

Hopwood Hall College – Animal Management Site

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Transport Note – TN01

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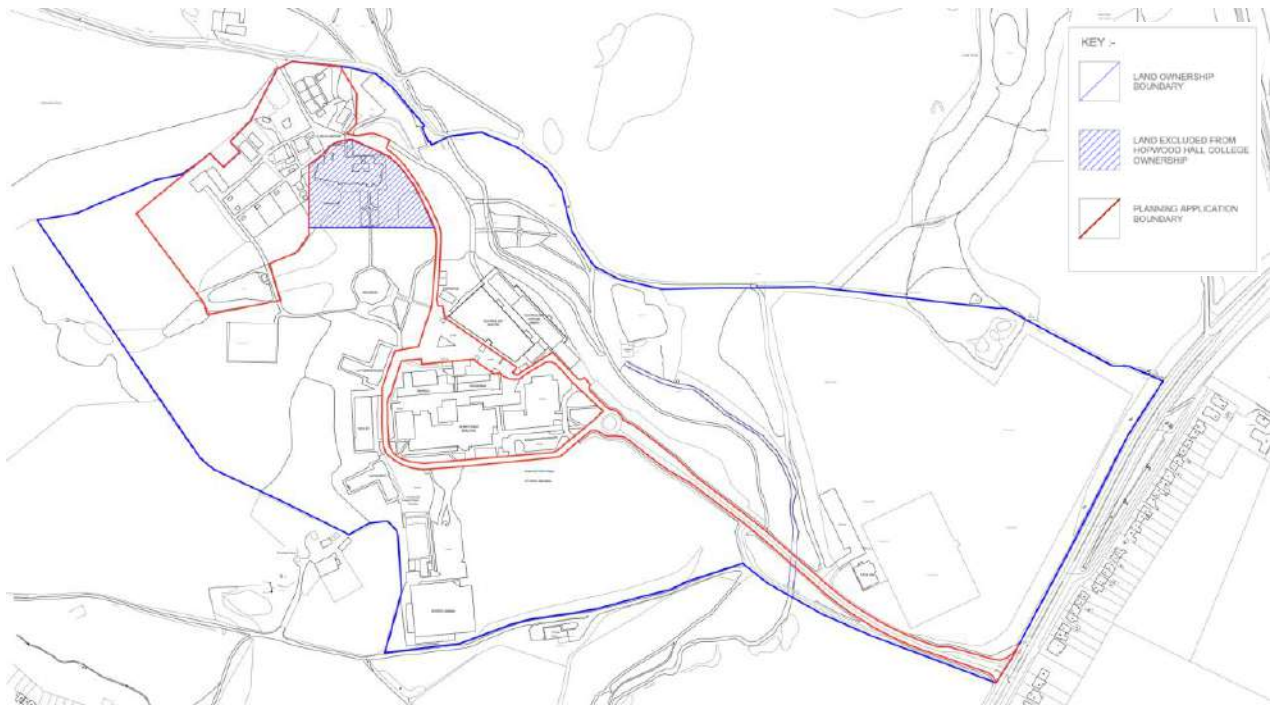
Client:	Hopwood Hall College	Job No:	J327331
Date:	19 April 2023	File Name:	TN01 v1.2
Prepared by:	RW	Approved by:	MA

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Hopwood Hall College (the 'Applicant') to provide transport planning and highways advice in relation to a planning application (Ref: 22/01083/FUL) at Hopwood Hall College's Middleton Campus in Middleton, Rochdale.
- 1.1.2 The planning application relates to the Animal Management area of the Middleton Campus, which currently provides a range of specialist teaching spaces for the delivery of the Animal Management curriculum at the college.
- 1.1.3 The indicative site boundary is shown in [Figure 1.1](#), as well as the boundary for the wider Hopwood Hall College site.
- 1.1.4 This planning application does not involve any physical development, and is intended to increase the scope of uses on this part of the site to include commercial uses and an animal area, specifically:
- Licence to allow commercial uses at the Animal Management site area – this item requires no additional new build or development and solely relates to the colleges ability to run the animal area more commercially; and
 - Application for the regularisation of some external outbuilding type agricultural structures and enclosures to support the college's animal management use at the site - these structures and enclosures have already been installed on site (i.e. meerkat enclosure, flamingo shelter, polytunnel).

Figure 1.1 : Indicative Site Boundary (source : Seven Architects)



1.1.5 This Transport Note (TN01) has been prepared to assess the development proposals, with consideration of the existing Animal Management site, the development proposals, current parking provision, expected parking demand and trip generation.

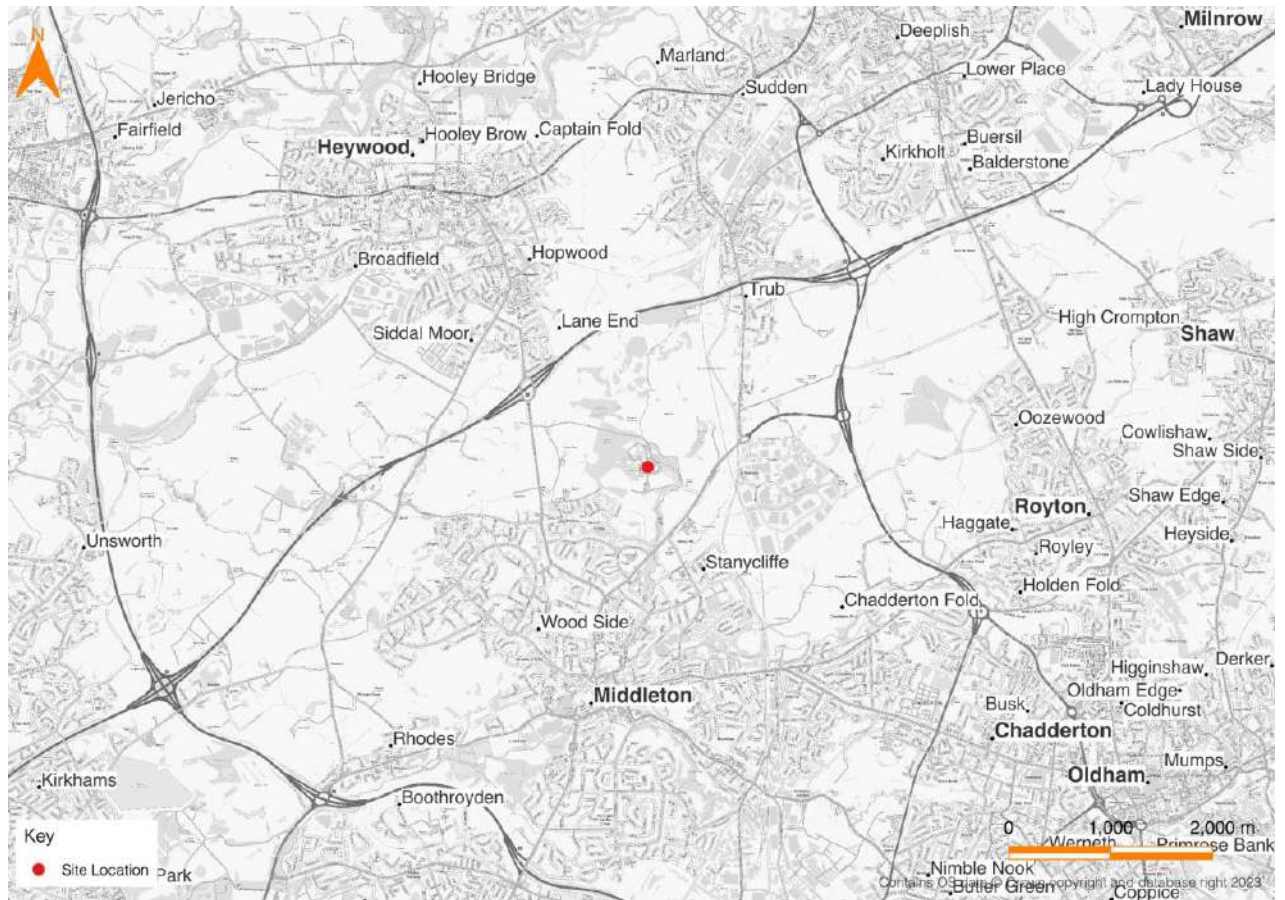
1.1.6 The scope and methodology of assessment was agreed with Rochdale Metropolitan Borough Council (RMBC) Highways on 14th March 2023. Scoping correspondence with RMBC Highways is attached in [Appendix A](#).

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The site is located c.2.6km north of Middleton Town Centre, c.3.6km south-east of Heywood and c.4.4km west of Royton. The strategic site location is shown in [Figure 2.1](#).

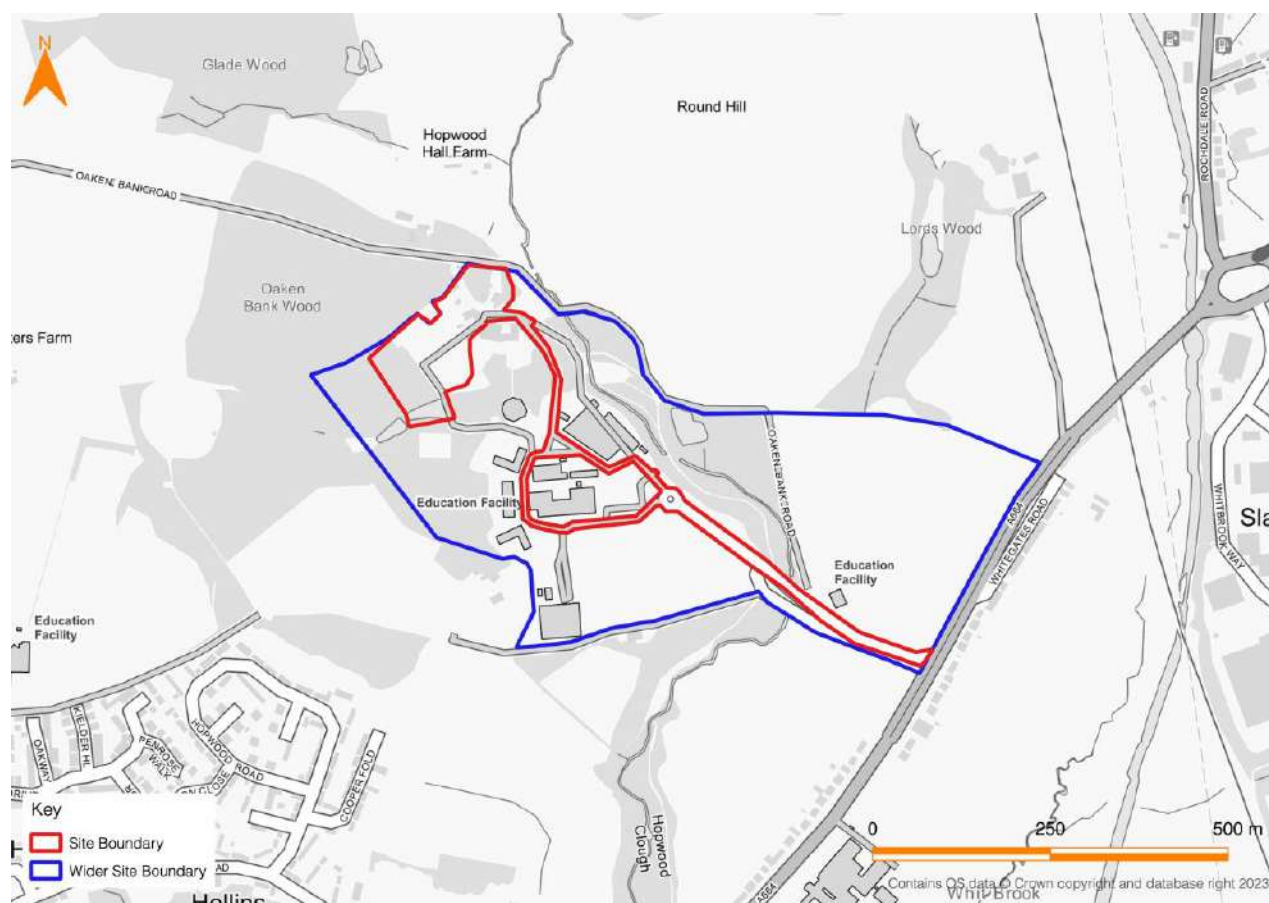
Figure 2.1 : Strategic Site Location



2.2 Local Highway Network

- 2.2.1 The development site is located within the Hopwood Hall College's Middleton Campus. The area subject to this planning application is located to the north of the site, and also includes the Access Road from Rochdale Road (A664). The development site abuts existing college facilities and Hopwood Hall.
- 2.2.2 The location of the site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Hopwood Hall College Access Road

- 1.1.1 Access to the site will be taken from the existing Access Road to the college site. The existing conditions along the Access Road are detailed in Table 2.1.

Table 2.1 : Hopwood Hall College's Middleton Campus Access Road – Existing Conditions

Road Classification	Unclassified	Footway Width	c.1.5 - 3.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Unsignalized zebra crossings within site
Speed Limit	20 mph	Cycle Facilities	Shared pedestrian / cyclist route on western side
Carriageway Width	c.7.3m	Public Transport Provision	No
Adoption Status	Unadopted	Streetlighting	Yes

Rochdale Road (A664)

1.1.2 Rochdale Road provides vehicular and pedestrian access to the Access Road, running in a broadly northeast to southwest alignment. The existing conditions along Rochdale Road are detailed in [Table 2.2](#).

Table 2.2 : Rochdale Road (A664) – Existing Conditions

Road Classification	A-road (A664)	Footway Width	c.2.5 – 4.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pelican crossing at site access / Rochdale Road junction, On-road cycle route on southern side, shared bus / cycle route on northern side
Speed Limit	30 mph	Cycle Facilities	
Carriageway Width	c.13.4 – 16.5m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

3. Development Proposals

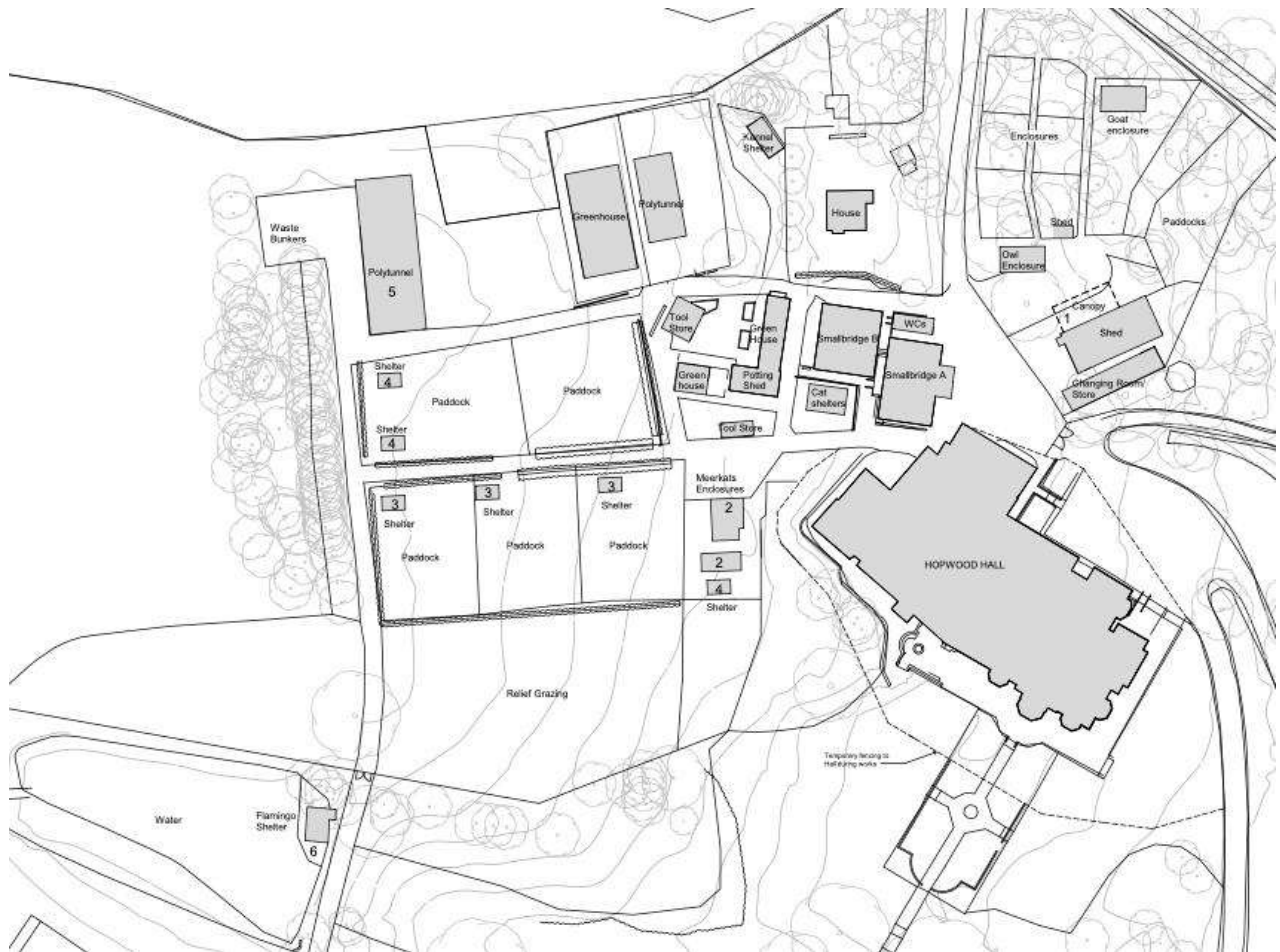
3.1 Proposed Use

3.1.1 The development proposals relate to the Animal Management part of the Middleton Campus, which currently provides a range of specialist teaching spaces for the delivery of the Animal Management curriculum. The planning application is intended to increase the scope of uses at the Animal Management part of the campus to include commercial uses and an animal area, specifically:

- Licence to allow commercial uses at the Animal Management site area – this item solely relates to the colleges ability to run the animal area more commercially and includes no additional development; and
- Application for the regularisation of some external outbuilding type agricultural structures and enclosures to support the college's animal management use at the site - this item includes no additional development as the structures have already been constructed.

3.1.2 The existing site plan, including the external outbuilding type agricultural structures that have been constructed to support the proposed commercial / animal area uses, is shown in [Figure 3.1](#) and attached in [Appendix B](#).

Figure 3.1 : Existing Site Plan (source : Seven Architects)



3.1.3 As advised by the college, the proposed uses at the Animal Management site include:

- **School group visits** – local school groups attending for educational visits during college term time, arriving by coach before 10:00 and leaving before 15:00. These will run at a maximum frequency of one visit per week with no more than 50no. children. The aim of this is to reduce travelling times to attractions such as Chester Zoo for locals school;
- **Animal Academy** – fully-funded / sponsored places for disadvantaged learners outside of college term time. There will be a maximum of 30no. individuals per day, attending from Monday to Friday, dropped off by parents / guardians at 09:00 and collected between 14:00 and 15:00;
- **Animal Experiences** – offering ‘Keeper for the Day’ experiences at weekends and weekdays outside college term time. This will be offered to groups of 5no. people, arriving at 09:00 and leaving at 15:00; and
- **Social Prescribing** – formalise the programme of social prescription where groups from external bodies (e.g. NHS) will spend time with the animals which has been proved to help with medical

conditions. Groups will arrive by mini-bus before 10:00, departing before 15:00 within college term-time.

- 3.1.4 As described above, the intended future uses of the Animal Management site will provide health and social benefits to those involved, as well as wider environmental benefits.

3.2 Servicing / Delivery Arrangements

- 3.2.1 The college has informed us that the proposed commercial uses at the Animal Management site will not result in any additional servicing or delivery vehicles accessing the college site.

3.3 Site Access Arrangement

- 3.3.1 Access to the site will be taken as per the current arrangements via the site Access Road from Rochdale Road.
- 3.3.2 The Access Road also serves Hopwood Hall in the centre of the wider college site. Due to the low expected trip generation outlined in [Chapter 5](#) and the contribution of no additional delivery / servicing vehicles onto the site, access to Hopwood Hall will not be impacted.

3.4 Parking Provision

- 3.4.1 The development does not include additional car parking spaces, however there is existing parking provision on the college site that will be available to use for users of the proposed commercial uses.
- 3.4.2 RMBC's local parking standards are outlined in the '*Rochdale Adopted Core Strategy*' adopted in October 2016. RMBC's parking standards are shown in [Table 3.1](#) for the relevant land use.

Table 3.1 : RMBC Parking Standards

Land Use	Maximum Car Parking Provision	Minimum Disabled Parking Provision
D1 : Non-Residential (Higher or Further Education)	1 space per 2 full-time staff members + 1 space per 15 students	4 bays + 4% of total capacity

- 3.4.3 The wider college site currently has a total 367no. parking spaces, including 29no. disabled spaces and 16no. reserved staff spaces.

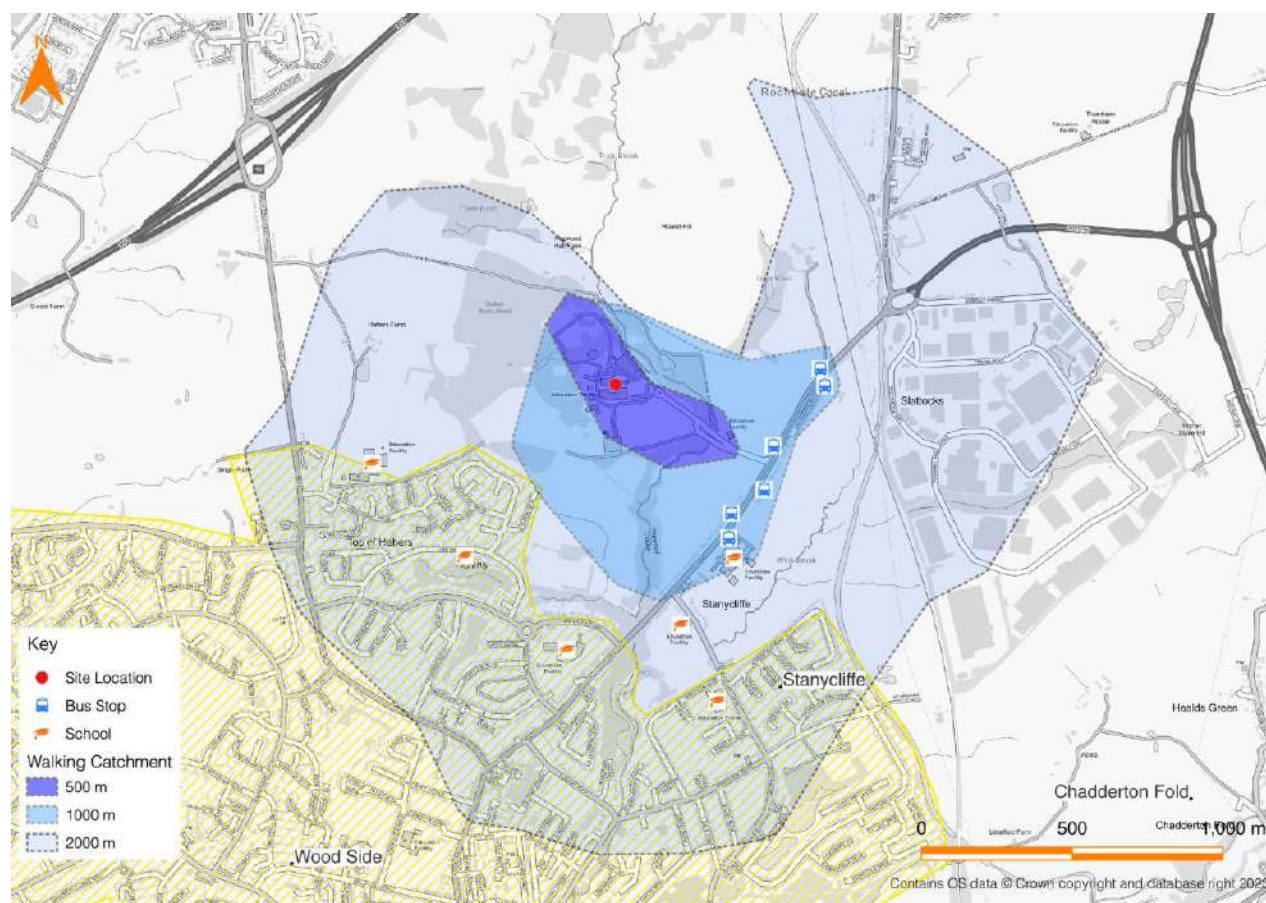
- 3.4.4 A total of 28no. cycle / motorcycle spaces are also available, as well as coach laybys which are currently used by college vehicles.
- 3.4.5 The college has informed us that there are a total of 264no. full-time staff members and 122no. part-time staff members employed at the campus. There are a total of 3,102no. students who currently attend the college campus.
- 3.4.6 Based on information supplied by the college, current parking provision exceeds maximum standards. Disabled parking is also provided in excess of RMBC's minimum standards.
- 3.4.7 The proposed application will not result in any additional car parking demand during term-time. The Animal Academy and Animal Experiences will run outside of term-time / on weekends and will therefore not require users to use on-site parking during peak times.
- 3.4.8 School groups visits and social prescribing sessions will occur during term-time, however it is expected that groups will access the site via coach / mini-bus and will therefore not create any car parking demand. As advised by the college, school coaches / mini-buses will be able to use the college coach laybys as visits will operate outside of college arrival / departure times.

4. Sustainable Accessibility

4.1 Pedestrian Accessibility

- 4.1.1 Current Government policy and guidance places great emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 As described previously, pedestrian links from the site connect with existing footways adjacent to the local highway. The continuous network of footways provides pedestrian access to nearby public transport connections, local schools who will utilise the proposed commercial uses and other key local areas, for all users accounting for varying levels and types of disability.
- 4.1.3 **Figure 4.1** presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 4.1 : Walking Catchment and Local Amenities



4.1.4 As shown in Figure 4.1, the 1,000m walking catchment provides access to several bus stops along Rochdale Road. Several local schools and residential areas, where users of the new commercial uses are likely to travel from, are accessible within the 2,000m walking catchment.

4.1.5 Table 4.1 provides an indication of the distances and approximate walking times to local bus stops and other local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.1 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stop on Rochdale Road (n/b)	700m	8 minutes
Bus Stop on Rochdale Road (s/b)	750m	9 minutes

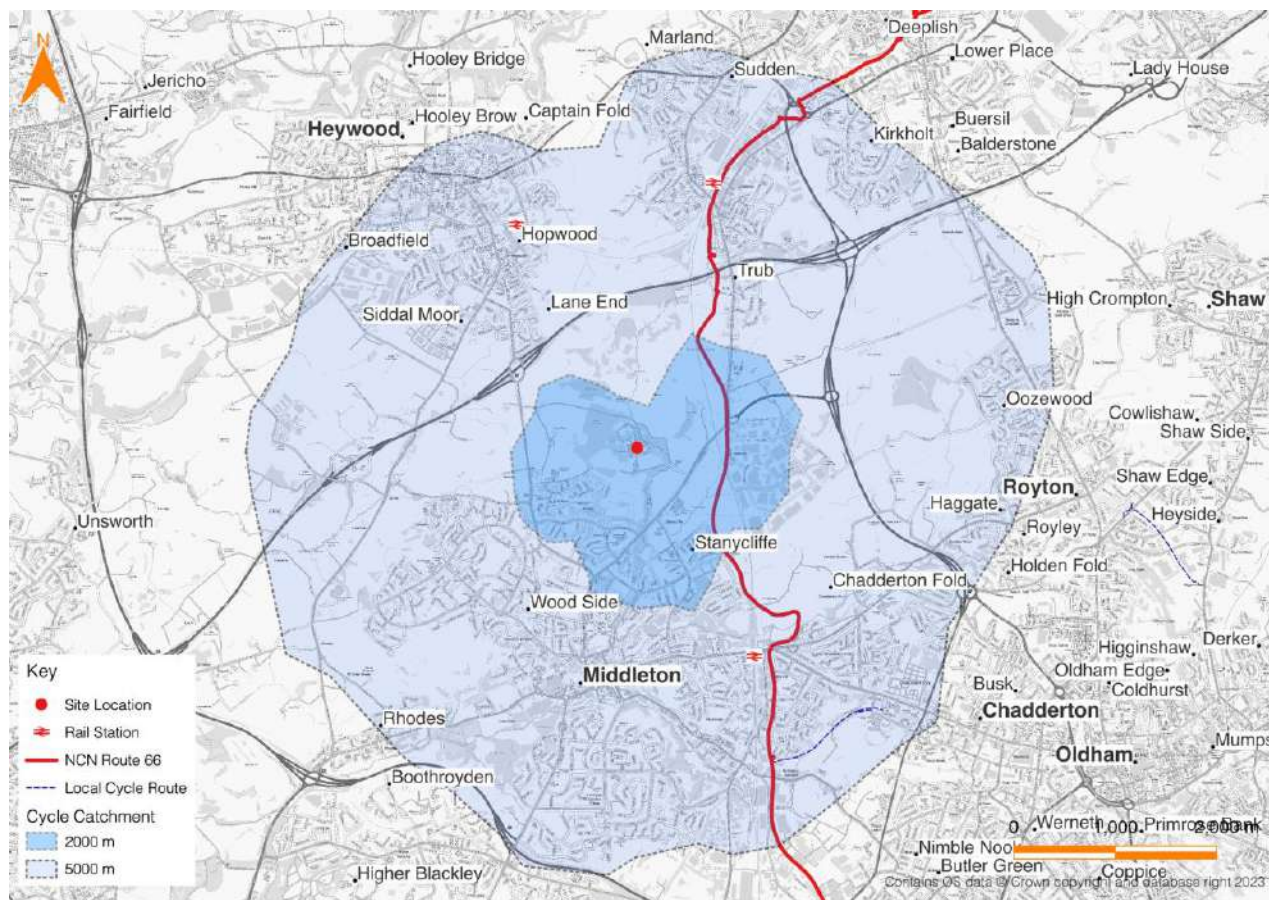
Cardinal Langley Roman Catholic School	950m	11 minutes
St John Fisher R C Primary School	1.2km	14 minutes
Boarshaw Community Primary School	1.5km	18 minutes
Hollin Primary School	1.8km	21 minutes
St Anne's Academy	1.8km	21 minutes

- 4.1.6 Based on the site's proximity to local public transport services, local schools and local residential areas, and connectivity to good quality footways on the local highway network, walking can be considered to be a realistic method of travel to access the site, particularly as an alternative to private car trips.

4.2 Cycle Accessibility

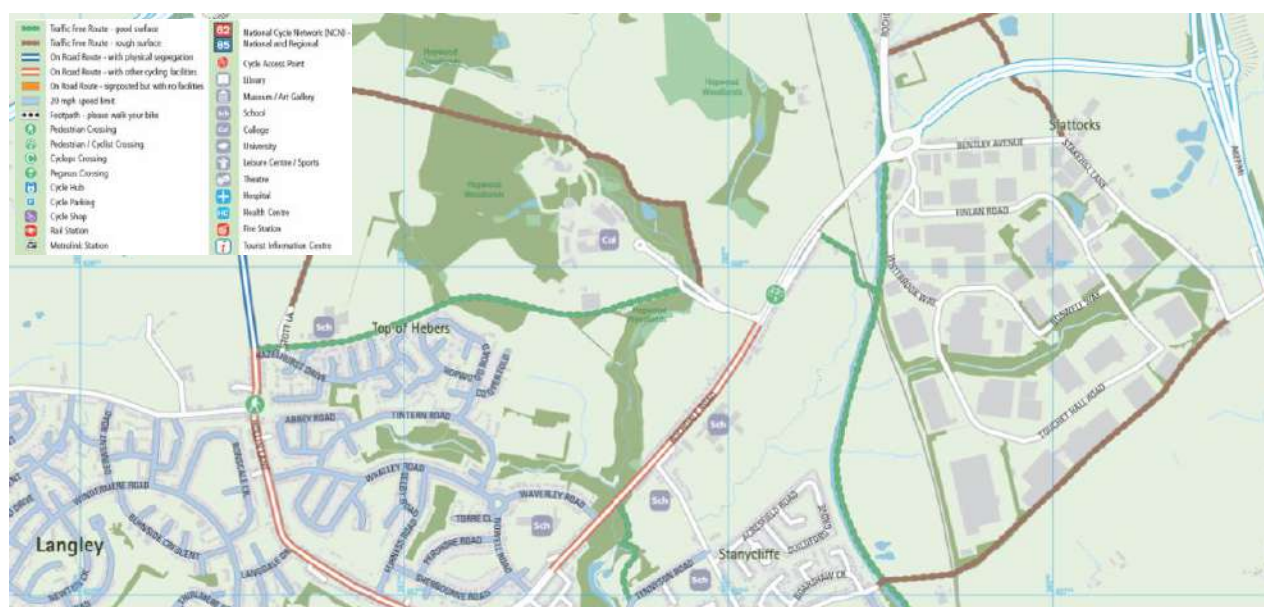
- 4.2.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.2.2 In respect of acceptable cycle distances, '*Local Transport Note 1/20: Cycle Infrastructure Design*', published by DfT, states that '*two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people*'.
- 4.2.3 **Figure 4.2** presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.2.4 Local cycle routes are also accessible on the local highway network as shown in Figure 4.3.

Figure 4.3 : Local Cycle Network (source : TfGM)



4.2.5 Given the close proximity local cycle routes and a national cycle route, cycling can be considered to be a realistic method of travel, particularly as an alternative to private car trips.

4.3 Public Transport

Local Bus Services

4.3.1 Several bus stops are available on Rochdale Road, with the closest bus stops located adjacent to the Access Road / Rochdale Road junction within c.750m (9-minute walk) of the development site.

4.3.2 Table 4.2 provides a summary of local bus services accessible from Rochdale Road.

Table 4.2 : Local Bus Services – Rochdale Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
17 / 17A	Rochdale – Manchester City Centre	6	6	6	4	2
R7 Rochdale Runners	Rochdale - Middleton	1	1	1	1	1

4.3.3 As shown in Table 4.2, there are 2no. regular bus services available from Rochdale Road providing access to Middleton, Rochdale and Manchester City Centre.

4.3.4 Local bus services therefore provide a convenient method of travel to the site from various locations.

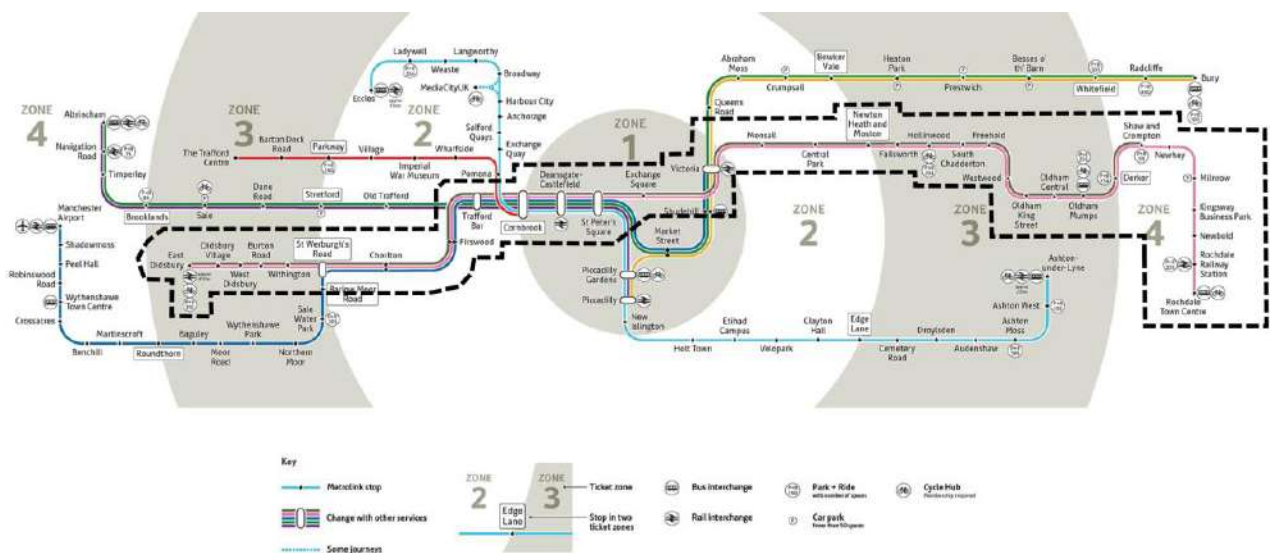
Metrolink Services

4.3.5 The closest Metrolink station is Westwood c.6.7km north of the site. Westwood is accessible via the Pink and Grey Lines, which run from East Didsbury to Rochdale Town Centre / Shaw and Crompton, via St Peter's Square, Victoria and Oldham Central.

4.3.6 Services towards East Didsbury are available from Westwood at a frequency of every c.6 minutes, towards Shaw and Crompton every c.12 minutes and Rochdale Town Centre also every c.12 minutes.

4.3.7 Figure 4.4 shows a map of the Metrolink network, with the Pink / Grey Line highlighted.

Figure 4.4 : Metrolink Map (source : TfGM)



4.3.8 The frequency of services from Westwood Metrolink station provides a convenient and realistic method of travel to the site, especially as part of a multi-modal journey for visitors accessing the site from across Greater Manchester.

Rail Services

4.3.9 Mills Hill Railway Station is located c.3.5km south of the site, and provides a seating area, shelter and real-time timetable.

4.3.10 Table 4.3 provides a summary of routes and times of local rail service accessible from Mills Hill Railway Station.

Table 4.3 : Direct Rail Services – Mills Hill Station

Destination	Approx. Frequency	Approx. Journey Time
Rochdale	2 services / hour	10 minutes
Clitheroe via Manchester Victoria	1 service / hour	1 hour 30 minutes
Blackburn via Manchester Victoria	1 service / hour	1 hour 5 minutes

4.3.11 As summarised in Table 4.3, direct train services are available from Mills Hill Railway Station to a range of towns and cities in the region, including Manchester, Clitheroe, Blackburn and Rochdale.

4.3.12 The accessibility and frequency of local rail services demonstrates the site's sustainable accessibility to a wide range of destinations, particularly as an alternative to private cars trips for visitor trips.

4.3.13 Whilst it is acknowledged that Mills Hill Station is not within the walking and cycling catchments, the frequency and range of services provides a realistic alternative to private car travel for longer journeys or as part of a multi-modal journey.

4.4 Summary

4.4.1 In summary, it has been shown that the site benefits for excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic alternative to single occupancy car trips.

4.4.2 The site is therefore compliant with the National Planning Policy Framework (NPPF) which states in paragraph 110 that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.*

- 4.4.3 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: *‘applications for development should: a) 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’.*

5. Trip Generation and Parking Demand

5.1 Introduction

- 5.1.1 To determine the impact of the proposed development on the local highway network, a first-principals approach has been undertaken for the Animal Management site’s proposed commercial / animal area purposes based on information supplied by the college.
- 5.1.2 As advised by the college, the planning application will allow for the following uses:

School Group Visits

- Local school groups will attend the site for educational visits during college term time. They will arrive by coach before 10:00 and leave before 15:00. These visits will run at a maximum frequency of one visit per week, with no more than 50no. children involved at once.

Animal Academy

- The Animal Academy will offer places to disadvantaged learners outside of college term time. There will be a maximum of 30no. individuals per day who will visit the site from Monday to Friday, dropped off by parents / guardians at 09:00 and collected between 14:00 and 15:00.

Animal Experiences

- The site will offer ‘Keeper for the Day’ experiences at weekends and weekdays outside college term time. This will be offered to groups of 5no. people at once, arriving at 09:00 and leaving at 15:00.

5.2 Trip Generation

- 5.2.1 Based on information supplied by the college on the proposed commercial activities, a trip generation exercise has been undertaken.

School Group Visits

- 5.2.2 Based on information supplied by the college, it is understood that groups of up to 50no. students will arrive before 10:00 (09:00 – 10:00) via coach and will depart before 15:00 (14:00 – 15:00).
- 5.2.3 The estimated trip generation associated with school group visits is summarised in [Table 5.1](#).

Table 5.1 : Trip Generation – School Group Visits (College Term Time)

TRICS Land Use Category	AM Peak Hour (09:00-10:00)			PM Peak Hour (14:00-15:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
School Group Visits Trip Generation	1	0	1	0	1	1

- 5.2.4 As shown in [Table 5.1](#), it is expected that there will be 1 vehicle trip during the AM peak and 1 vehicle trip during the PM peak associated with school group visits during college term-time.
- 5.2.5 It should be noted that these trips will only occur at a maximum of once per week and will not create additional car parking demand. As informed by the college, it is intended that coaches associated with school visits will use the college coach drop-off / pick-up lanes, as the visit will occur outside of college start / finish times.

Animal Academy

- 5.2.6 Based on information supplied by the college, it is understood that up to 30no. individuals will participate in the Animal Academy per day outside of college term time, being dropped off by private vehicles between 08:00 and 09:00 and collected between 14:00 to 15:00.
- 5.2.7 Individuals will attend the site each day from Monday to Friday.
- 5.2.8 The estimated trip generation associated with the Animal Academy is summarised in [Table 5.2](#).
- 5.2.9 For robustness, it has been assumed that all 30no. individuals will be children, being dropped off by parents / guardians in separate vehicles.

Table 5.2 : Trip Generation – Animal Academy (College Non-Term Time)

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (14:00-15:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Animal Academy Trip Generation	30	30	60	30	30	60

5.2.10 As shown in Table 5.2, it is expected that there will be **60** trips during the AM peak and **60** trips during the PM peak associated with the Animal Academy.

5.2.11 If parents / guardians choose to park on the site for the duration of the activity, car parking demand across the site will be low due to the college not being open and therefore car parking will be available.

Animal Experiences

5.2.12 Based on information supplied by the college, it is understood that up to 5no. individuals will participate in the Animal Experiences per day, arriving between 08:00 and 09:00 and departing at 14:00 to 15:00 outside of college term time.

5.2.13 The estimated trip generation associated with the Animal Experiences is summarised in Table 5.3.

5.2.14 For robustness, it has been assumed that all 5no. individuals will be children, being dropped off by parents / guardians in separate vehicles.

Table 5.3 : Trip Generation – Animal Experiences (College Non-Term Time)

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (14:00-15:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Animal Experiences Trip Generation	5	5	10	5	5	10

5.2.15 As shown in Table 5.3, it is expected that there will be **10** trips during the AM peak and **10** trips during the PM peak associated with the Animal Experiences.

5.2.16 If parents / guardians choose to park on the site for the duration of the activity, car parking demand across the site will be low due to the college not being open and therefore car parking will be available.

Social Prescribing

5.2.17 Based on information supplied by the college, it is understood that groups will arrive before 10:00 (09:00 – 10:00) via mini-bus and will depart before 15:00 (14:00 – 15:00).

5.2.18 The estimated trip generation associated with the social prescribing visits is summarised in [Table 5.4](#).

Table 5.4 : Trip Generation – School Group Visits (College Term Time)

TRICS Land Use Category	AM Peak Hour (09:00-10:00)			PM Peak Hour (14:00-15:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Social Prescribing Trip Generation	1	0	1	0	1	1

5.2.19 As shown in [Table 5.4](#), it is expected that there will be **1** vehicle trip during the AM peak and **1** vehicle trip during the PM peak associated with social prescribing visits during college term-time.

5.2.20 It should be noted that these trips will occur once per week and will not create additional car parking demand. As informed by the college, it is intended that mini buses will use the college coach drop-off / pick-up lanes, as the visit will occur outside of college start / finish times.

Overall Trip Generation

5.2.21 During college term-time, the expected trip generation is as follows:

- School group visits and social prescribing sessions are expected to produce **2** AM coach trip and **2** PM coach trip, which will not coincide with college peak arrival / departure times or network peaks. Each activity is unlikely to occur on the same day of the week.
- Coaches / mini buses will be able to use the college coach drop-off / pick-up laybys.

5.2.22 During non-college term-time, the expected trip generation is as follows:

- The Animal Academy and Animal Experiences are expected to generate a total of **70** AM vehicle trips and **70** PM vehicle trips.
- As they occur outside of term-time, they will not coincide with the opening hours of the college and therefore parking will be available.

5.3 Summary

- 5.3.1 As discussed, the proposed commercial uses at the Animal Management site will produce minimal additional trips on the local highway network.
- 5.3.2 Term-time trip generation is low and is expected to consist of 2no. coach / mini-bus arrivals and departures per week, and therefore additional car parking demand is not expected to be generated when demand is high at the site.
- 5.3.3 Non-term time trip generation is expected to be higher but will also occur at a time where parking demand on the wider college site is at its lowest. Therefore, existing parking provision is expected to support any parking demand that occurs outside of term-time or on weekends.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Hopwood Hall College to provide transport planning and highways advice in relation to a planning application (Ref: 22/01083/FUL) at Hopwood Hall College's Middleton Campus in Rochdale.
- 6.1.2 The planning application relates to the Animal Management part of the Middleton Campus, which currently provides a range of specialist teaching spaces for the delivery of the Animal Management curriculum at the college. This planning application is intended to increase the scope of uses on this part of the site to include commercial uses and an animal area, and will not include any further development.
- 6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results demonstrate that:
 - The site is accessible by a range of sustainable modes of transport, including walking, cycling, and public transport, providing a realistic alternative to single occupancy car travel - in accordance with local and national policy and guidance;
 - The site can be safely accessed via the existing Access Road from Rochdale Road;

- The proposed car parking provision for the college site exceeds RMBC's parking standards and will accommodate additional parking demand associated with the planning application during both term-time and non-term time;
- The proposed development will generate a low number of vehicle trips during the AM and PM periods during both term-time and non-term times; and
- Based on the expected trip generation it can be concluded that the proposed development will have a low/ negligible impact on the local highway network, and certainly not a 'severe' impact, which is the threshold under which development should not be prevented or refused on highways grounds according to paragraph 111 of the National Planning Policy Framework (NPPF).

6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transportation reasons that prevents this planning application from being approved.

APPENDIX A

Scoping correspondence with RMBC

Subject: RE: Hopwood Hall College Animal Management Site, Rochdale
Date: Tuesday, 14 March 2023 at 08:51:46 Greenwich Mean Time
From: John Gillighan WN
To: Rebecca Woollin
CC: Michael Anthony
Attachments: image007.png, image008.png, image009.png, image010.png, image011.png, image012.png, image013.png, image014.png, image015.gif

Rebecca,

This looks like a fantastic addition to the college with some very unique challenges to overcome as a result.

I can confirm the proposed scope of the TN is acceptable.

I would also like to see some mention of how the proposed use is intended to with the restoration/restored Hopwood Hall. As a minimum I want to be sure these proposals are not detrimental to the access and servicing of the Hall. If a mutually beneficial arrangement could be reached that would certainly be a bonus.

If you wish to discuss please do not hesitate to call.

Yours sincerely,

John Gillighan WN

Senior Engineer (Highways)
Network Improvement/Development/Flooding



 [01706 924607](tel:01706924607)

 john.gillighan@rochdale.gov.uk

Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

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For news, events and social media updates go to www.rochdale.gov.uk/newsandevents

Please consider the environment before printing this email.

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 13 March 2023 17:13
To: John Gillighan WN <john.gillighan@rochdale.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: RE: Hopwood Hall College Animal Management Site, Rochdale

:CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon John,

Mode Transport Planning has been appointed by Hopwood Hall College to provide transport planning and highways advice in relation to a planning application (Ref: 22/01083/FUL) at Hopwood Hall College's Middleton Campus in Rochdale.

The planning application relates to the Animal Management part of the Middleton Campus, which currently provides a range of specialist teaching spaces for the delivery of the Animal Management curriculum at the college. This planning application is intended to increase the scope of uses on this part of the site to include commercial uses and a zoo, specifically:

- Licence to allow commercial uses at the Animal Management site area – this item requires no additional new build or development and solely relates to the colleges ability to run the animal area more commercially; and
- Application for the regularisation of some external outbuilding type agricultural structures and enclosures to support the college's animal management use at the site (i.e. meerkat enclosure, flamingo shelter, polytunnel). These structures and enclosures have already been installed on site.

As advised by the college, the proposed uses at this part of the site include:

- School group visits – local school groups attending for educational visits during college term time arriving by coach before 10am and leaving before 3pm – maximum of one visit per week (no more than 50 children).
- Animal Academy – offering places to disadvantaged learners outside of college term time – maximum of 30 individuals per week, dropped off by parents at 9am and collected at 3pm.
- Animal Experiences – 'keeper for the day' experience at weekends and weekdays outside college term time - offered to groups of 5 people, arriving at 9am and leaving at 3pm.

It is proposed to produce a Transport Note (TN) as part of the planning application. The purpose of this email is to agree the proposed scope of the TN with RMBC Highways. As part of the TN, we intend to include:

- **Existing conditions** – description of the site location, existing Animal Management site and local highway network;
- **Development proposals** – describe the development proposals, intended commercial uses and zoo function;
- **Sustainable accessibility** – review the existing access options via public transport, cycling and walking routes;
- **Trip Generation** – estimate the expected trip generation using a first-principles approach using information supplied by the college; and
- **Parking** – describe the existing levels of car, cycle and coach parking at the site and estimate parking demand based on expected trip generation. Based on the operational information already provided the college, we expect to demonstrate that the existing parking provision will be sufficient to accommodate expected parking demand.

We would be grateful if you could indicate that the proposed scope for the TN outlined above is acceptable. Any questions / queries, please get in touch.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Graduate Transport Planner



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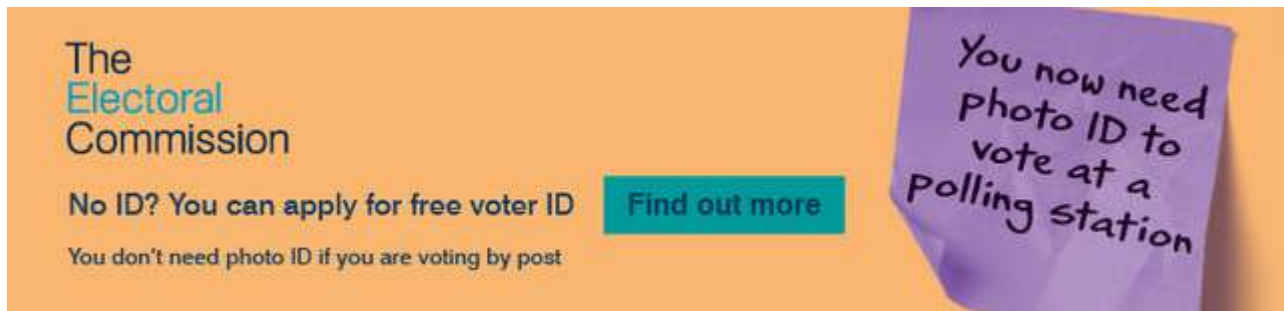
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APPENDIX B Existing Site Plan

Notes:

- DO NOT SCALE FROM THIS DRAWING - USE FIGURED DIMENSIONS ONLY.
- TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS / SPECIALISTS DRAWINGS. REPORT ANY DISCREPANCIES BEFORE AFFECTED WORK COMMENCES.
- ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES.

NOTE Drawing not based on upto date/ latest topo survey information. Walk around review of site indicated onto plan.

Key

ITEMS LISTED BELOW ARE ITEMS NOT COVERED UNDER THE EXISTING APPLICATIONS ON SITE

1. Canopy and Porch to shed
This is an open sided structure with a roof to provide shelter for students and external seating space under. There is a draught porch to the front of the shed.

2. Meerkat Enclosures
This is an additional item on site to the approved plans. This is a collection of enclosures for meerkats.

3. Paddock Shelters
These are as per the planning drawings under the previous application. They are located in a different location in the paddock to assist with access/ use.

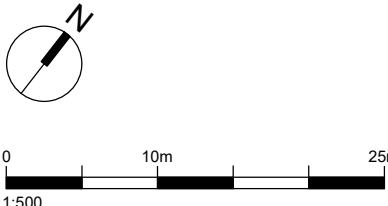
4. Paddock Shelters
These are additional shelters to that shown on the approved planning drawings. They match item 3.

5. Polytunnel
This is an additional item on site to the approved plans.

6. Flamingo Shelter
This is an additional item on site to the approved plans.



Existing Site Plan



P02 Updated in line with planner feedback	04/10/22	SM	ZH
P01 Application submitted.	10/08/22		ZH

REVISIONS DATE: DRAWN: CHECK

CLIENT	Hopwood Hall College
PROJECT	Animal Management_Licence update
PROJECT NO.	20672
TITLE	Existing Site Plan Summary
DWG NUMBER	HAM-SEV-Z1-ZZ-DR-A-01001
REVISION	P02
STATUS	Planning
SCALE	As indicated @ A1
DATE	06/07/22
DRAWN BY	SM
CHECKED BY	ZH

seven.

SEVENARCHITECTURE.CO.UK	Studios at :
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Y Neuadd Lwyd Dolwyddelan CONWY LL25 0SJ t: 07772819425	24 Greville Street Clerkenwell LONDON EC1N 8SS t: 0203 036 0691