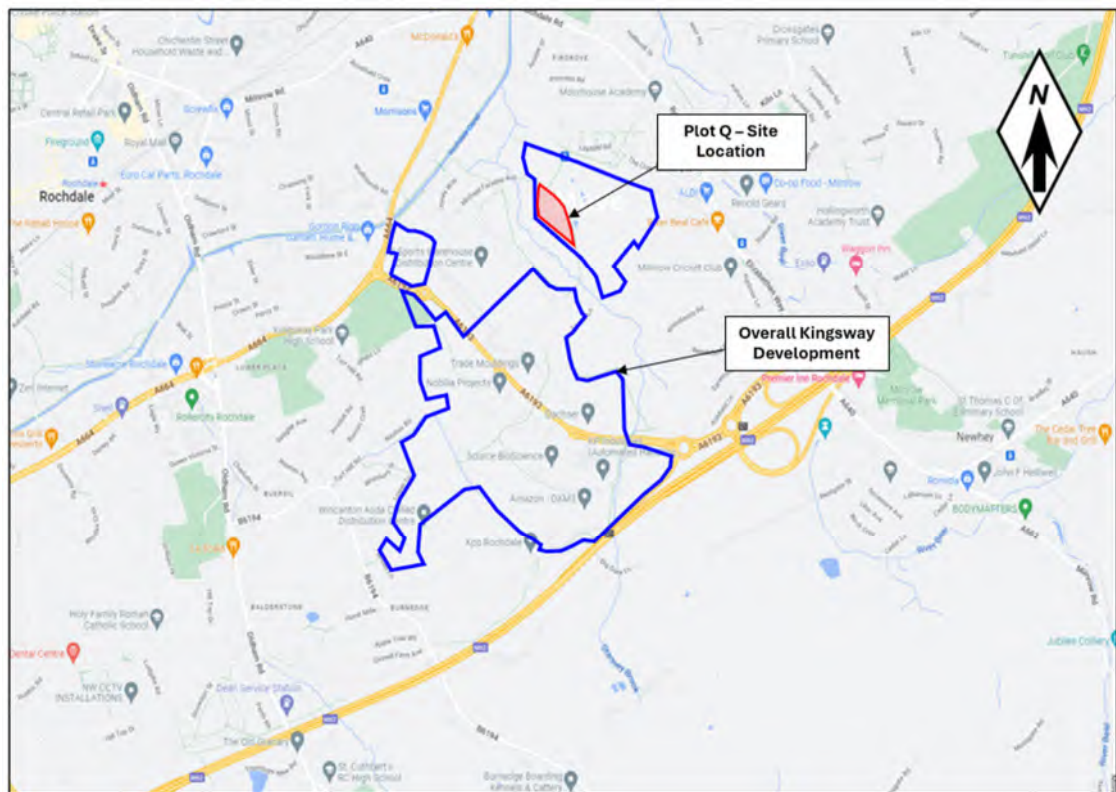
- **Section 2: Existing Conditions** - sets out brief details of the existing conditions, including the site details and highway layout as well as providing a brief overview of current opportunities to travel to the site using sustainable modes,
- **Section 3: Proposed Development** - outlines the development proposals, including the multi-modal access strategy and parking requirements.
- **Section 4: Trip Generation and Highway Impact** - sets out the proposed development trip generation and how this compares against the total permitted trips under the 2014 outline, and
- **Section 5: Summary and Conclusions** - summarises and concludes the report.

## 2. EXISTING CONDITIONS

### Site Location

- 2.1 **Figure 1** shows the location of Plot Q within the wider Kingsway Business Park. Plot Q comprises an irregular shaped parcel of land with an area of 2.86 hectares and is bound by Michael Faraday Avenue to the north and east, and the JD warehouse to the southwest. Junction 21 of the M62 (M62 J21) is located approximately 2.0 kilometres southeast of the site and can be accessed via the A6193.

**Figure 1. Site Location**



### Local Highway Network

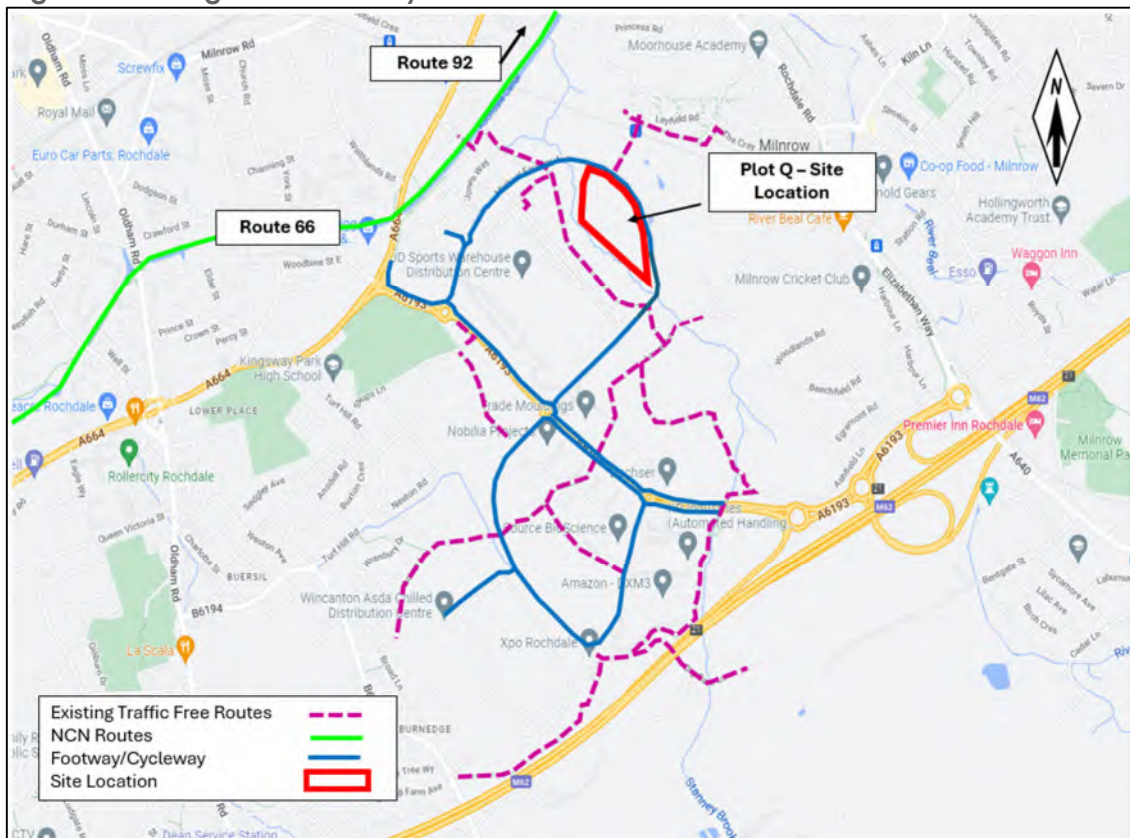
- 2.2 Access to the proposed development will be taken from Michael Faraday Avenue which currently provides access to Plot R1, P1 and P2 to the north, and Plot X to the east of the proposed development site. Michael Faraday Avenue measures 7.3 metres wide and provides street lighting along both sides of the carriageway. There is a 2 metres wide footway on the eastern side of the carriageway and a 3 metres wide segregated footway/cycleway on the western side (set back from the carriageway by a verge). There are multiple opportunities to cross over Michael Faraday Avenue in the form of dropped kerb crossings with tactile paving along its length.
- 2.3 There are currently double yellow lines on both sides of the Michael Faraday Avenue, which ensures HGVs and employees of Kingsway Business Park do not park on either side of the road. Michael Faraday Avenue is subject to a 30mph speed limit throughout, as are all industrial roads within the business park.

- 2.4 Pedestrians and cyclists are able to utilise the offroad bridleway on Turbary Walk. This routes south to north from Michael Faraday Avenue to the Kingsway Business Park Tram Stop and Milnrow residential area to the east.

### Pedestrian and Cycle Facilities

- 2.5 There are a number of pedestrian/cycle routes in the vicinity of the site that are easily accessible using the existing facilities. This includes National Cycle Network (NCN) Route 92 and Route 66. **Figure 2** shows the existing Public Right of Ways (PROWs) and cycle routes which surround the site which could be used by future employees to access the development from local residential areas. This includes an existing shared footway/cycleway which currently routes towards the north of the site, between Michael Faraday Avenue and the Kingsway Tram Stop. **Figure 2** also shows the shared footway/cycleways within the local area.

**Figure 2: Existing PROWs and Cycle Facilities**



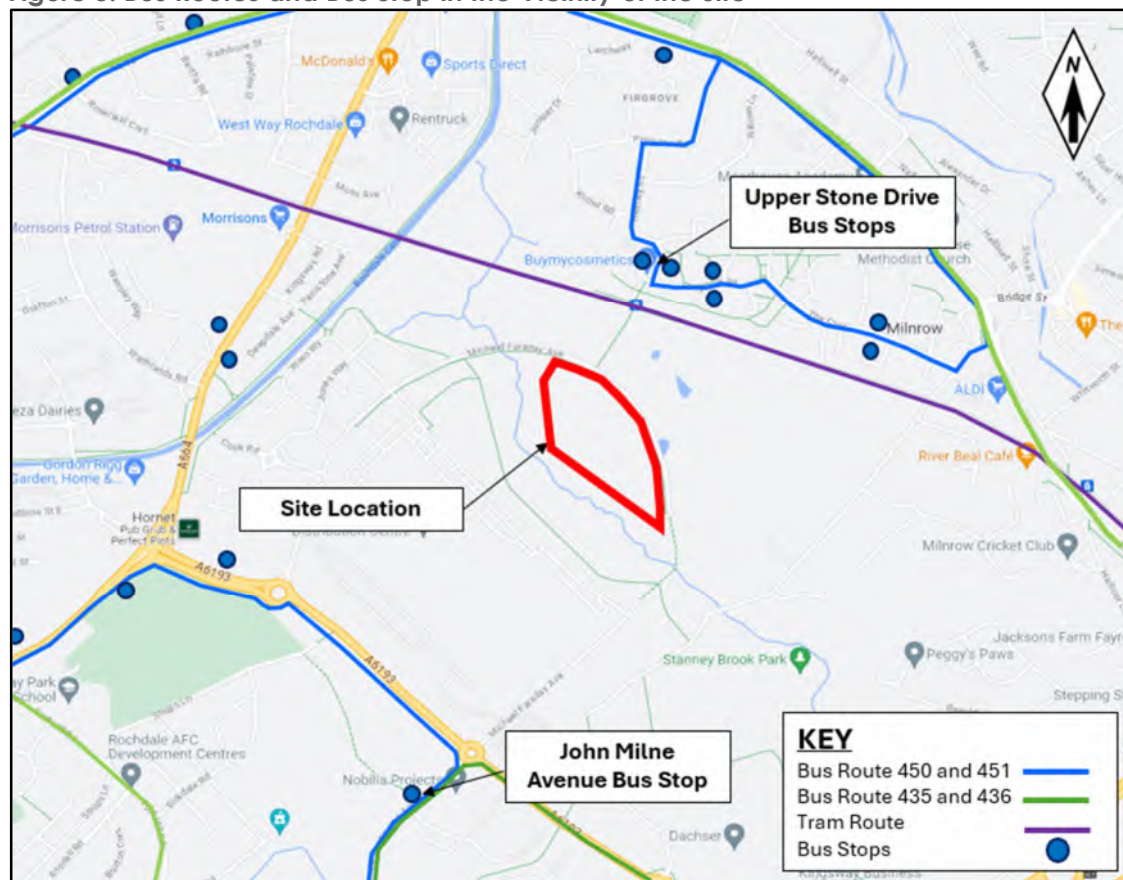
- 2.6 **Figure 2** shows that National Cycle Network (NCN) Routes 66 and 99 are attainable from the site utilising the traffic free routes near to the development. Both NCN routes are accessible approximately 420 metres to the west of the site.

## Public Transport

### Bus

- 2.7 The nearest bus stops to the site are located on Leyfield Road circa 435m from the site pedestrian entrance, where both directions of travel are achievable from these bus stops. The bus stops can be accessed using the existing off road pedestrian infrastructure along Turbarry Walk, continuing on Leyfield Road. Currently there are no physical bus stop indicators on Leyfield Road and it is assumed that the stops are hail and ride or it is known within the community where bus stop locations are. The stops are served by two public bus services 450 and 451, which route between Rochdale and Milnrow, bus stops are also located on John Milne Avenue to the southwest.
- 2.8 There are further stops located on John Milne Avenue to the south and Rochdale Road to the north (both circa 850m from the site pedestrian entrance). These bus stops are provided with physical markers in the form of flag poles (which include timetable information). Bus service 435 / 436 is an additional service which is accessible from these stops.
- 2.9 **Figure 3** shows the bus routes and bus stops in the vicinity of the site.

**Figure 3: Bus Routes and Bus Stop in the Vicinity of the Site**



- 2.10 **Table 1, Table 2** and **Table 3** set out a summary of the weekday and weekend bus service frequencies at the local bus stops on Leyfield Road and Rochdale Bypass.

**Table 1: Summary of Weekday Bus Services**

| Service number and route      | First Service      |                    | Last Service       |                    | Daytime Frequency |
|-------------------------------|--------------------|--------------------|--------------------|--------------------|-------------------|
|                               | 'Northbound' Route | 'Southbound' Route | 'Northbound' Route | 'Southbound' Route |                   |
| 450<br>Rochdale to Milnrow    | X                  | 0657               | X                  | 2201               | 1/hr              |
| 451<br>Rochdale to Milnrow    | 0659               | X                  | 2203               | X                  | 1/hr              |
| 435<br>Rochdale to Turf Hill  | 0642               | X                  | 1938               | X                  | 1/hr              |
| 436<br>Rochdale to Buckstones | X                  | 0657               | X                  | 1927               | 1/hr              |

Note: Timetable information obtained (December 2025), First/ last service based on time service arrives/leaves the nearest bus stop to the development site

**Table 2: Summary of Saturday Bus Services**

| Service number and route      | First Service      |                    | Last Service       |                    | Daytime Frequency |
|-------------------------------|--------------------|--------------------|--------------------|--------------------|-------------------|
|                               | 'Northbound' Route | 'Southbound' Route | 'Northbound' Route | 'Southbound' Route |                   |
| 450<br>Rochdale to Milnrow    | X                  | 0702               | X                  | 2207               | 1/hr              |
| 451<br>Rochdale to Milnrow    | 0823               | X                  | 1921               | X                  | 1/hr              |
| 435<br>Rochdale to Turf Hill  | 0742               | X                  | 1938               | X                  | 1/hr              |
| 436<br>Rochdale to Buckstones | X                  | 0650               | X                  | 1921               | 1/hr              |

Note: Timetable information obtained (December 2025), First/ last service based on time service arrives/leaves the nearest bus stop to the development site.

**Table 3: Summary of Sunday Bus Services**

| Service number and route   | First Service      |                    | Last Service       |                    | Daytime Frequency |
|----------------------------|--------------------|--------------------|--------------------|--------------------|-------------------|
|                            | 'Northbound' Route | 'Southbound' Route | 'Northbound' Route | 'Southbound' Route |                   |
| 450<br>Rochdale to Milnrow | X                  | 0602               | X                  | 2202               | 1/hr              |
| 451<br>Rochdale to Milnrow | 0603               | X                  | 2203               | X                  | 1/hr              |

*Note: Timetable information obtained (December 2025). First/ last service based on time service arrives/leaves the nearest bus stop to the development site*

- 2.11 **Table 1, Table 2 and Table 3** demonstrate that route numbers 435, 436, 450 and 451 operate at a combined frequency of four services per hour 6 days a week, with two services per hour on a Sunday.

#### Tram

- 2.12 The Pink Line tram service operated by Transport for Greater Manchester can be accessed via the Kingsway Business Park stop located approximately 335 metres from the Plot Q entrance. The Pink Line operates at a frequency of one service every 12 minutes in both directions between 0600-0100 Monday-Saturday and 0700-0000 on Sunday. There is secure cycle parking provided at the tram stop to encourage employees to undertake a multimodal journey utilising both the tram and cycle/on foot. Due to the tram stop being only 345 metres from the site entrance, this will encourage employees to utilise the tram to access the site.

#### **Amenities**

- 2.13 The proposed development is subject to the BREEAM Version 6.1 accreditation and as such details of the number and type of existing accessible amenities within 500 metres are required. Table 7.1 of the BREEAM UK New Construction Technical Manual Version 6.1 sets out a list of amenities that should be considered. These are shown in **Table 4**.

**Table 4: Amenities in Proximity to the Site for Consideration (copy of Table 7.1 BREEAM Version 6.1)**

| Amenities                                                                                            |
|------------------------------------------------------------------------------------------------------|
| Appropriate food outlet                                                                              |
| Access to cash                                                                                       |
| Access to an outdoor open space (public or private, suitably sized and accessible to building users) |
| Access to a recreation or leisure facility for fitness or sports                                     |
| Public available postal facility                                                                     |

| Amenities                                            |
|------------------------------------------------------|
| Community facility                                   |
| Over the counter services associated with a pharmacy |
| Public sector GP surgery or general medical centre   |
| Childcare facility or school                         |

2.14 Of the amenity types listed in **Table 4**, there are none located within 500 metres walking distance of the site. However, a number of the facilities listed would be accessible within 1200 metres of the development. These have been listed below;

- ALDI (1000m)
- Cash Machine (1200m)
- Play Area (1200m)
- Moorhouse Academy (650m)
- The Kingsway Practice (1000m)
- Kingsway Pharmacy (1000m).

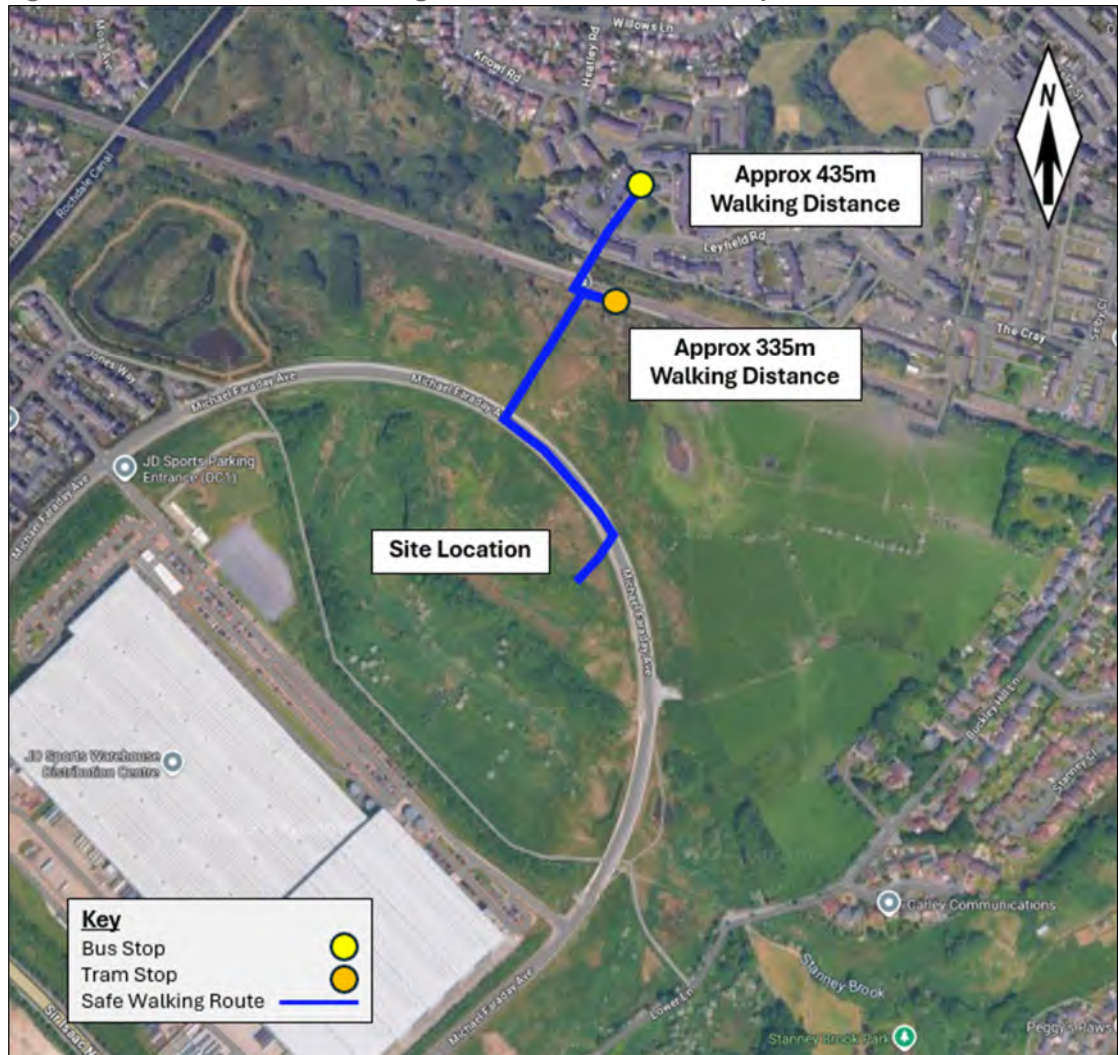
### **BREEAM Accessibility Index**

2.15 As the site is a BREEAM Version 6.1 scheme, the public transport accessibility index is used to recognise and encourage development in proximity to good public transport provisions, thereby helping to reduce transport-related pollution and congestion. Below is what is needed to calculate the public transport accessibility index:

- Collate the following information to determine the public transport accessibility index (AI)
  - a) Distance (m) from the main building entrance to each compliant transport node
  - b) Public transport types serving the compliant node e.g. bus and rail
  - c) Average number of services stopping per hour at each compliant node during the operational hours of the building for a typical day

2.16 The Plot Q development is located close to bus stops on Leyfield Road and the Kingsway Business Park tram stop. The distances from Plot Q to the bus stop node is approximately 435 metres and to the tram stop approximately 335 metres. The walking distance from the plot to the bus stop and tram stop has been calculated using a safe pedestrian walking route as shown in **Figure 4**.

**Figure 4: Safe Pedestrian Walking Routes to Nearest Bus Stop**



- 2.17 The Accessibility Index has been calculated following BREEAM methodology and a copy of the BREEAM calculators for each unit are included at **Appendix 2**. The calculation shows that Plot Q has an Accessibility Index of 3.54.

### 3. PROPOSED DEVELOPMENT

#### Introduction

- 3.1 The proposed development seeks full planning permission for a “Warehouse distribution/production unit with first floor office and core facilities”. The unit would operate with open B2/B8 use with a GIA of 10,317sqm, of which includes a 9,773sqm ground floor area (GFA) and a 544sqm office space.

#### Vehicular Access

- 3.2 The proposed development would be served via three new points of access on Michael Faraday Avenue, in the form of simple priority T-junctions.
- 3.3 Drawing **PQK-BWB-HML-00-DR-TR-100-S2-P3** (all referenced drawings included at the rear of this report) presents the proposed car park access arrangement. 3m kerb radii at the access bellmouth are proposed, which are considered appropriate as a car can enter whilst another is exiting concurrently (as illustrated on the drawing). The 3m shared footway/cycleway could be provided priority across the car park bellmouth, as illustrated on the drawing (subject to confirmation at the S278 detailed design stage).
- 3.4 Drawing **PQK-BWB-HML-00-DR-TR-101-S2-P3** illustrates two proposed service yard access points. The eastern access is intended to serve as the primary route for HGV movements into the service yard and has been designed with a 8 m kerb radius on the eastern side of the junction and a 10 m kerb radius on the western side to accommodate turning requirements.
- 3.5 The western access provides a secondary point of entry, offering an alternative route into the service yard as well as more direct access to the hardstanding area located to the west of the unit.
- 3.6 Drawing **PQK-BWB-GEN-00-DR-TR-102-S2-P3** and drawing **PQK-BWB-GEN-00-DR-TR-103-S2-P1** demonstrate that HGVs can safely enter and exit the site via the dedicated eastern and western service yard accesses respectively, and manoeuvre within the site to park within the proposed bays. The drawings demonstrate that two HGVs can pass each other whilst one enters and another exits the site concurrently.
- 3.7 Drawings **PQK-BWB-HML-00-DR-TR-100-S2-P3** and **PQK-BWB-GEN-00-DR-TR-101-S2-P3** demonstrate that the required 2.4 x 43m access give-way visibility (based on the 30mph speed limit) is achievable in both directions at all vehicle access points.

#### Pedestrian/Cyclist Access

- 3.8 Pedestrian and cycle access is provided at the site from both the existing pedestrian facilities on Michael Faraday Avenue and from the proposed car parking areas.
- 3.9 To meet the requirements of the Disability Discrimination Act, and provide convenient and safe access for disabled and visually impaired users, all crossings within the development would be provided with dropped kerbs and tactile paving.

- 3.10 Off-road infrastructure would extend into the site directly to the building entrances and all entrances would be provided with accessibility ramps for wheelchair users.

### Parking Provision

- 3.11 The local parking standards are outlined within Appendix 5 of the Rochdale Core Strategy document, which was adopted in October 2016. **Table 5** outlines the parking standards for B2 and B8 uses.

**Table 5: Rochdale Borough Council Adopted Parking Standards**

| Parking Type         | B2 Land Use              | B8 Land Use          |
|----------------------|--------------------------|----------------------|
| Car (maximum)        | 1 space per 60sqm        | 1 space per 100sqm   |
| Disabled (minimum)   | 6% of car parking spaces |                      |
| Motorcycle (minimum) | 1 space per 2,800sqm     | 1 space per 4,000sqm |
| Bicycle (minimum)    | 1 space per 700sqm       | 1 space per 850sqm   |

- 3.12 Using the standards in **Table 5**, **Table 6** calculates the maximum/minimum parking requirements for each unit respectively for both B2 and B8 uses. The tables also highlight the parking provision being proposed at each unit and how this compares to the standards.

**Table 6: Parking Requirements for Plot Q – 10,317sqm GIA)**

| Vehicle Type              | Parking Standards |     | Proposed Parking |     |
|---------------------------|-------------------|-----|------------------|-----|
|                           | B2                | B8  | B2               | B8  |
| Maximum Parking Standards |                   |     |                  |     |
| Car                       | 169               | 102 | 102              | 102 |
| Minimum Parking Standards |                   |     |                  |     |
| Disabled                  | 10                | 6   | 6                | 6   |
| Motorcycle                | 4                 | 3   | 3                | 3   |
| Bicycle                   | 15                | 12  | 36               | 36  |

- 3.13 The details in **Table 6** show that the number of parking spaces for the unit is in accordance with the maximum requirements set out for B2 and B8 use in the Rochdale Core Strategy.
- 3.14 The Site Plan also shows 10 electric vehicle charging spaces (circa 10%) and 6 car share spaces (circa 5%) located closest to the building entrance. Circa 6% of parking spaces will be disabled spaces, and 3 marked as motorcycle bays, aligning with the requirements for B8.
- 3.15 B2 requirements are higher, however the trip generation accumulation presented later in this chapter demonstrates that the quantum of parking required for B2 is lower than the 102 spaces provided, therefore the proposed quantum of parking proposed is deemed appropriate for both B2 and B8 use.

- 3.16 36 cycle spaces are proposed, significantly higher than the minimum required.
- 3.17 It is noted that the number of parking spaces provided is at 60% of the maximum allowed, therefore, to demonstrate that sufficient parking is proposed, a parking accumulation assessment using the TRICS trip rates presented in the following section has been generated, and presented in **Table 7**.

**Table 7: Parking Accumulation Based on B2 Occupation**

| Time Period | Arrivals | Departures | Total | Accumulation     |
|-------------|----------|------------|-------|------------------|
| 05:00-06:00 | 8        | 0          | 8     | 8                |
| 06:00-07:00 | 10       | 3          | 12    | 15               |
| 07:00-08:00 | 34       | 9          | 42    | 40               |
| 08:00-09:00 | 43       | 20         | 63    | 63               |
| 09:00-10:00 | 34       | 25         | 59    | 72               |
| 10:00-11:00 | 29       | 26         | 54    | 75               |
| 11:00-12:00 | 29       | 28         | 57    | <b><u>76</u></b> |
| 12:00-13:00 | 30       | 32         | 62    | 73               |
| 13:00-14:00 | 30       | 30         | 61    | 73               |
| 14:00-15:00 | 26       | 30         | 56    | 69               |
| 15:00-16:00 | 24       | 32         | 55    | 61               |
| 16:00-17:00 | 23       | 40         | 63    | 44               |
| 17:00-18:00 | 13       | 37         | 50    | 20               |
| 18:00-19:00 | 5        | 14         | 19    | 11               |
| 19:00-20:00 | 1        | 9          | 10    | 3                |
| 20:00-21:00 | 1        | 4          | 5     | 0                |

- 3.18 **Table 7** shows that if occupied as B2 use, the accumulation of parking is predicted to peak at 76 parked vehicles, during the 11:00 – 12:00, well below the proposed 102 parking spaces.
- 3.19 Each car parking space would comprise dimensions of 2.4 x 4.8 metres, which meets the minimum requirements set out in Figure 8.19 of Manual for Streets. The disabled parking spaces would comprise 2.4 x 4.8 metres, plus an additional 1.2 metres on the length and width. The motorcycle parking spaces would comprise dimensions of 1.5 x 2.5m.
- 3.20 In terms of HGV parking, the Rochdale Core Strategy does not provide any minimum/maximum standards. Rochdale Borough Council (RBC) has confirmed that they do not adopt any specific HGV parking standards on the basis that the actual demand often differs between various end occupiers. All end users have specific operational requirements and would only occupy a site if the level of HGV parking is sufficient, hence RBC require details confirming what level of HGV parking would be provided. Plot Q provides 12 HGV spaces within the servicing yard.
- 3.21 The above HGV parking levels are considered suitable and in line with typical national standards of B2/B8 uses. The final provision will reflect the operational requirements of the end user who occupies the unit.

## 4. TRIP GENERATION & HIGHWAY IMPACT

### Introduction

- 4.1 The following section of this TS calculates the forecast peak hour traffic generation from the proposed development at Plot Q. However, it should be noted that the total traffic generation from the wider Kingsway development has been assessed, mitigated and accepted by RBC as part of the outline planning application (14/00542/OUT). **Table 8** shows the total permitted peak hour traffic generation from the entire Kingsway Business Park development.

**Table 8: Total Permitted Peak Hour Traffic Generation from 2014 Outline Application**

|                   | Arrive | Depart | Total |
|-------------------|--------|--------|-------|
| Morning Peak Hour | 3,286  | 1,298  | 4,584 |
| Evening Peak Hour | 1,695  | 2,898  | 4,593 |

### Existing Traffic Generation

- 4.2 Since development started at Kingsway Business Park, five traffic counters have been installed at various locations along the access roads. The locations of the five counters (labelled as A-E) are shown in **Figure 5**.

**Figure 5: Locations of Traffic Counters in Kingsway Business Park**



- 4.3 The traffic counters in **Figure 5** record two-way traffic flows to/from the business park providing empirical data of peak hour arrivals and departures.

- 4.4 The available data has been analysed and worst-case daily readings extracted for the weekday morning (0800-0900) and evening peak hour (1700-1800) at each counter location for periods within neutral months in 2025. The worst-case traffic flow data from within these selected weeks can be found within **Table 9**.

**Table 9: Weekday Morning and Evening Peak Hour Traffic Flows (two-way) at Kingsway Business Park (taken from the existing traffic counters)**

|                   | Counter |     |    |     |     |     |     |     |    |    | Total |      |
|-------------------|---------|-----|----|-----|-----|-----|-----|-----|----|----|-------|------|
| Date              | A       |     | B  |     | C   |     | D   |     | E  |    |       |      |
|                   | AM      | PM  | AM | PM  | AM  | PM  | AM  | PM  | AM | PM | AM    | PM   |
| 10.11.25-15.11.25 | 277     | 536 |    |     |     |     |     |     |    |    | 277   | 536  |
| 06.10.25-10.10.25 |         |     | 65 | 181 |     |     |     |     |    |    | 65    | 181  |
| 01.12.25-05.12.25 |         |     |    |     | 164 | 205 |     |     |    |    | 164   | 205  |
| 17.02.25-21.02.25 |         |     |    |     |     |     | 254 | 312 |    |    | 254   | 312  |
| 22.09.25-26.09.25 |         |     |    |     |     |     |     |     | 64 | 72 | 64    | 72   |
| TOTAL             |         |     |    |     |     |     |     |     |    |    | 824   | 1306 |

- 4.5 It is worth noting that the peak traffic generated by the Kingsway Business Park falls outside of the typical weekday morning and evening network peaks, with the highest levels of trips generated by the development occurring between 0600-0700 in the morning and 1800-1900 in the evening.
- 4.6 Based on the data in **Table 9**, the existing plots at Kingsway Business Park generated 824 two-way movements in the morning peak and 1,306 two-way movements in the evening peak hour, using the data for the busiest periods available for each counter. **Table 10** shows how this compares to the total traffic generation permitted under the 2014 outline permission (from **Table 8**) and what the remaining headroom traffic is.

**Table 10: Total Permitted Traffic Generation vs Existing Traffic Generation**

| Time Period  | Total Permitted Traffic Generation | Existing Kingsway Business Park Traffic Generation | Remaining Headroom Traffic no. (%) |
|--------------|------------------------------------|----------------------------------------------------|------------------------------------|
| Morning Peak | 4,584                              | 824                                                | 3,760 (82%)                        |
| Evening Peak | 4,593                              | 1306                                               | 3,287 (71%)                        |

- 4.7 Noting that Kingsway Business Park is more than 50% complete, the details confirm that the level of traffic being generated by the existing plots at Kingsway Business Park is significantly below the total traffic permitted under the 2014 outline permission. In the morning peak hour, there is 82% of the total permitted traffic available, whilst in the evening peak hour there is 71% of the total permitted traffic available.

## Proposed Development Traffic Generation

- 4.8 To understand the level of traffic that could be generated by Plot Q, suitable B2 and B8 trip rates have been extracted from TRICS. A summary of the TRICS filtering parameters used are shown in **Table 11**.

**Table 11: TRICS Filtering Criteria**

| Parameter        | B2 Search                      | B8 Search                             |
|------------------|--------------------------------|---------------------------------------|
| Land use         | Employment – Industrial Estate | Employment – Warehousing (Commercial) |
| Gross floor area | 4,000 to 20,000                | 4,000 to 20,000                       |
| Date selection   | 31.03.10 to 08.10.24           | 05.07.10 to 04.11.24                  |
| Days             | Weekday only                   | Weekday only                          |
| Locations        | Suburban and Edge of Town only | Suburban and Edge of Town only        |

- 4.9 **Table 12** and **Table 13** show the trip rates obtained from the TRICS search and calculates the peak hour traffic generation from Plot Q (total GFA of 9,773sqm) for B2 and B8 use respectively.

**Table 12: Proposed Development Traffic Generation Calculations (B2)**

|                                   | Morning Peak Hour<br>(0800 to 0900) |        |         | Evening Peak Hour<br>(1700 to 1800) |        |         |
|-----------------------------------|-------------------------------------|--------|---------|-------------------------------------|--------|---------|
|                                   | Arrive                              | Depart | Two-way | Arrive                              | Depart | Two-way |
| All Vehicles (B2 use)             |                                     |        |         |                                     |        |         |
| Trip Rates<br>(per 100sqm<br>GFA) | 0.424                               | 0.198  | 0.622   | 0.125                               | 0.367  | 0.492   |
| Traffic<br>Generation             | 42                                  | 20     | 62      | 13                                  | 37     | 50      |
| HGVs (B2 use)                     |                                     |        |         |                                     |        |         |
| Trip Rates<br>(per 100sqm<br>GFA) | 0.026                               | 0.027  | 0.053   | 0.005                               | 0.012  | 0.017   |
| Traffic<br>Generation             | 3                                   | 3      | 6       | 1                                   | 1      | 2       |

**Table 13: Proposed Development Traffic Generation Calculations (B8)**

|                                   | Morning Peak Hour<br>(0800 to 0900) |        |         | Evening Peak Hour<br>(1700 to 1800) |        |         |
|-----------------------------------|-------------------------------------|--------|---------|-------------------------------------|--------|---------|
|                                   | Arrive                              | Depart | Two-way | Arrive                              | Depart | Two-way |
| All Vehicles (B8 use)             |                                     |        |         |                                     |        |         |
| Trip Rates<br>(per 100sqm<br>GFA) | 0.194                               | 0.134  | 0.328   | 0.126                               | 0.231  | 0.357   |
| Traffic<br>Generation             | 20                                  | 13     | 33      | 13                                  | 23     | 36      |
| HGVs (B8 use)                     |                                     |        |         |                                     |        |         |
| Trip Rates<br>(per 100sqm<br>GFA) | 0.039                               | 0.073  | 0.112   | 0.072                               | 0.047  | 0.119   |
| Traffic<br>Generation             | 4                                   | 7      | 11      | 7                                   | 5      | 12      |

- 4.10 The calculations in **Table 12** show that if the plot was to come forward with B2 land use, the worst case trip generation would be 62 two way vehicle trips in the morning peak hour and 50 two-way vehicle trips in the evening peak. Of these 6 would be HGV trips in the morning peak, whilst 2 would be HGV trip in the evening peak. **Table 13** shows that if the development was to come forward with B8 land use, the trip generation would be 33 two-way vehicle trips in the morning peak and 367 two-way vehicle trips in the evening peak hour. Of these 11 would be HGV trips in the morning and 12 in the evening peaks respectively.
- 4.11 **Table 14** and **Table 15** show the total traffic generation across Kingsway Business Park with the proposed development in. They also show how this compares against the total permitted traffic generation from the 2014 outline application shown in **Table 8**. **Table 14** considers if the plot was to come forward as B2 whilst **Table 15** considers if the plot was to come forward as B8.

**Table 14: Total Permitted Traffic Generation vs Total Kingsway Business Park Traffic Generation (Worst Case B2)**

| Peak Hour | Total Permitted Traffic Generation (2014 outline application) | Traffic Generation |                   |                  |                 |                                                    |                                    |
|-----------|---------------------------------------------------------------|--------------------|-------------------|------------------|-----------------|----------------------------------------------------|------------------------------------|
|           |                                                               | Existing Plots     | Committed Plot J2 | Committed Plot L | Proposed Plot Q | Total Traffic Generation with Proposed Development | Remaining Headroom Traffic no. (%) |
| AM Peak   | 4,584                                                         | 824                | 119               | 81               | 64              | 1,088                                              | 3,496 (76%)                        |
| PM Peak   | 4,593                                                         | 1,306              | 106               | 71               | 50              | 1,533                                              | 3,060 (67%)                        |

**Table 15: Total Permitted Traffic Generation vs Total Kingsway Business Park Traffic Generation (Best Case B8)**

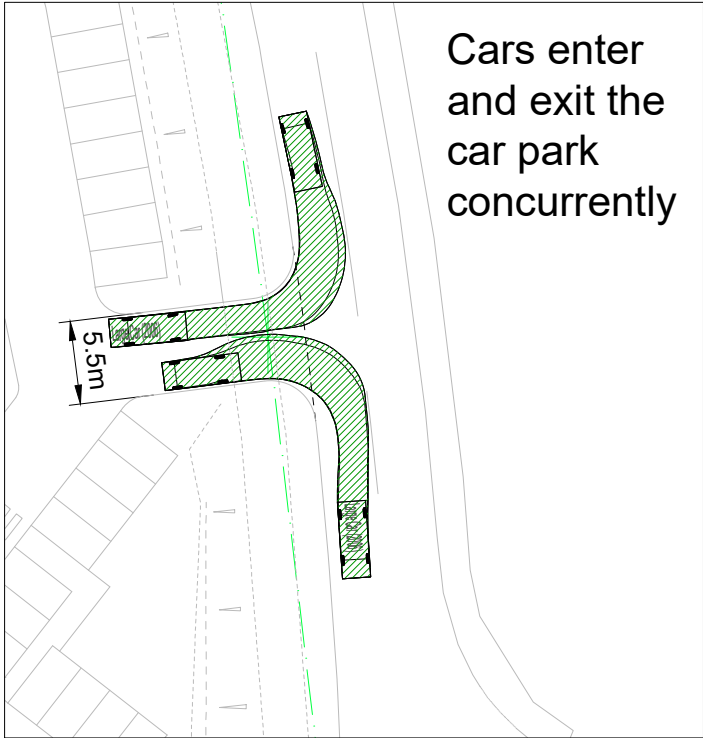
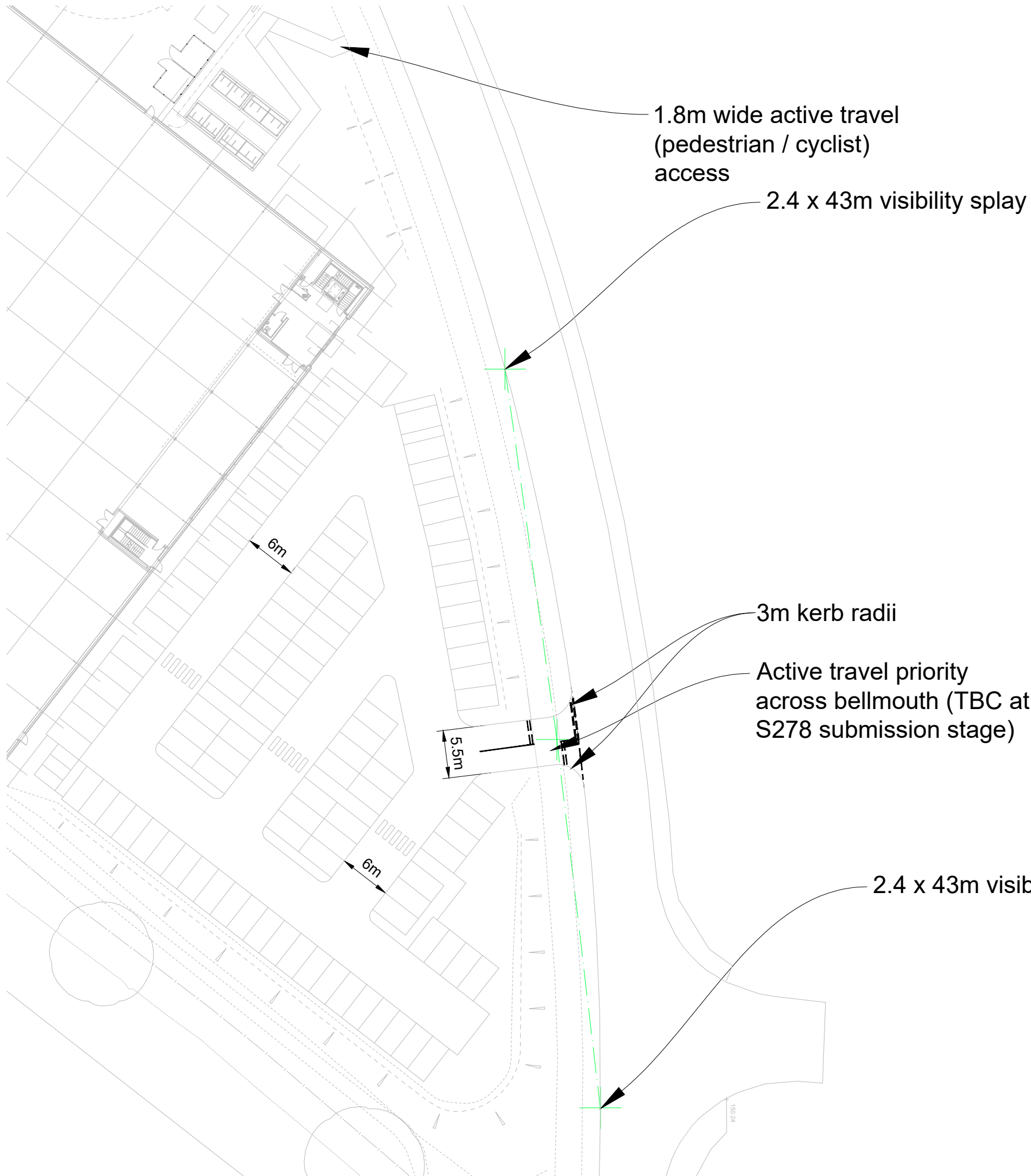
| Peak Hour | Total Permitted Traffic Generation (2014 outline application) | Traffic Generation |                   |                  |        |                                                    |                                    |
|-----------|---------------------------------------------------------------|--------------------|-------------------|------------------|--------|----------------------------------------------------|------------------------------------|
|           |                                                               | Existing Plots     | Committed Plot J2 | Committed Plot L | Plot Q | Total Traffic Generation with Proposed Development | Remaining Headroom Traffic no. (%) |
| AM Peak   | 4,584                                                         | 824                | 119               | 30               | 34     | 1,007                                              | 3,577 (78%)                        |
| PM Peak   | 4,593                                                         | 1,306              | 106               | 30               | 37     | 1,479                                              | 3,114 (68%)                        |

- 4.12 The results in **Table 14** and **Table 15** show that with the proposed development at Plot Q, total traffic levels across Kingsway Business Park would remain well below what was approved as part of the 2014 outline application and there would be ample headroom traffic for both B2 and B8 land uses, with 76% in the morning peak and 67% in the evening peak for a B2 Use. A B8 use results in 78% headroom in the morning peak hour and 68% in the evening peak hour. Hence, no further assessment should be necessary. This table will therefore be continuously updated as further development plots come forward.

## 5. SUMMARY AND CONCLUSIONS

- 5.1 BWB Consulting Ltd has been appointed by Wilson Bowden Developments Ltd to provide highways and transportation advice in support of a full planning application for a *“Warehouse distribution/production unit with first floor office and core facilities”* (known as Plot Q) at Kingsway Business Park, Rochdale, Greater Manchester.
- 5.2 The proposed development, totalling 10,317sqm GIA, is forecast to generate 62 and 50 two-way vehicle trips in the morning and evening peak hours respectively, if the unit was to operate with B2 land use. It could also generate up to 33 movements in the morning peak hour and 36 movements in the evening peak hour, if each unit operated as a B8 land use. When adding this additional traffic on top of existing traffic flows generated by the wider Kingsway Business Park, there would be ample headroom traffic available compared to what was approved under the 2014 outline application. Hence, the proposed development would not lead to any significant impacts.
- 5.3 The proposed development would be served by three accesses which spur of Michael Faraday Avenue as T-junctions. Michael Faraday Avenue is an existing industrial road which complies with general standards for this road type. The new accesses serving Plot Q would also be suitable for the vehicles accessing the unit and provide sufficient visibility for the existing 30mph speed limit or at a suitable level depending on expected vehicle speeds.
- 5.4 The level of car parking being proposed at the unit complies with Rochdale Borough Council's maximum standards for B2 and B8 use. The overall development proposes 102 bays which meets the standard requirement for B2 and B8. The unit is providing in excess of the minimum cycle parking requirement for B2/B8 use.
- 5.5 Various swept paths have been undertaken to test the internal site layout using the typical vehicle types that would visit the development on a regular basis. This includes a 16.5 metres long articulated HGV. The swept paths would all be achievable and hence the internal highway layout and servicing yards should be suitable to allow the largest vehicle to enter and exit the site. Swept paths have also been undertaken of a large car demonstrating how the car park layouts would be suitable. The HGV access allows for two HGVs to pass each other whilst one enters and another exits the site concurrently.
- 5.6 The production of this TS and accompanying Framework Travel Plan accord with the requirements under Tra01 of BREEAM 6.1. The calculation of the public transport accessibility index and accessible amenity scores will inform the number of credits achievable under BREEAM Tra02 when reviewed by the BREEAM assessor.
- 5.7 In summary, this TS has demonstrated how the proposed development would not lead to any significant traffic impacts, how suitable access could be achieved and how the internal layout would be suitable, in terms of both parking provision and accommodating servicing vehicles. Hence, it is considered that RBC should be able to provide its support towards the planning application from a highway's perspective.

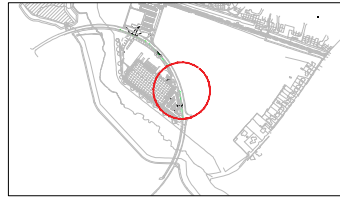
## ***DRAWINGS***



Notes

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2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan



Legend

Visibility Splay ———

|     |          |                             |     |     |
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| P3  | 19.05.26 | PROJECT TITLE AMENDMENT     | JL  | AO  |
| P2  | 21.01.26 | PROJECT TITLE AMENDMENT     | AS  | JL  |
| P1  | 17.12.25 | PRELIMINARY ISSUE           | AS  | JL  |
| Rev | Date     | Details of issue / revision | Dwn | Rev |

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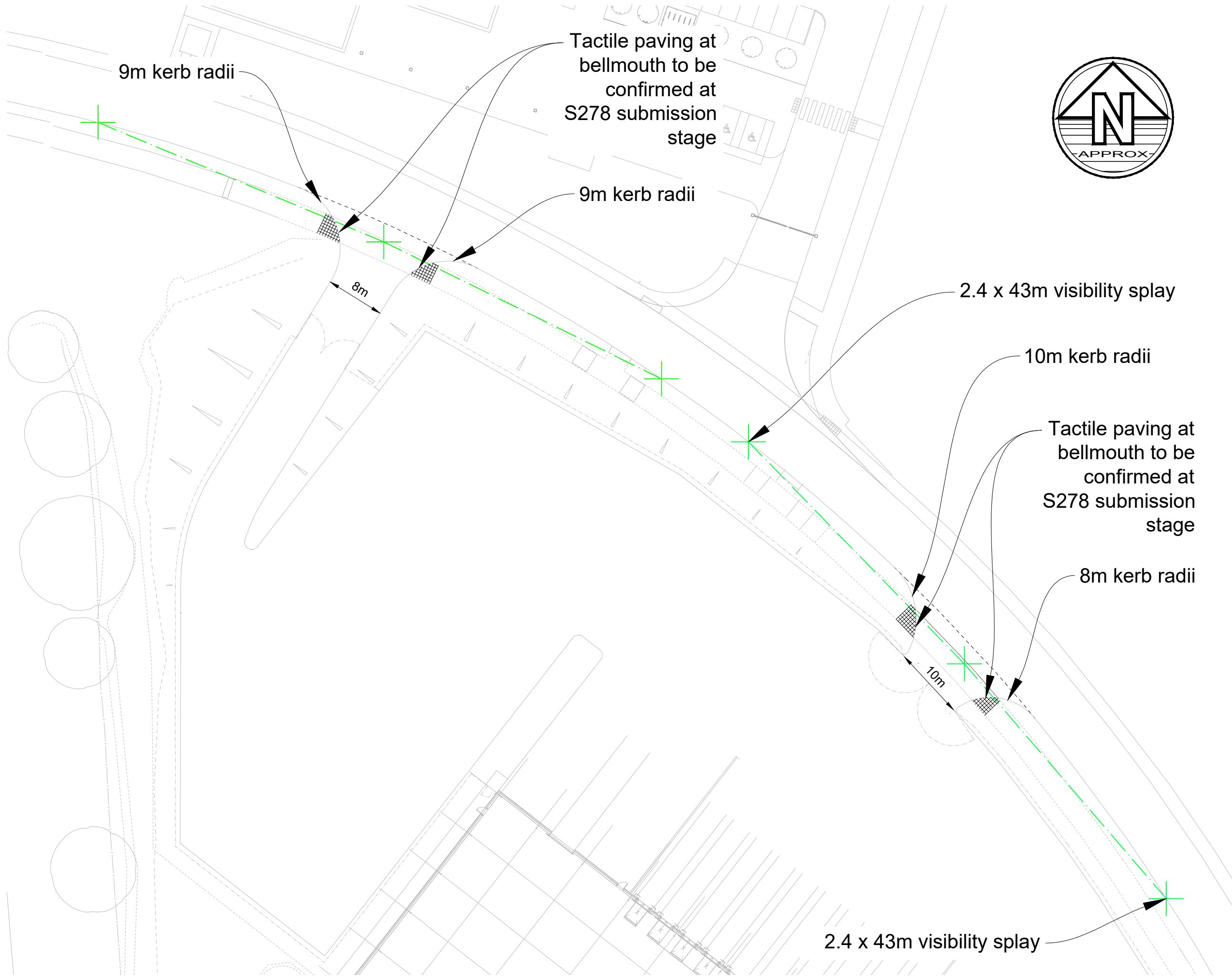
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**PLOT Q, KINGSWAY BUSINESS PARK**

Drawing Title  
**CAR PARK ACCESS GENERAL ARRANGEMENT**

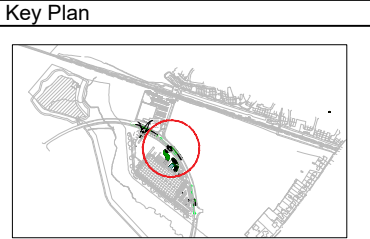
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| Drawn:   | A.Shafiq | Reviewed: | J.Lindsay |
| BWB Ref: | 244498   | Date:     | 17.12.25  |
| Scale:   | A3       | Scale:    | 1:500     |

Drawing Status  
**PLANNING**

|                                                            |           |           |
|------------------------------------------------------------|-----------|-----------|
| Project - Originator - Zone - Level - Type - Role - Number | Status    | Rev       |
| <b>PQK-BWB-HML-00-DR-TR-100</b>                            | <b>S2</b> | <b>P3</b> |



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**Legend**

Visibility Splay — — — — —

|     |          |                             |     |     |
|-----|----------|-----------------------------|-----|-----|
| P3  | 18.05.26 | SECOND HGV ACCESS INCLUDED  | AS  | JL  |
| P2  | 21.01.26 | PROJECT TITLE AMENDMENT     | AS  | JL  |
| P1  | 17.12.25 | PRELIMINARY ISSUE           | AS  | JL  |
| Rev | Date     | Details of issue / revision | Dwn | Rev |

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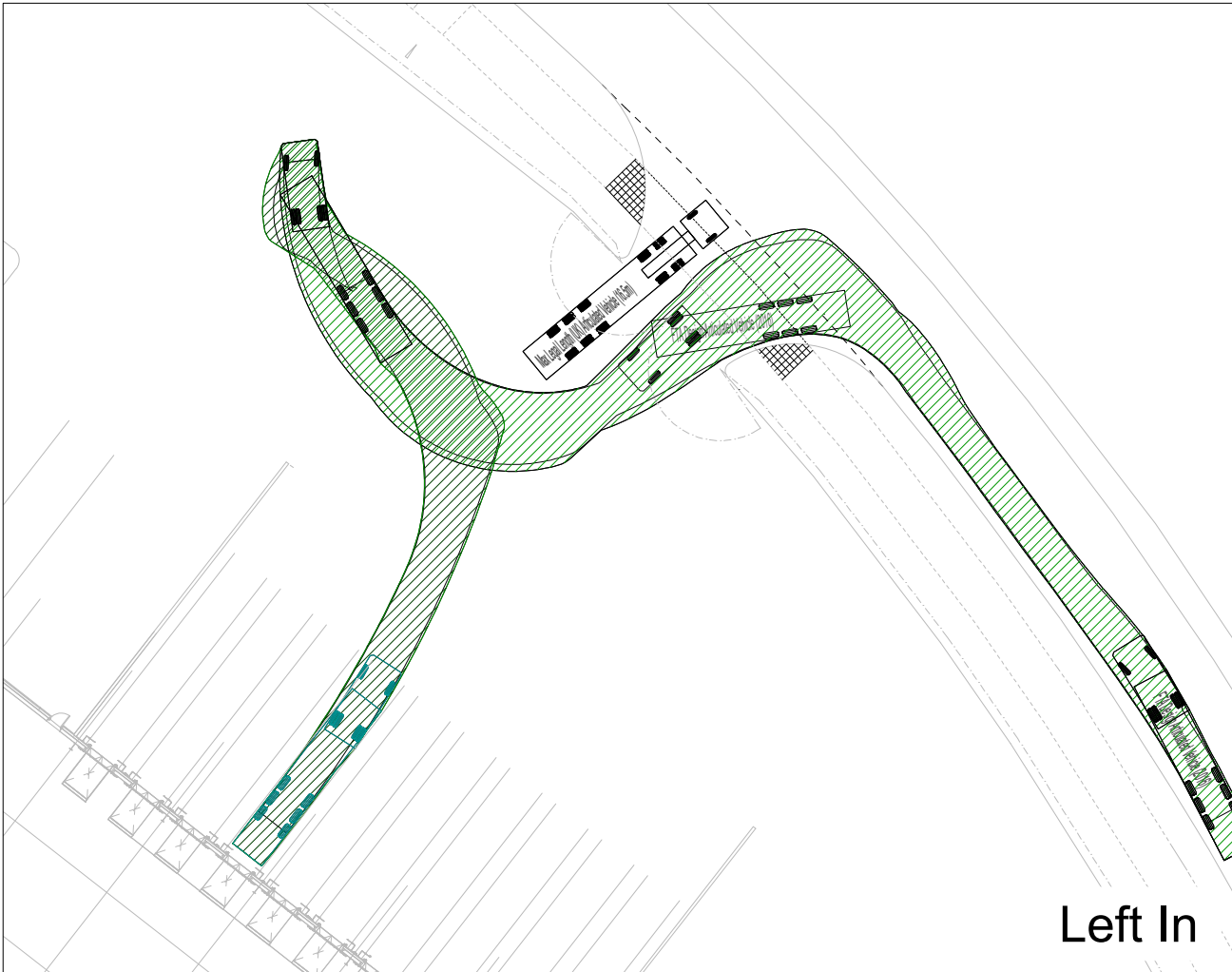
Project Title

**PLOT Q, KINGSWAY BUSINESS PARK**

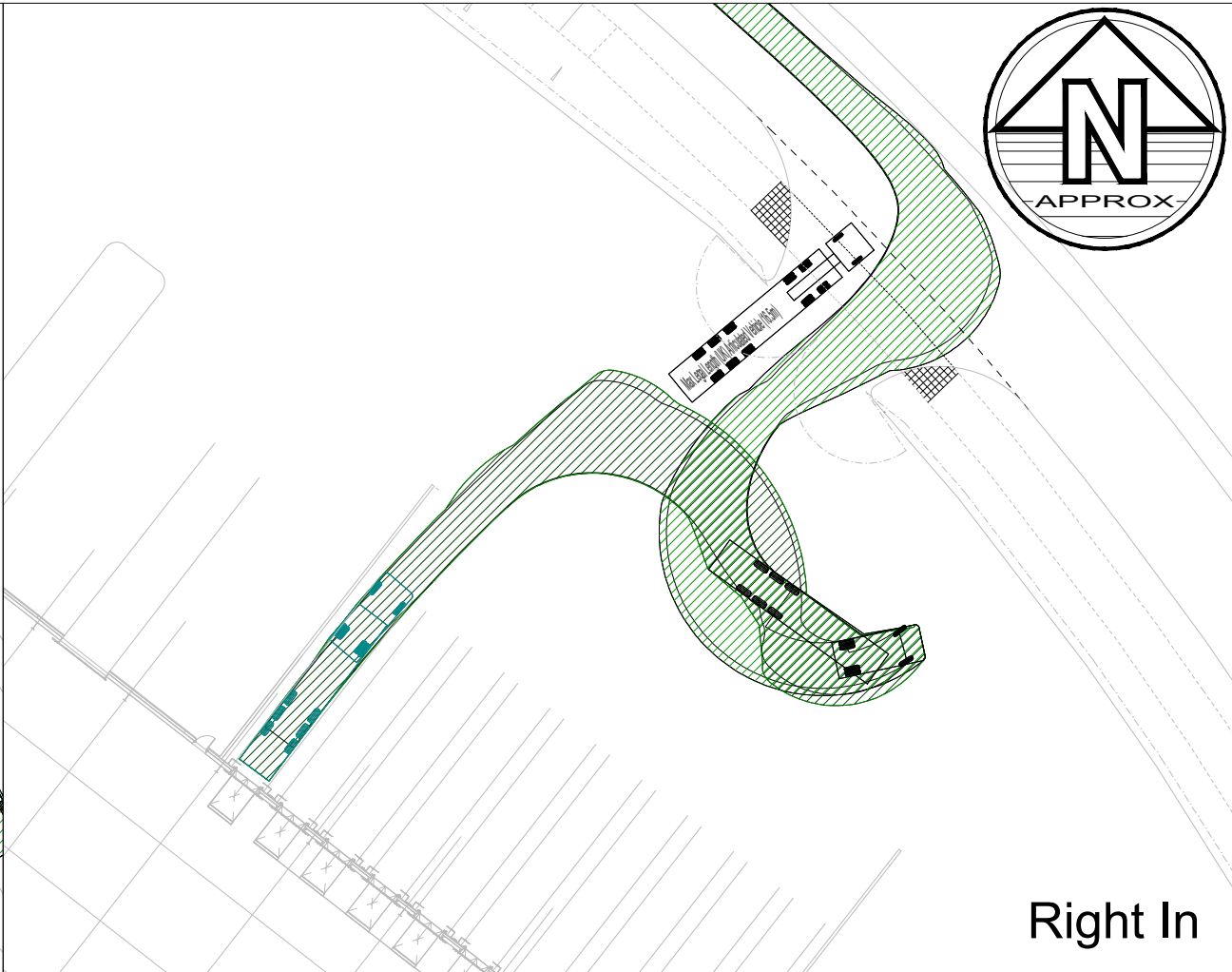
Drawing Title

**SERVICE YARD ACCESS  
GENERAL ARRANGEMENTS**

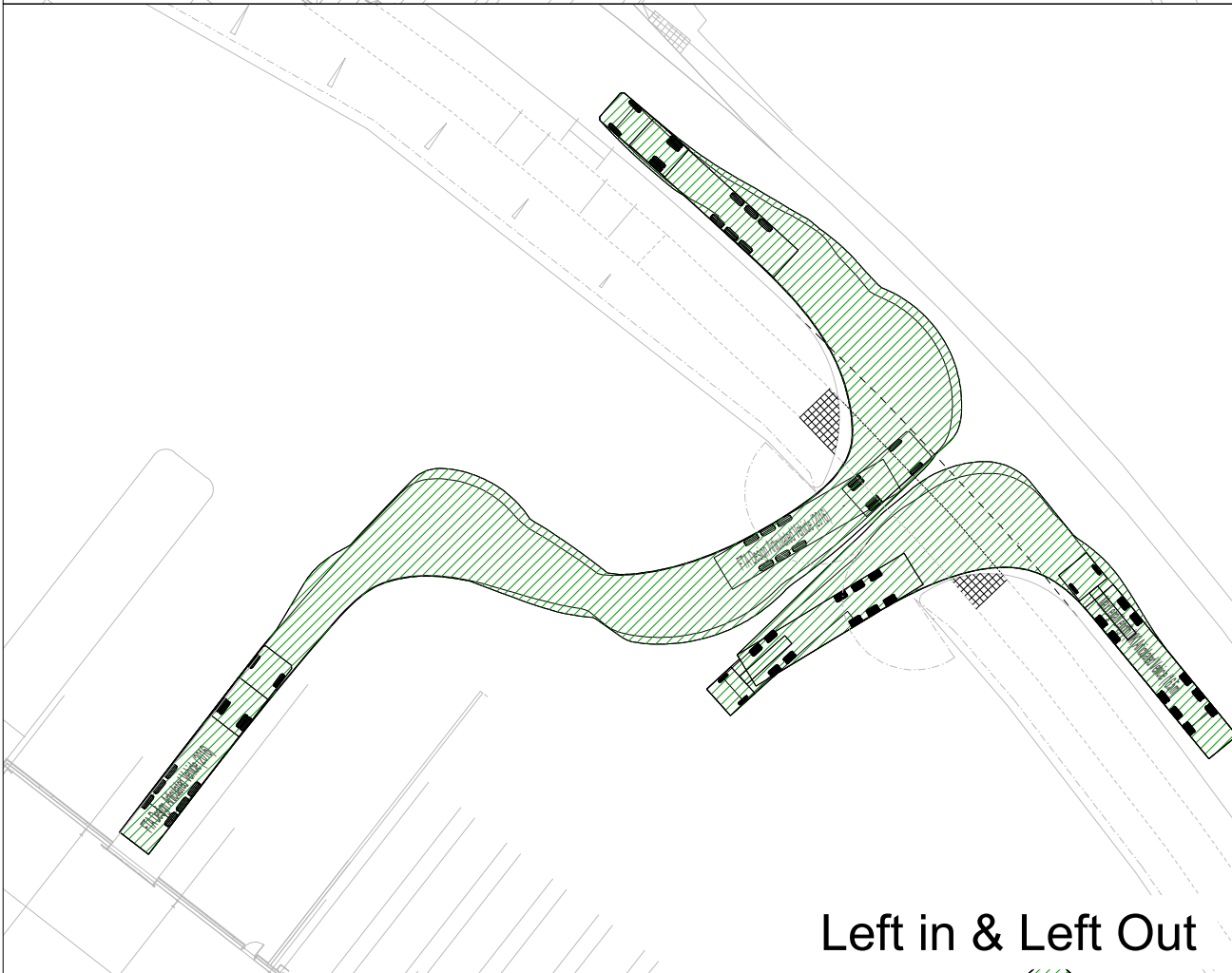
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| BWB Ref:                                                   | 244498   | Date: | 17.12.25  | Scale@A3: | 1:500 |
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| Project - Originator - Zone - Level - Type - Role - Number |          |       |           | Status    | Rev   |
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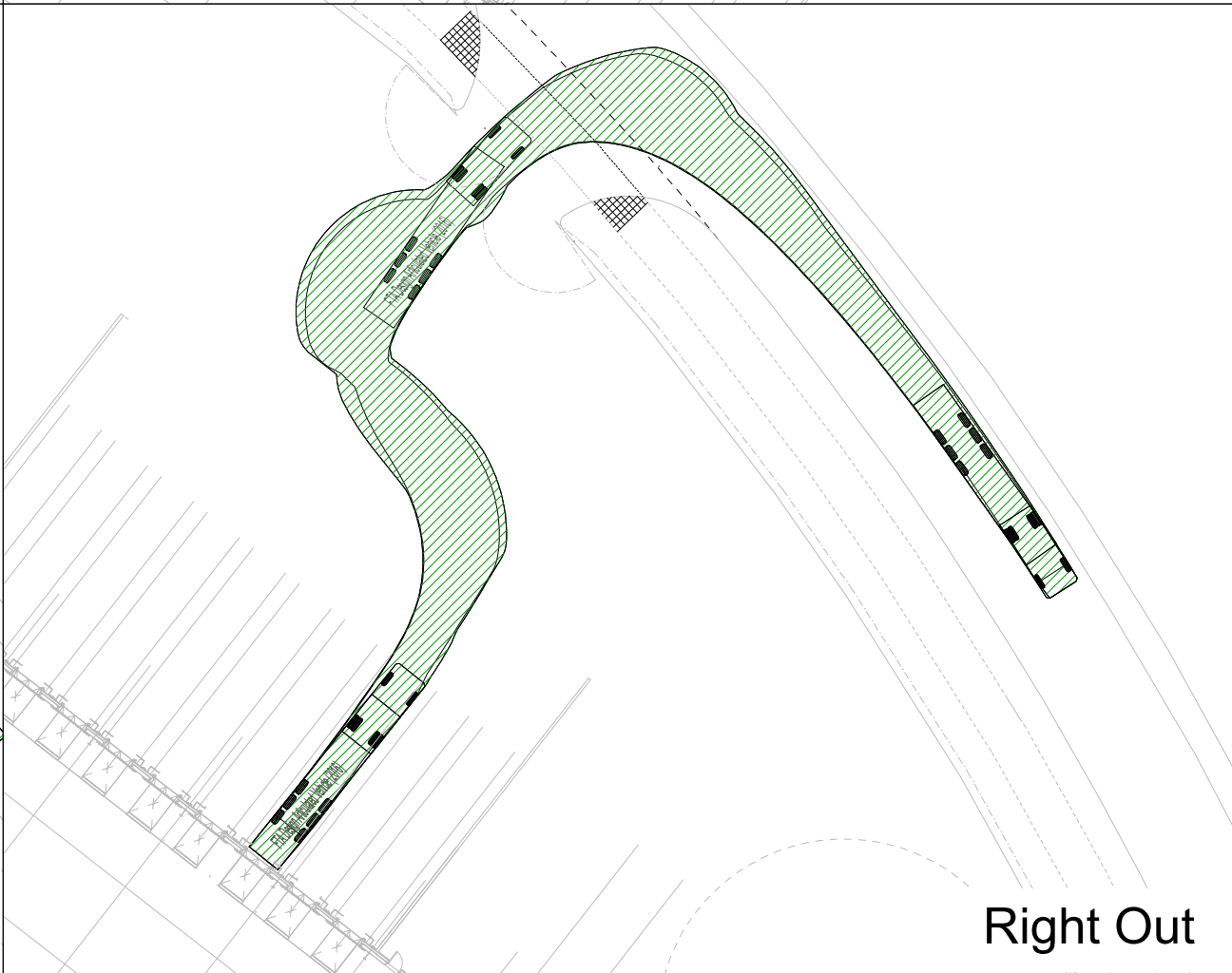
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Right In



Left in & Left Out



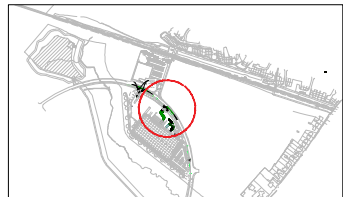
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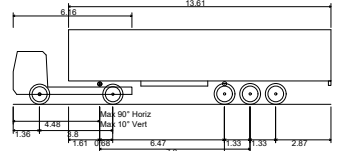
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Key Plan



Legend



|                                       |         |
|---------------------------------------|---------|
| FTA Design Articulated Vehicle (2016) |         |
| Overall Length                        | 16.480m |
| Overall Width                         | 2.550m  |
| Overall Body Height                   | 3.870m  |
| Min Body Ground Clearance             | 0.515m  |
| Max Track Width                       | 2.470m  |
| Lock to lock time                     | 3.00s   |
| Kerb to Kerb Turning Radius           | 6.600m  |

|     |          |                             |     |     |
|-----|----------|-----------------------------|-----|-----|
| P3  | 19.05.26 | PROJCT TITLE AMENDMENT      | AS  | JL  |
| P2  | 21.01.26 | PROJCT TITLE AMENDMENT      | AS  | JL  |
| P1  | 15.12.25 | PRELIMINARY ISSUE           | AS  | JL  |
| Rev | Date     | Details of issue / revision | Drw | Rev |

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Project Title  
**PLOT Q, KINGSWAY BUSINESS PARK**

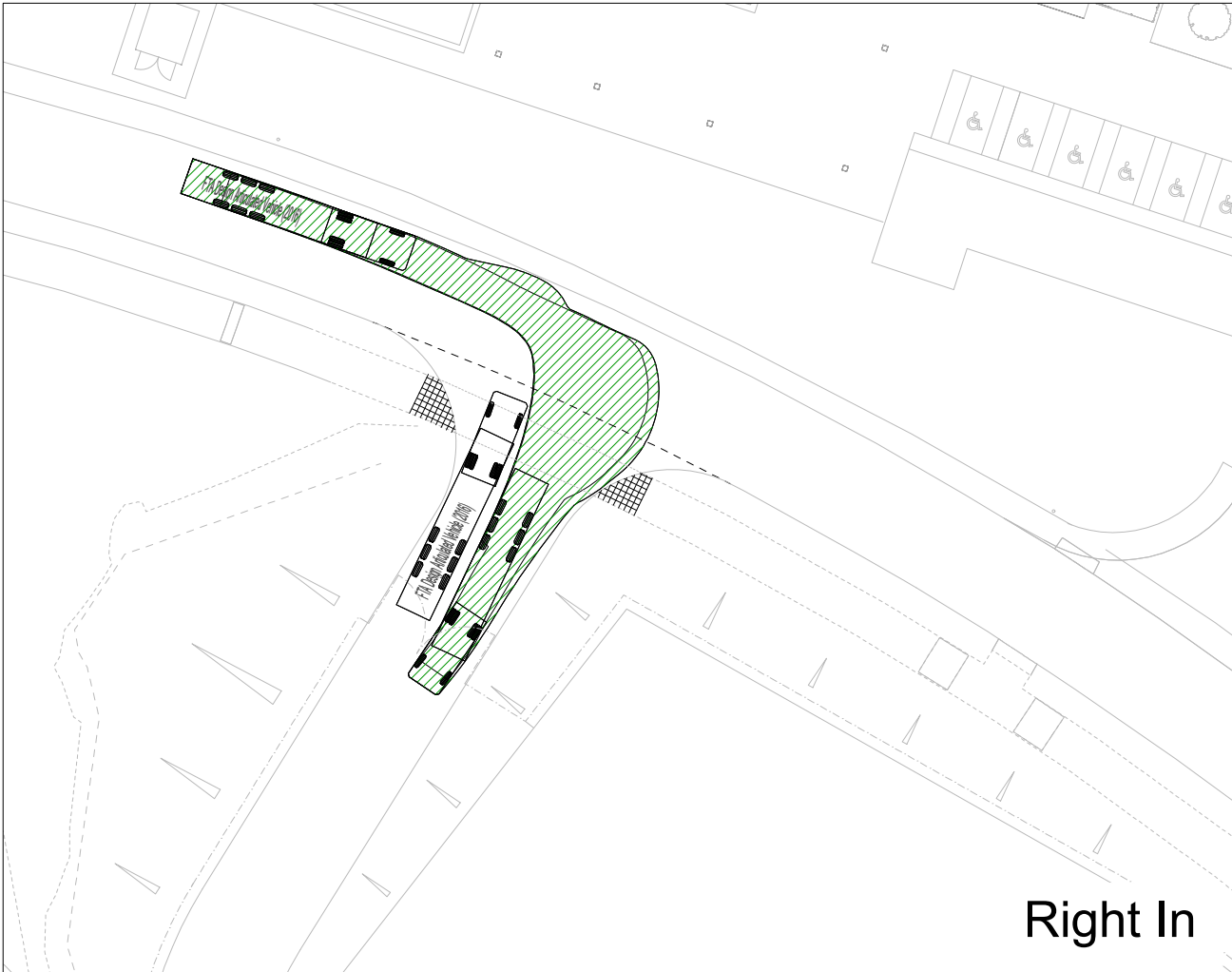
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**SERVICE YARD EASTERN ACCESS - HGV TRACKING**

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| Drawn: | A.Shafiq | Reviewed: | J.Lindsay |
|--------|----------|-----------|-----------|

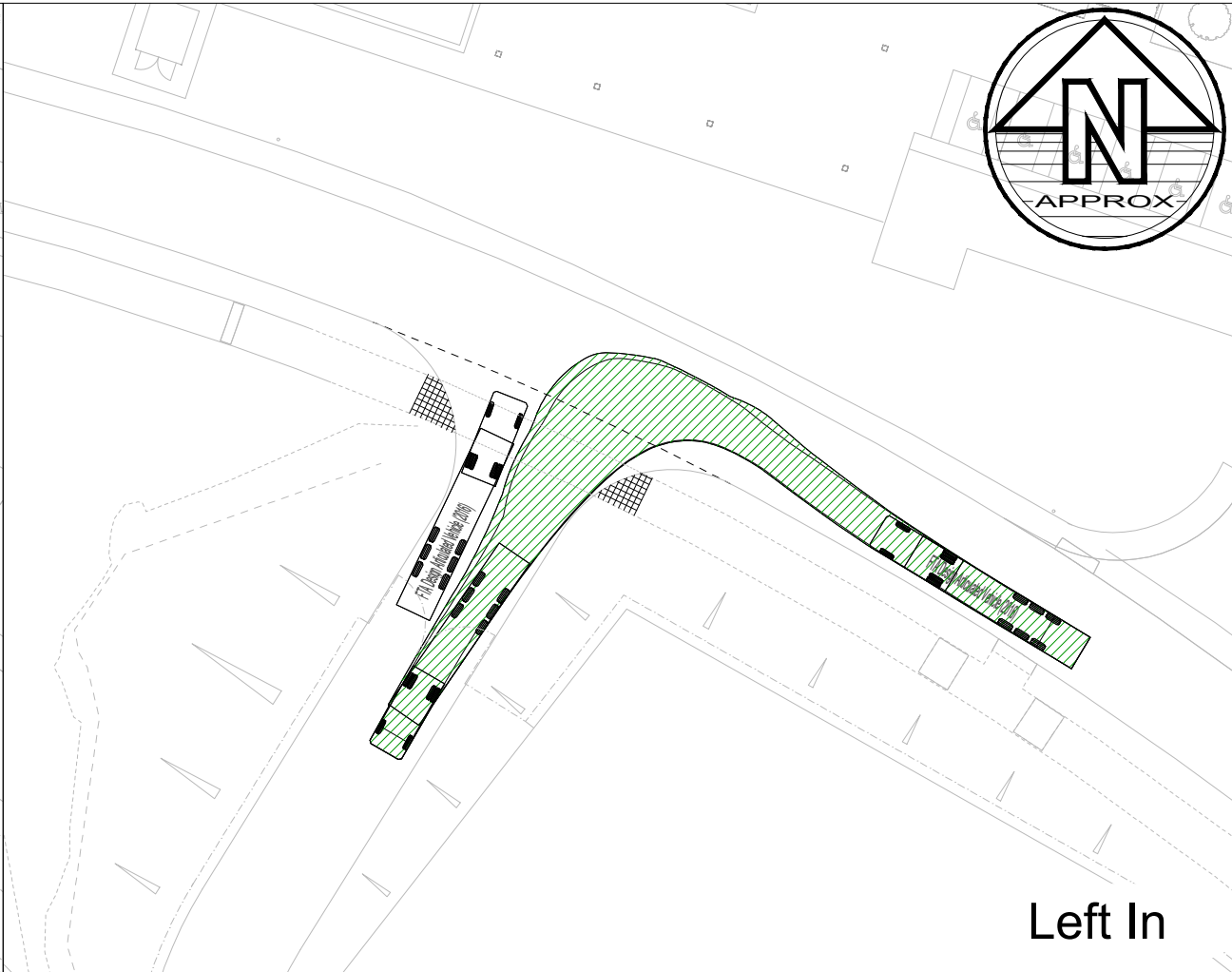
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|----------|--------|-------|----------|-----------|--------|

Drawing Status  
**PLANNING**

|                                                            |           |           |
|------------------------------------------------------------|-----------|-----------|
| Project - Originator - Zone - Level - Type - Role - Number | Status    | Rev       |
| <b>PQK-BWB-HGN-00-DR-TR-102</b>                            | <b>S2</b> | <b>P3</b> |



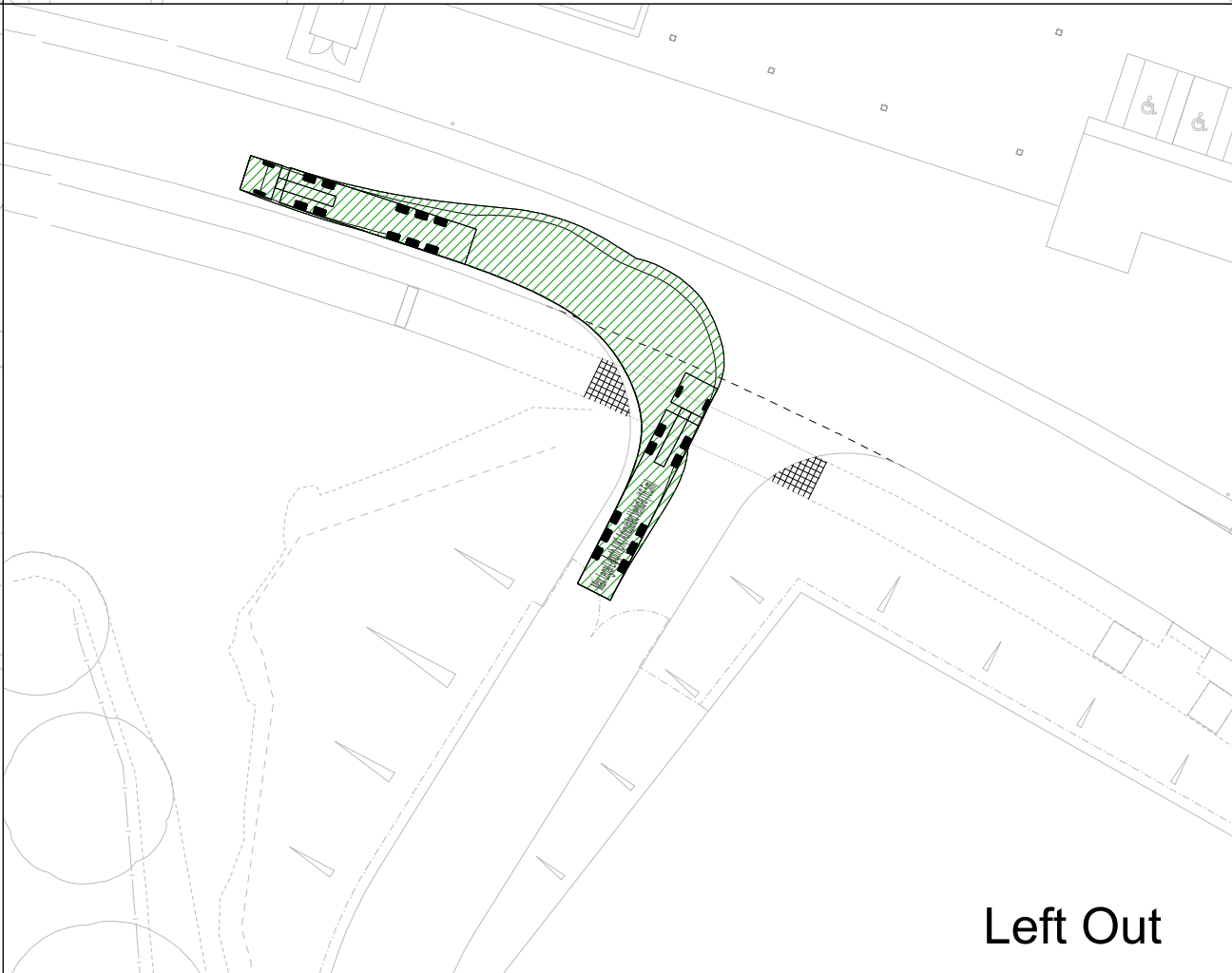
Right In



Left In

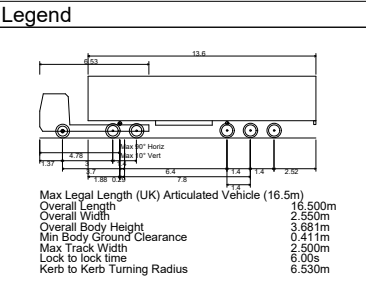
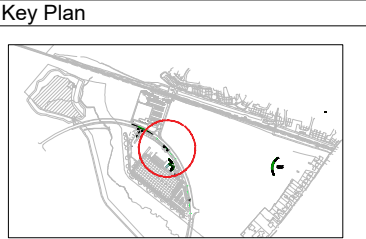


Right Out



Left Out

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|     |          |                             |  |     |     |
|-----|----------|-----------------------------|--|-----|-----|
|     |          |                             |  |     |     |
| P1  | 19.05.26 | PRELIMINARY ISSUE           |  | AS  | JL  |
| Rev | Date     | Details of issue / revision |  | Drw | Rev |

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**WILSON BOWDEN  
DEVELOPMENTS**

Project Title

**PLOT Q, KINGSWAY  
BUSINESS PARK**

Drawing Title

**SERVICE YARD WESTERN  
ACCESS - HGV TRACKING**

|                                                            |          |           |           |           |       |
|------------------------------------------------------------|----------|-----------|-----------|-----------|-------|
| Drawn:                                                     | A.Shafiq | Reviewed: | J.Lindsay |           |       |
| BWB Ref:                                                   | 244498   | Date:     | 19.05.26  | Scale@A3: | 1:500 |
| Drawing Status                                             |          |           |           |           |       |
| PLANNING                                                   |          |           |           |           |       |
| Project - Originator - Zone - Level - Type - Role - Number |          |           |           | Status    | Rev   |
| PQK-BWB-HGN-00-DR-TR-103                                   |          |           |           | S2        | P1    |

## ***APPENDICES***

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## **APPENDIX 1: Masterplan Parameters Plan from Outline Application (14/00542/OUT)**

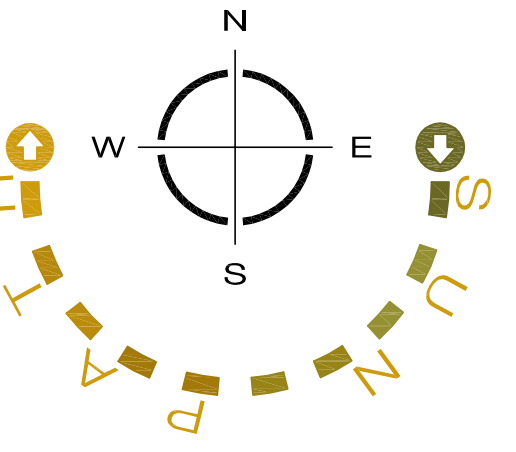
KEY TO LAND USES

BUSINESS USES

- B1(a) Office
- B1/ B2/ B8
- Car Showrooms

ANCILLARY USES

- Residential
- Leisure
- Hotel
- Mixed Development including Retail in Use Classes A1-A5, Leisure, Hotel, Residential & B1 Uses
- Local Services
- Small Scale Uses Appropriate to the Setting of the Listed Building
- New Buffer Landscaping



For Planning



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55 St Pauls Street  
LEEDS LS1 2TE  
T: 0113 567 5100 E: info@dl-a-architecture.co.uk  
www.dla-architecture.co.uk

PROJECT  
KINGSWAY BUSINESS PARK  
ROCHDALE

TITLE  
MASTERPLAN  
PARAMETERS PLAN

SCALE  
1:2500 @ A0

DRAWN  
SF

REVIEWED

DRAWING NO  
2013-233/102

REVISION  
A

FILE PATH  
T:\2013\2013-233\CAD\25-Autocad\Drawn\102

PARAMETERS PLAN

## **APPENDIX 2: Accessibility Index Calculation**

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

|                            |                                   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|----------------------------|-----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Public transport type      | <input type="text" value="Rail"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Distance to node (m)       | <input type="text" value="335"/>  |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Average frequency per hour | <input type="text" value="5"/>    | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

NODE 2

|                            |                                  |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|----------------------------|----------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Public transport type      | <input type="text" value="Bus"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Distance to node (m)       | <input type="text" value="435"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Average frequency per hour | <input type="text" value="1"/>   | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

NODE 3

|                            |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Public transport type      | <input type="text"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Distance to node (m)       | <input type="text"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Average frequency per hour | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

NODE 4

|                            |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Public transport type      | <input type="text"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Distance to node (m)       | <input type="text"/> |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Average frequency per hour | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

Accessibility Index

3.54

