



RONDIN ROAD, MANCHESTER

TRANSPORT STATEMENT

January 2024

Rapleys LLP

HGV CAR PARK
RONDIN ROAD
MANCHESTER

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Luke Millar	November 2023
<i>Checked by:</i>	James Rand	November 2023
<i>Approved by:</i>	Harry Cross	November 2023

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Rapleys LLP
120 Colmore Row
Birmingham
B3 3BD



Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 1UJ

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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Rapleys LLP to support a planning application for a HGV lorry park (sui generis) and outdoor unmanned storage (B8) at Rondin Road, Manchester.
- 1.2 The location of the development site is demonstrated within **Figure 1** below, with the proposed site plan attached within **Appendix A**.

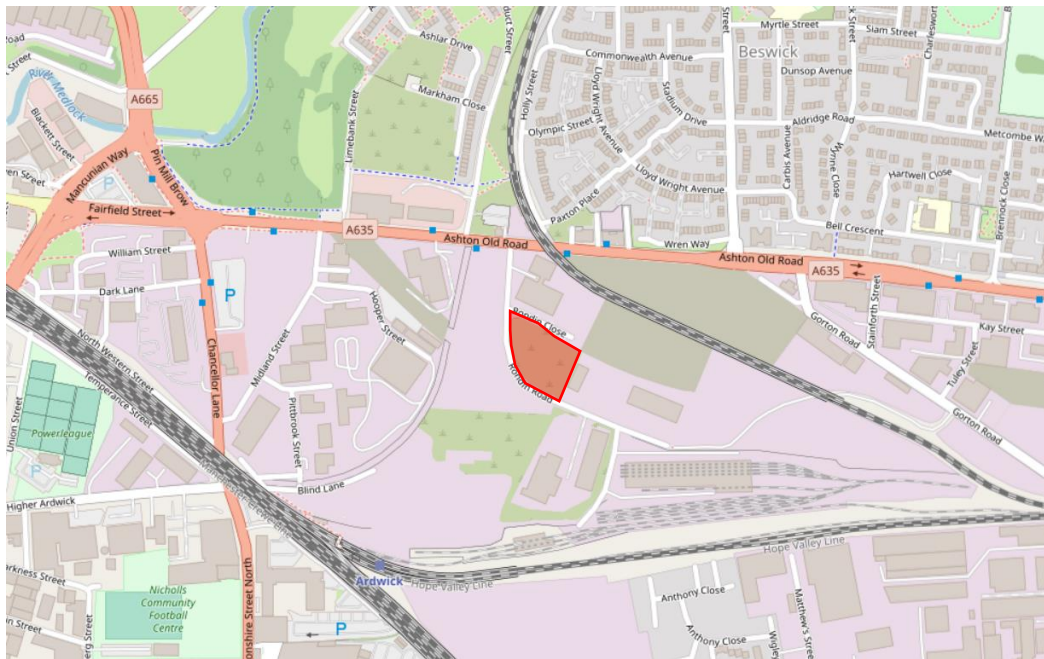


Figure 1: Site Location

- 1.3 The most recent planning application at the site is from 2004, when approval was granted for a 'Site compound in connection with construction of proposed train care facility including erection of temporary buildings and parking' (ref: 073660/FO/2004/N2). This temporary planning permission expired in May 2006 and the site has been vacant ever since.
- 1.4 The subsequent sections of this Transport Statement (TS) will assess the existing site conditions, surrounding area and local road network; outline the development proposal, access arrangements and parking provision; calculate the proposed trip generation rate based on a first principles approach; and provide a summary and conclusions.

2. SITE LOCATION

- 2.1 The existing site is currently a brown field site located on the corner of Rondin Road and Rondin Close, forming part of an industrial estate. The site measures approximately 0.7 hectares, formed of vacant scrub land.
- 2.2 The site is bound to the west and south by Rondin Road, to the north by Rondin Close and to the east by industrial use.

Local Road Network

- 2.3 Rondin Road is a single carriageway road measuring approximately 9.0m wide and is subject to a 30mph speed limit. It is a no-through road providing access to various industrial sites – most notably a train care facility. There are no parking restrictions along Rondin Road, with vehicles parking sporadically on-street along the extent of the road.
- 2.4 Rondin Road is accessed via a priority junction with Ashton Old Road approximately 100m to the north, with a ghost island right-turn lane on Ashton Old Road. Ashton Old Road forms part of the A635 providing access into the Manchester City Centre from the east. The number of carriageway lanes along Ashton Old Road fluctuates throughout, however, in the vicinity of the Rondin Road junction Ashton Old Road is a single carriageway road measuring approximately 12.0m wide with a bus lane for westbound movement. It is subject to a 30mph speed limit.
- 2.5 Approximately 1.0km east of the Ashton Old Road/Rondin Road junction, Ashton Old Road is connected to a signalised crossroad with Alan Turing Way (north) and Pottery Lane (south) which form the A6010. Approximately 600m west of the Ashton Old Road/Rondin Road junction, Ashton Old Road provides access onto the Manchester Ring Road via Pin Mill Brow (northbound) or Fairfield Street (southbound).

Personal Injury Accident (PIA) Data

- 2.6 Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recently recorded five-year period between 2018 – 2022 in order to analyse the existing safety conditions of the local road network. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of any accidents that have taken place in the vicinity of the site. All incidents that have occurred inside a 300m radius of the site access within the specified 5-year period are indicated within **Figure 2** below.



Figure 2: Personal Injury Accident (PIA) Data 2017 – 2021 (Source: Crashmap)

- 2.7 As displayed within **Figure 2**, there have been a total of 3 incidents within a 300m radius of the site within the most recently recorded 5-year period (2018 – 2022). Of the 3 incidents recorded, 2 were classified as 'slight' on the severity scale, with the other deemed 'serious' – no fatal incidents have taken place.
- 2.8 No incidents have taken place along Rondin Road, with all 3 occurring along Ashton Old Road. None of the incidents occurred in the direct vicinity of the Ashton Old Road/Rondin Road junction, with the nearest being the 'serious' incident which took place approximately 60m to the west at the Ashton Old Road/Viaduct Street junction. All three incidents took place in different locations along Ashton Old Road.
- 2.9 Therefore, when considering the severity, location and frequency of the incidents that have occurred inside a 300m radius of the site access within the most recently recorded 5-year period (2018 – 2022), it is concluded that there is no significant accident history which would be exacerbated by the proposed development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposal is for the development of a HGV lorry park (sui generis) and outdoor unmanned storage (B8) to be accessed via Rondin Road. The proposed site plan is attached within **Appendix A**.

Access Arrangements

- 3.2 As stated previously, access into the site will be provided from Rondin Road via a newly formed bellmouth. The access will be positioned in the approximate location of a historic gated access to the site on the northwestern corner. It is proposed that the access will be in the form of a bellmouth measuring 7.3m wide with 6.0m radii on either side. The largest vehicle expected to require access into the site, a 16.5m Articulated Vehicle, can sufficiently enter and exit the site in a forward gear as demonstrated within **Appendix B**.
- 3.3 As part of the access design works, a visibility splay assessment has been undertaken to ensure that suitable visibility can be achieved. Visibility splays measuring 2.4m x 43m have been drawn in both directions from the access in line with Manual for Streets (MfS) guidelines for a road subject to a 30mph posted speed limit. As displayed in **Appendix C** sufficient visibility is achievable in both directions from the site access.

Parking Provision

- 3.4 It is proposed that there will be capacity for a maximum of 21 HGVs on-site at any one time. The parking bays are not intended to be marked out. HGVs will be directed by an on-site manager to park on either side of the site to avoid obstructing other HGVs entering and exiting the car park.
- 3.5 Although the parking bays will not be delineated, the site plan shows the areas where HGVs would park. A vehicle tracking assessment has been undertaken to confirm that a 16.5m articulated vehicle would be able to enter and exit these areas sufficiently, as demonstrated within **Appendix D**.
- 3.6 As the outdoor storage will be unmanned, no staff will be on-site and therefore staff parking is not required.

4. HIGHWAY IMPACT

- 4.1 This section of this Transport Statement (TS) will assess the highway impact based on the trip rate that would be generated by the proposed development. Due to the nature of the development, this has been completed through a first principles approach.
- 4.2 As the existing site is currently unoccupied and has been for several years, it has been assumed that the no vehicle trips are currently generated. Therefore, any vehicle trips produced by the proposed HGV car park would be additional to the local road network.
- 4.3 Firstly, it is important to note that the end user of the proposed HGV car park is currently not known. It is anticipated that the car park will either be utilised by one or more companies in order to securely park HGVs when not in use, or potentially as a truck stop, to facilitate breaks for HGV drivers to accord with tacograph rules.
- 4.4 In either case, it is expected that HGVs would not depart the car park within 1 hour of arriving. Therefore, an absolute worst-case scenario would be 21 vehicles movements (either arrivals or departures) within a single hour. It is anticipated that each HGV would reasonably arrive and remain on site for at least several hours before departing again. On a daily basis the outdoor storage is not anticipated to generate any trips.
- 4.5 A total of 21 vehicle movements per hour is not anticipated to result in any material impact on the operation of the local road network, especially given Rondin Road already serves industrial uses generating HGV movements.
- 4.6 The National Planning Policy Framework (NPPF) (December 2023) states in paragraph 115 that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 4.7 Although the end user is not known at this stage, the development would not have a severe impact on the operation of the highway, on the reasonable worst-case basis set out above.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Rapleys LLP to support a planning application for a HGV lorry park (sui generis) and outdoor unmanned storage (B8) at Rondin Road, Manchester.
- 5.2 Personal Injury Accident (PIA) data covering a 300m radius of the site has been obtained for the most recently recorded 50year period (2018 – 2022). This has identified that 3 incidents have taken place (1 serious and 2 slight), none of which occurred along Rondin Road with all three taking place on Ashton Old Road (A635). It has therefore been concluded that there is no accident history which would be exacerbated by the proposed development.
- 5.3 Access to the site will be provided along Rondin Road via a newly formed access in the location of a historic gated access in the northwestern corner of the site. This access will be formed of a bellmouth measuring 7.3m wide with 6.0m radii. A visibility splay assessment has been completed to demonstrate that suitable visibility can be achieved, based on Manual for Streets (MfS) standards for a road subject to a 30mph speed limit.
- 5.4 There will be capacity on-site for a maximum of 21 HGVs at any one time. The parking bays will not be delineated but all HGVs will be guided to the northern or southern side of the site by an on-site manager when parking to avoid obstructing other HGVs when arriving or departing. A vehicle tracking assessment of a 16.5m articulated vehicle, the largest vehicle expected to access the site, has been completed at the site access and internally.
- 5.5 The highway impact of the proposed development has been assessed through a first principles approach. The end user is not known but a reasonable worst-case scenario being that there would be 21 vehicle trips (arrivals and/or departures) anticipated within a given hour.
- 5.6 The National Planning Policy Framework (NPPF) (December 2023) states in paragraph 115 that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 5.7 On the basis of the above, it is not considered that the development would result in a severe impact on the operation of the local road network. Paul Basham Associates would therefore encourage the local highway authority to look favourably upon the proposed development.

Appendix A



Notes

C	17.11.23	TS	Site Layout updated and notes added.	ST
B	07.11.23	TS	Site Layout updated.	ST
A	01.11.23	TS	Site Layout updated.	ST
REV	DATE	BY	DETAILS	CHK'D

AMENDMENTS

Client

RAPLEYS

Project

HGV Car Park,
Rondin Road,
Manchester

Title

Proposed Site Layout

Drawing No.

MA11767 / 1010

Revision

C

Drawn	TS	Engineer	ST	Date	27.10.23	Millward Project Code	MA11767
Checked	ST	Approved	ST	Scale @ A1	1:250	Status	PRELIMINARY

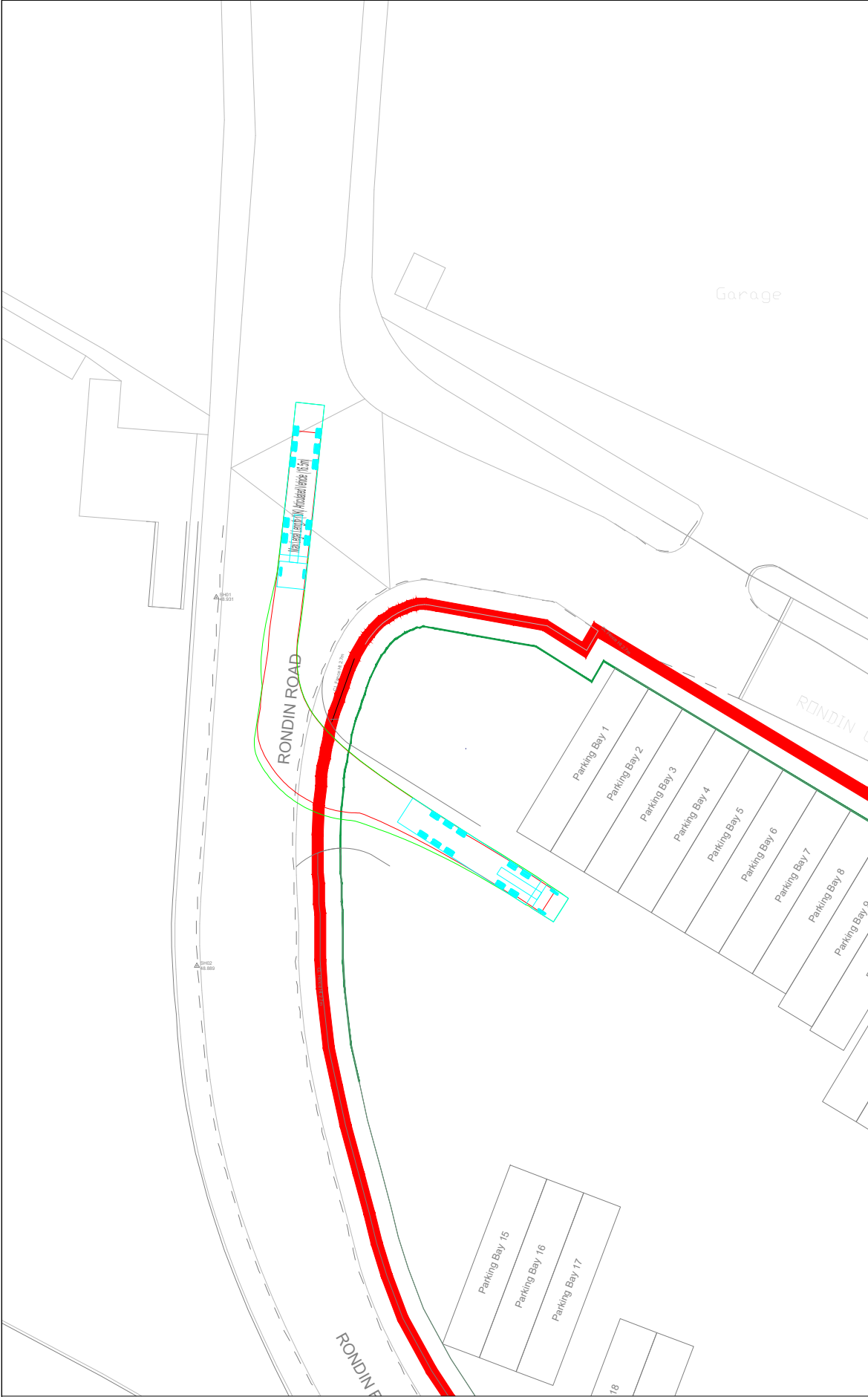
Millward

consulting engineers

Different through Design

11 & 12 Edison Village,
Nottingham Science Park,
Nottingham, NG7 2RF
t: 0115 941 4560
w: www.millward.co.uk
e: info@millward.co.uk

Appendix B



HGV ACCESS TRACKING IN



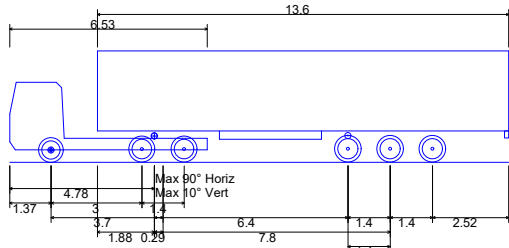
HGV ACCESS TRACKING OUT

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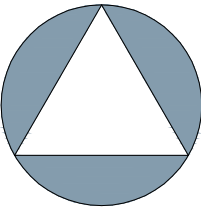
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VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



NORTH

Project Name	RONDIN ROAD, MANCHESTER
Project Phase	PRELIMINARY

Title	HGV ACCESS VEHICLE TRACKING ASSESSMENT
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paulbasham
associates

Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client



P02	UPDATED SITE ACCESS DESIGN	28.11.23	LOM	JNR
P01	FIRST ISSUE	03.11.23	LOM	JNR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
02.11.23	LOM	JNR	-	
PBA Project Number		Scale	(AT A3)	
502.0193		1:500		
PBA Drawing No:			Revision	
502.0193-0002			P02	

Appendix C

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None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

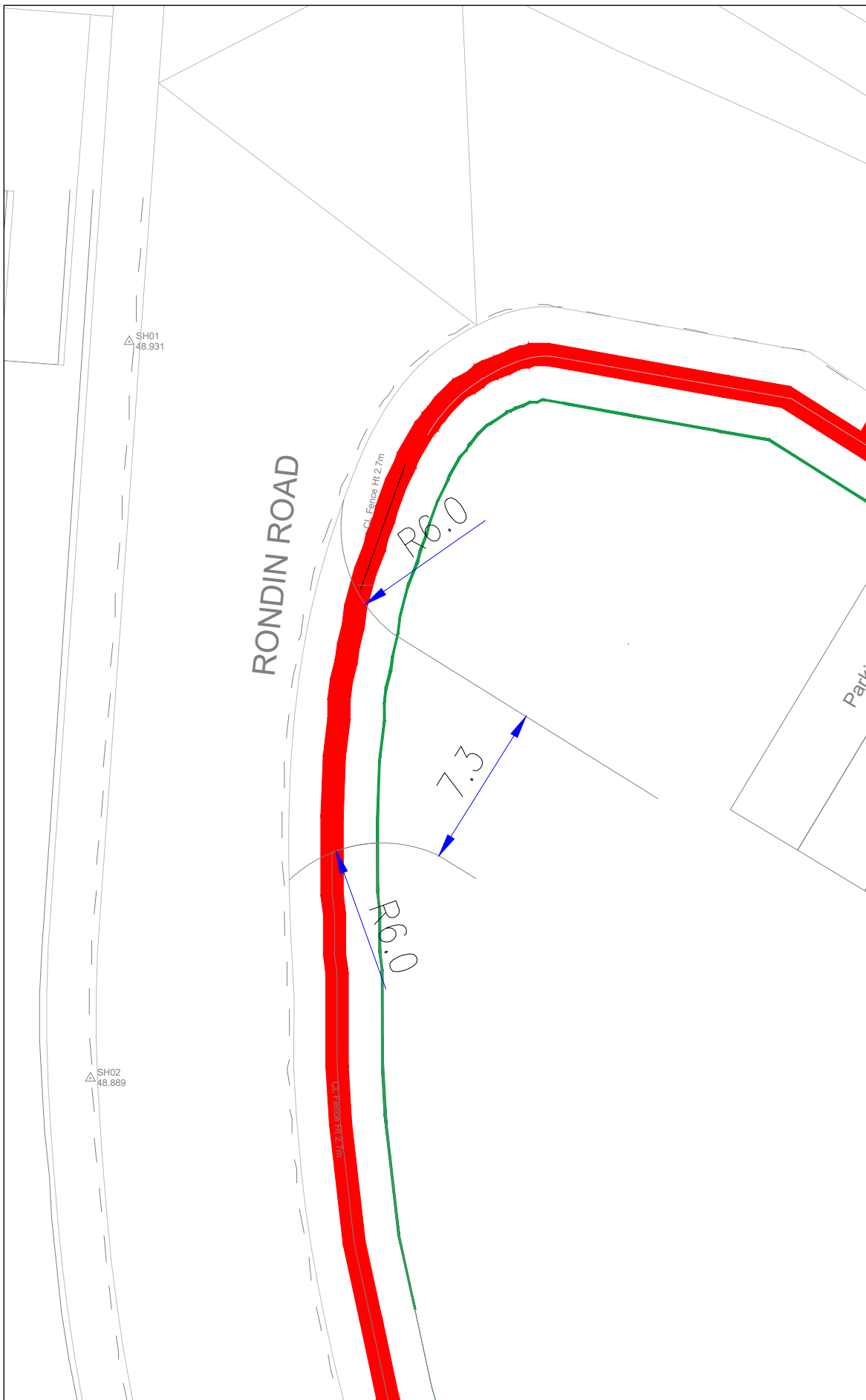
In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus 1 and should be given particular attention by all those carrying out construction or of future maintenance works.

1. Abnormal or unusual risks
- 2.
- 3.

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



P02	UPDATED SITE ACCESS DESIGN	28.11.23	LOM	JNR
P01	FIRST ISSUE	03.11.23	LOM	JNR
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	02.11.23	LOM	JNR	-
	PBA Project Number	Scale		
	502.0193	AS SHOWN	(AT A3)	
PBA Drawing No:				Revision
502.0193-0001				P02



SITE ACCESS VISIBILITY SPLAY ASSESSMENT (1:500)

Project Phase
PRELIMINARY

Title

HGV ACCESS DESIGN AND VISIBILITY SPLAY ASSESSMENT



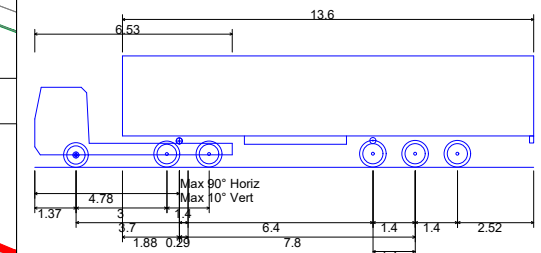
RAPLEYS

Appendix D

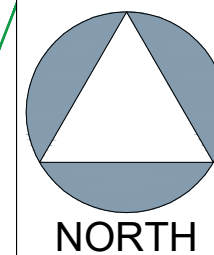
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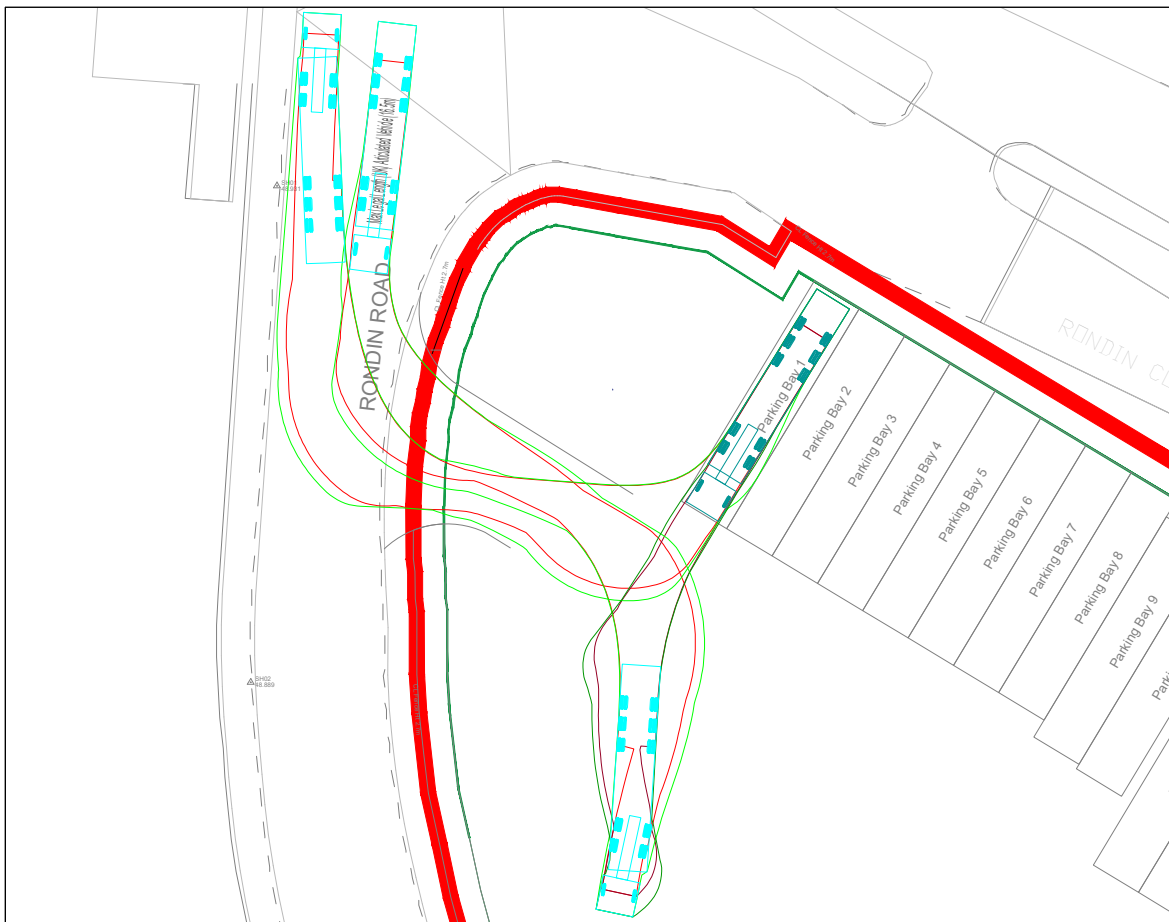
VEHICLE PROFILE



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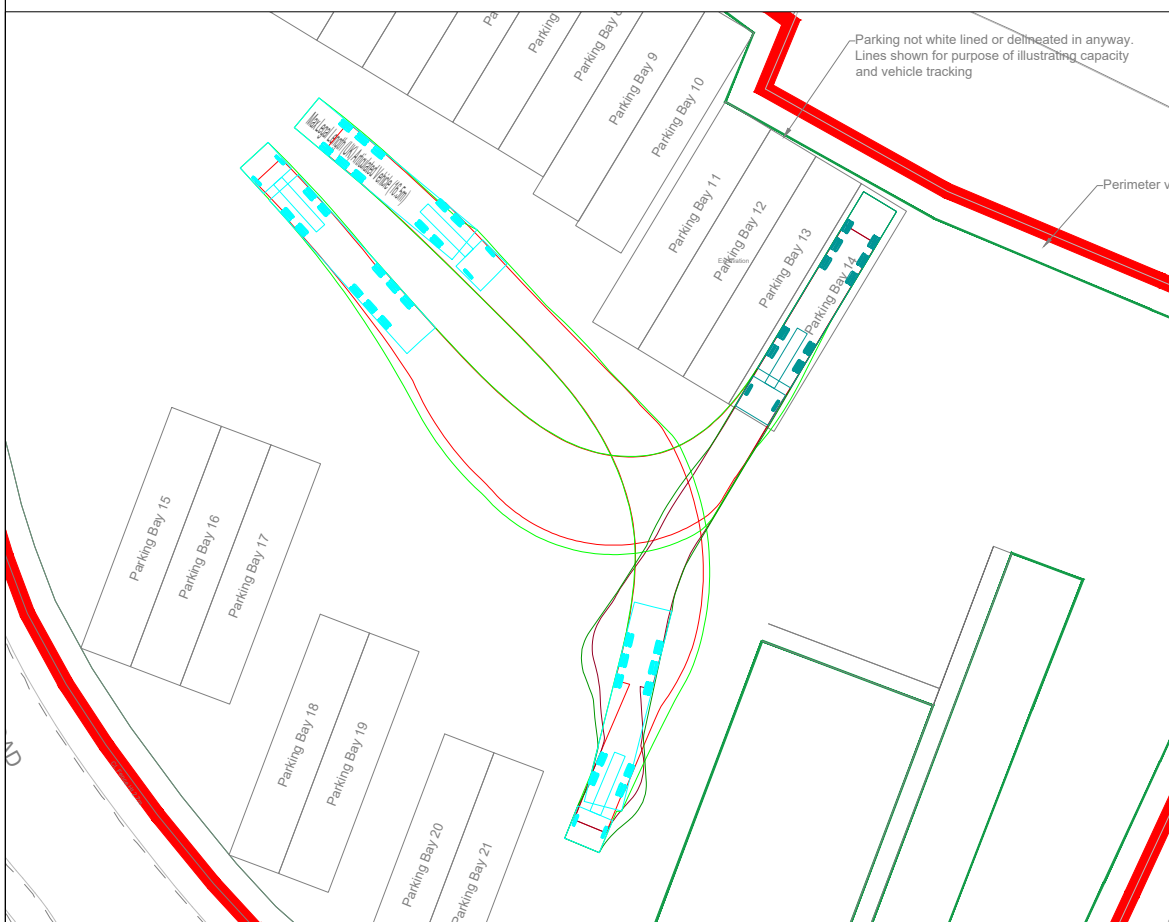
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Rev	Description	Date	By	App'd
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502.0193		1:500 (AT A3)		
PBA Drawing No:			Revision	
502.0193-0003			P01	



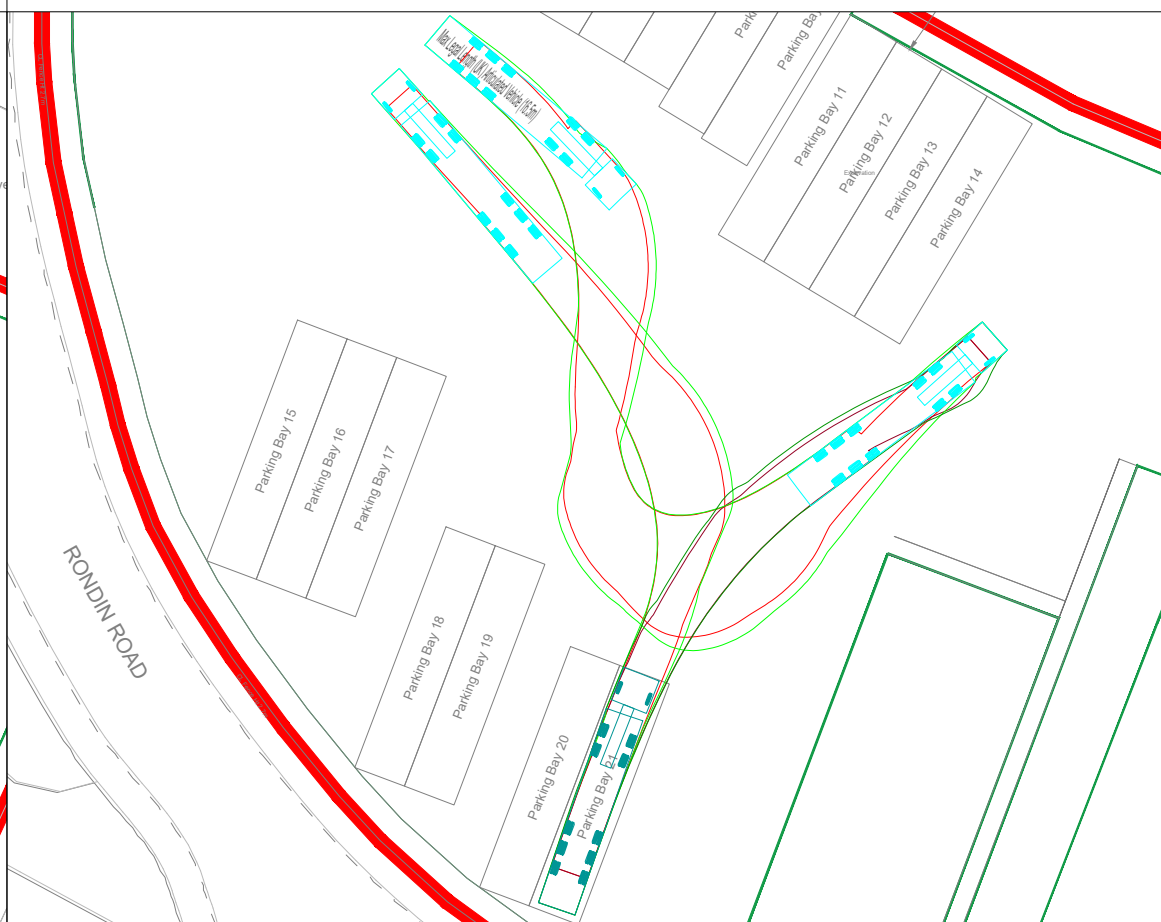
HGV PARKING BAY TRACKING 1



HGV PARKING BAY TRACKING 2



HGV PARKING BAY TRACKING 3



HGV PARKING BAY TRACKING 4

Project Name RONDIN ROAD, MANCHESTER	Title HGV PARKING BAY VEHICLE TRACKING ASSESSMENT	Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashmassociates.com www.paulbashmassociates.com	Client RAPLEYS	Date Created 28.11.23 Drawn By LOM Approved By --- Suitability Code - PBA Project Number 502.0193 Scale 1:500 (AT A3) PBA Drawing No: 502.0193-0003 Revision P01
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