

PROPOSED RESIDENTIAL DEVELOPMENT, TRUB ROAD, ROCHDALE (4337)

HIGHWAYS NOTE - MAY 2025

Introduction

Eddisons have been instructed by MCI Developments to advise on the traffic and transport issues relating to a planning application for a residential development on land at Trub Road in the Rochdale area of Greater Manchester. The location of the site is shown in **Plan 1**.

The submitted Transport Assessment (TA) dated September 2024 noted that this proposed residential development follows a previously approved scheme via Appeal under application ref no: 11/D54610 for a mixed-use development. A subsequent updated mixed-use proposal including housing was applied for in 2015 under application ref no: 15/00312/OUT, but this lapsed in 2018. The application package also included a Framework Travel Plan (FTP) which will be implemented on site, so the use of sustainable travel modes can be maximised.

Following submission of the planning application (App ref no. 24/01007/FUL), comments (dated November 2024) have been received from Transport for Greater Manchester (TfGM) HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control). A summary of the comments is provided below, whilst the full comments are contained within **Appendix 1**.

- Trip Generation
- Junction Modelling
- Proposed Access Arrangements
- Traffic Regulation Orders
- Other (Construction Traffic Management Plan)
- Public Transport
- Active Travel
- Travel Plan

This Note deals with each item in the same order as they appear above.

Highways Overview

I. Trip Generation

As noted above, the submitted TA considered the likely trip generation associated with the development, but also made reference to a previously scheme approved via Appeal under application ref no: 11/D54610 for a mixed-use development and a subsequent mixed-use proposal including housing was applied for in 2015 under application ref no: 15/00312/OUT, but lapsed in 2018.

It concluded that the current proposals are significantly reduced in scale to the consented mixed-use development that was deemed acceptable in highways terms.

This is acknowledged in the response from TfGM which states that:

'The TA reports that the development quantum proposed under this application is significantly less than the previous consented scheme. Therefore, based on the assessment work undertaken, the TA concludes that the impact of the development will be minimal and well below the forecast flows associated with the previously consented development.'

The assessments undertaken in the TA demonstrated that the proposals will not have a material impact and will not give rise to any highway or road safety issues.

II. Junction Modelling

In regard to the modelling included in the TA, the TfGM response states that:

'The LINSIG modelling for the junction of Manchester Road / Hope Place / Queensway has been reviewed and the following errors have been highlighted:

- *Controller minimums should be used rather than street minimums*
- *Phase min for E should be 4 not 3*
- *Phase min for F should be 6 not 5*
- *Phase mins for G and H should be 5 not 6*
- *Give way parameters for arm 3 are incorrect*

The modelling currently shows that the junction will operate within capacity with the addition of development flows.

It should be highlighted that regardless of the modelling errors, this is unlikely to change the conclusions of the modelling’.

On review of the LINSIG model and parameters used, it became apparent that the traffic signal timing data used to set up the model was not up to date. The model has been revised and the electronic LINSIG file has been sent to TfGM. A response is currently awaited.

A review of the updated results, show little difference to those previously presented and do not therefore change the conclusions of the modelling included in the TA that the traffic associated with the development will not have a material impact.

III. Proposed Access Arrangements

The TfGM response acknowledges that *‘The TA confirms that vehicular access into the proposed development will be provided via the existing priority-controlled T-junction off Manchester Road and an extension to Trub Road over the Rochdale Canal bridge...’*

The response confirms that *‘Tactile paving and dropped kerbs are already in place at the surrounding junctions and two new uncontrolled crossing points are proposed on Trub Road leading to the development and canal towpath. A 2-metre wide footway is proposed along the southern side of Trub Road leading to the development, which the TA states has been agreed with the LHA’.*

The response also confirms that the swept path analyses included in the TA demonstrated that a refuse vehicle and fire tender can access the site, turn within the site and exit in a forward gear.

The design of the access road and pedestrian infrastructure has been subject to various consultations with Rochdale Borough Council and the developer to ensure that adequate carriageway and footway provision, including the bridge over the canal will be provided.

IV. Traffic Regulation Orders

In regard to TRO’s, the response commented that:

‘TfGM would suggest that a review is undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm’.

In order to address the above, a plan to show the existing and proposed TRO's has been prepared as shown in **Plan 2** (Drawing ref no. 4337-F02).

As can be seen, the area surrounding the site access is already well catered for in terms of TRO's with the A664 Manchester Road/Trub Road and Tub Road/Montrose Street junctions already benefiting from parking restrictions i.e. double yellow lines, to prevent inappropriate parking.

Whilst the precise extent of the TRO scheme will be dealt with in more detail during the detailed design stage, the plan shows how the existing TRO's could be extended into the site, to ensure the access road is kept clear at all times.

V. Other (Construction Traffic Management Plan)

The TfGM response advised that *'A robust Construction Traffic Management Plan should be employed as part of the development'*.

It can be confirmed that the Applicant is willing to provide a Construction Traffic Management Plan (CTMP) for the site.

It is envisaged that the CTMP will include the following elements:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

The CTMP will be implemented throughout the construction period of the development.

VI. Public Transport

The submitted TA included a detailed review of the site and its potential to generate trips by sustainable modes of travel. It concluded that the site is well placed to generate walking and cycling trips, as well as those by public transport.

The TfGM response confirms this and states:

'The nearest bus stops to the site are located along Manchester Road around several minutes' walk from the site. These stops provide services to Shudehill and Rochdale at 10-minute intervals.

Castleton Railway station is located around an 8-minute walk from the site and provides services to Clitheroe, Blackburn and Rochdale'.

It is therefore considered that there are numerous viable public transport alternatives to the private car for future residents.

Site Accessibility

I. Active Travel

The response from TfGM in regard to sustainable and active travel advises that:

'In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks'.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future residents, as follows:

- *Footway resurfacing and renewal undertaken as appropriate.*
- *Ensure the provision of tactile paving and dropped kerbs across access junctions.*
- *Improvements to the active travel environment to ensure footway / cycleway links through the site.*
- *Each dwelling should have provision for secure cycle parking within the site curtilage of the property.*
- *The apartment blocks should benefit from internal cycle storage which is secure and easily accessible, with CCTV and lighting. A 1:1 provision should be provided'.*

It can be confirmed that any requirement for footway resurfacing, or renewal will be discussed and agreed with the LHA.

The internal layout of the site has been designed with the above in mind and is conveniently located adjacent to the Rochdale Canal Towpath ensuring good linkages to the active travel environment.

The site layout is shown in **Plan 3** and shows that each dwelling will benefit from a secure cycle storage unit within the curtilage of each plot. The apartments will provide secure cycle parking for 48no. cycles, i.e. 24no. in each block in line with the requirement for 1:1 provision referred to above.

II. Travel Plan

A Framework Travel Plan was submitted as part of the planning application to ensure that the use of sustainable travel modes is maximised.

In their response, TfGM referred to the Travel Plan and stated that:

'The development will need to be supported by a full Residential Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- *A travel plan budget and resources for the implementation and day to day management of travel plan measures;*
- *Appropriate management structures;*
- *Detailed time frames for the delivery;*
- *Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and*
- *Targets and monitoring arrangements.*

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents such as concessionary bus fares, discounted cycles, journey planning etc'.

The above comments are noted and the submission of a framework document shows the Applicant is committed to delivering a highly sustainable development. To that end, the Applicant is willing to accept the requirement for a full Travel Plan as one of the planning conditions should the application be approved.

Conclusions

This note has considered the highway related comments received from TfGM and provides a response to each point. It can be concluded that:

- The trip generation exercise has demonstrated that proposals will not have a material impact on the operation of the surrounding local highway network.
- The traffic impact associated with the current proposals is significantly less than the already consented scheme on the site, albeit that consent has since lapsed.
- The revised junction modelling does not change the conclusions presented in the TA, that the development will not give rise to any capacity issues on the adjacent road network.
- The proposed TRO's will complement existing provision to ensure that the access road to the site and indeed, the internal roads will be kept clear of parked cars at all times.
- It can be confirmed that a Construction Traffic Management Plan (CTMP) will be implemented at the site and the Applicant and this can be secured by way of a suitably worded planning condition.
- It has been demonstrated and confirmed by TfGM that the site has good public transport links and such travel will be maximised through active travel and the Travel Plan.
- Cycle parking provision is in line with the parking requirements provided by TfGM.
- The Applicant is committed to the implementation of a Full Travel Plan, which can be secured via a planning condition.

In conclusion, this Note has addressed all matters raised by TfGM. Whilst feedback on the revised LINSIG model is awaited, it is unlikely that the overall conclusions will change.

The Local Highway Authority should now be in a position to offer its in-principle support of the proposals in accordance with the National Planning Policy Framework.

Plans

Plan 1 - Site Location

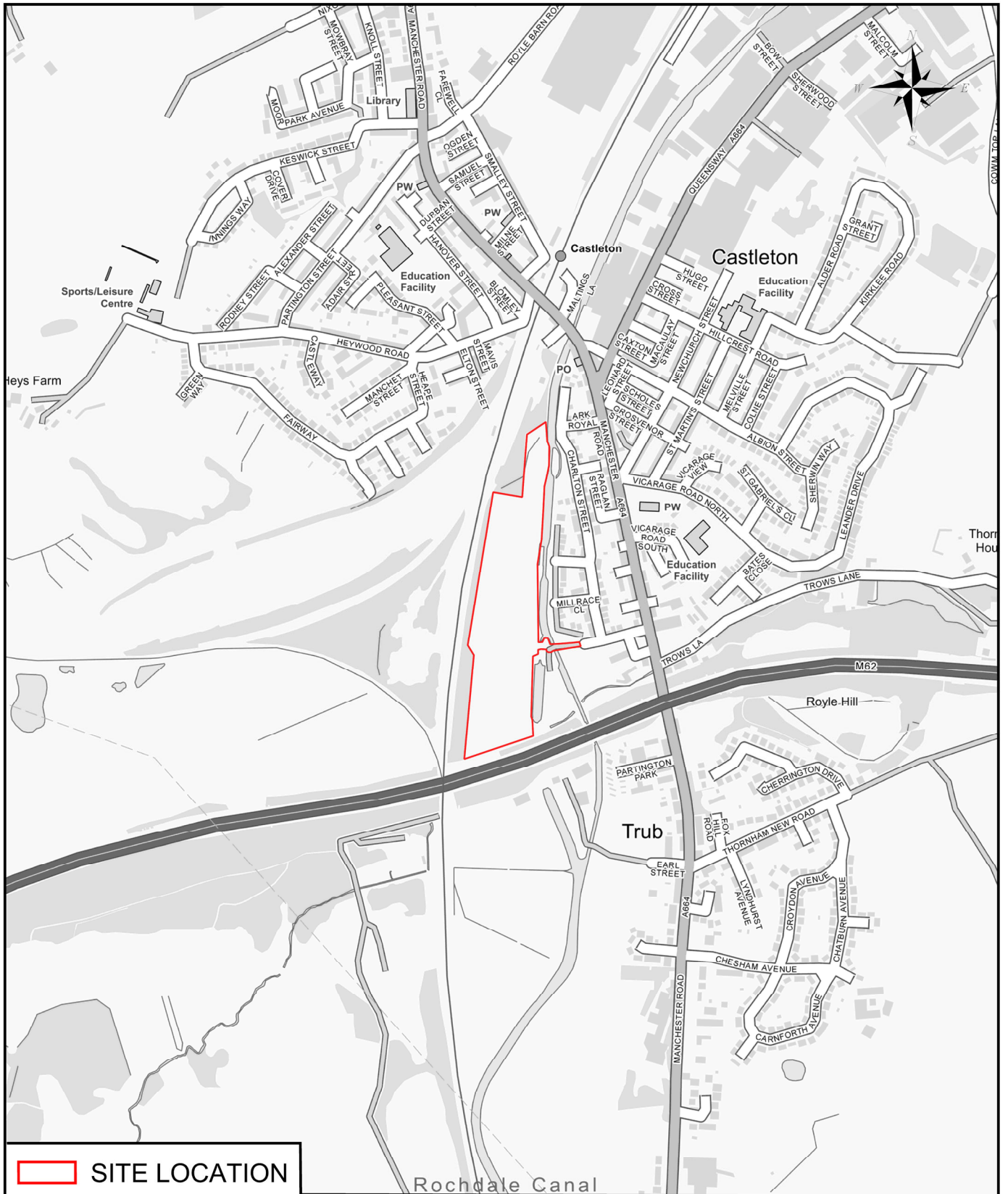
Plan 2 - Existing and Proposed TRO's (Drawing ref no. 4337-F02)

Plan 3 - Site Layout

APPENDICES

Appendix 1 - Comments from TfGM

PLANS



SITE LOCATION

CLIENT:

MCI DEVELOPMENTS

DRAWING TITLE:

TRUB ROAD, ROCHDALE: SITE LOCATION

DRAWN:

RC

DATE:

04.04.24

CHECKED:

MR

DATE:

04.04.24

SCALES:

NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:

4337-01

REVISION:

-

Eddisons

C:\Users\Leon.Blythe\OneDrive - Begbies Traynor Group\Desktop\GA Work\4337-F02 (TRO).dwg



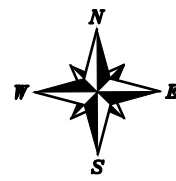
NORTH-SOUTH AERIAL VIEW



EXISTING NO WAITING AT ANYTIME RESTRICTIONS



EXISTING NO WAITING AT ANYTIME RESTRICTIONS

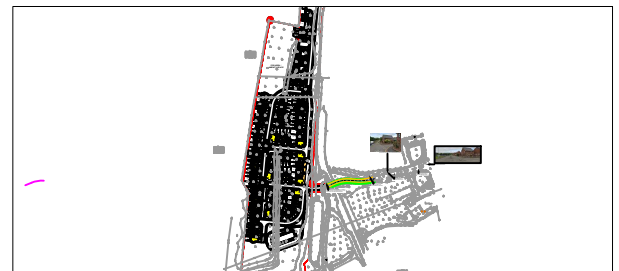


NOTES

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

- DENOTES NEW KERB
- NEW NWAAT RESTRICTION
- EXISTING NWAAT RESTRICTION

LOCAL AUTHORITY: ROCHDALE COUNCIL
TOTAL AREA OF SITE: 5.18Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
MCI DEVELOPMENTS

PROJECT:
TRUB ROAD, ROCHDALE

DRAWING TITLE:
POTENTIAL TRO'S

SCALES:
1:1000 @ A3

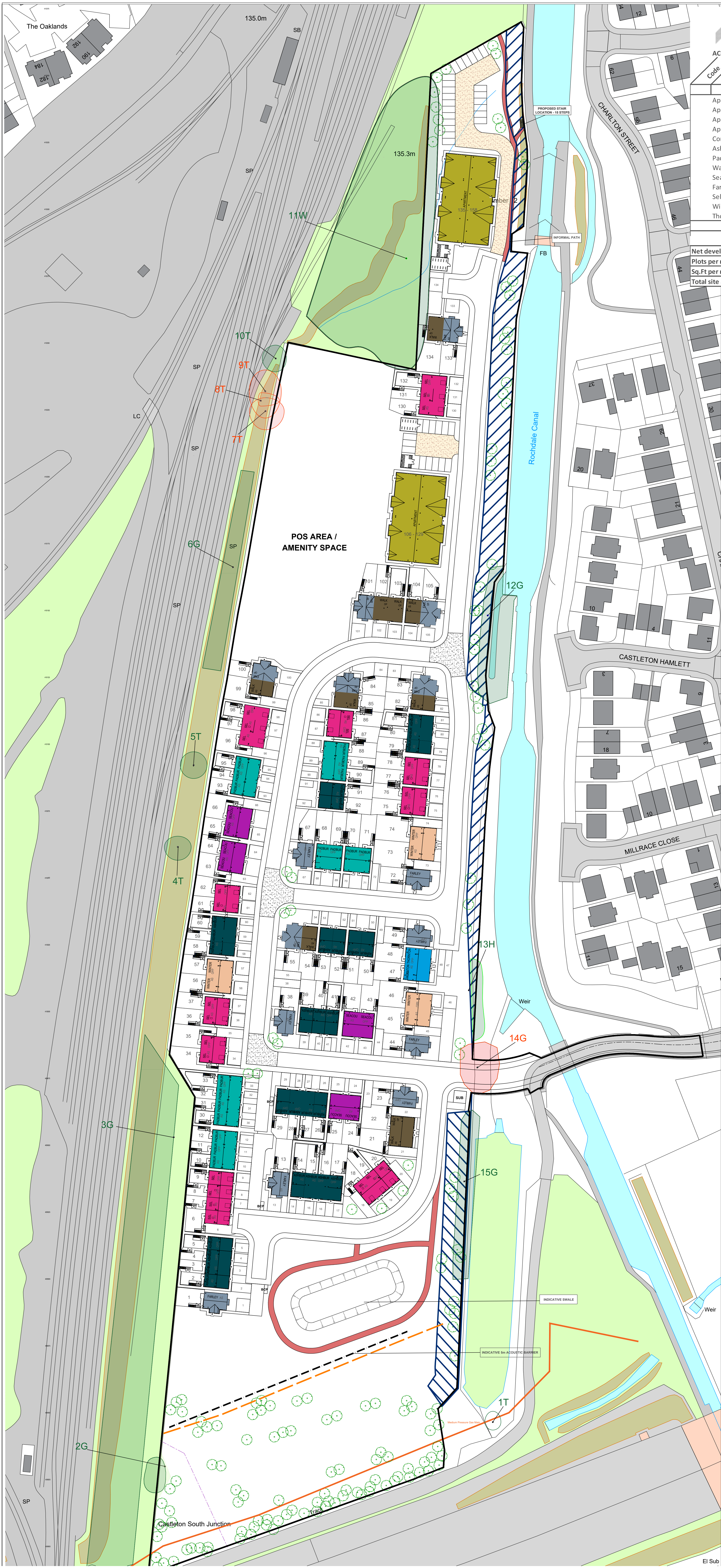
DRAWN: LB	CHECKED: MR	DATE: MAY 25
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER: 4337-F02	REVISION: -
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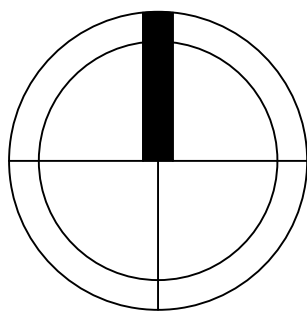
Trub Farm, Rochdale

ACCOMMODATION SCHEDULE - MCI Developments

Code	Name	Bed & type	Storey	Parking	Unit Nos	Build	Total	Build	Sq/Ft	Sales	Total	Sales	Achieve
RP													
Apartment A	182P	3	0.5PS	12	553.27	6639	542.4	6509	8%				
Apartment B	182P	3	0.5PS	12	570.49	6846	559.3	6712	8%				
Apartment C	283P	3	0.5PS	12	662.52	7950	649.5	7794	8%				
Apartment D	283P	3	0.5PS	12	701.37	8416	687.6	8251	8%				
Communal Space		3		2	2970	5940	2100	4200					
Ashburn	283P	2	1PS	27	778.38	21016	764.7	20647	17%				
Padbury	283P	2	1PS	17	778.38	13232	764.7	13000	11%				
Walkham	284P	2	2PS	10	873.82	8738	859.78	8598	125%				
Seacourt	384P	2	2PS	8	932.95	7464	918.37	7347	5%				
Farley	385P	2	2PS	15	1037.42	15561	1020.83	15312	9%				
Selset	385P	2.5	2PS	25	1094.14	27354	1088.05	27201	16%				
Winterborne	485P	2	2PS	6	1069.09	6415	1053.53	6321	4%				
Thornton	485P	2	2PS	2	1077.09	2154	1061.54	2123	1%				
RP Total				158		137726		134015	219%				

Net developable site area	6.83	acre
Plots per net deliverable acre	23.13	
Sq.Ft per net deliverable acre	20,165	
Total site area	12.2	acre

- KEY
- Site Boundary
- No Build area - 10m offset from the water
- Tree's to be retained - refer to Arb report
- Tree's to be removed - refer to Arb report



PL05	05.05.25	LS / PP	Parking for plots 46-48 rearranged
PL04	24.03.25	LS / PP	Layout re-planned following a pre-application planning meeting.
PL03	06.03.25	LS / PP	Layout re-planned following consultation with Natural England regarding development restriction in peat area.
PL02	15.11.24	JG	Plot meters, drainage, fu and BT positions shown. Refer to working house type drawings for further details.
PL01	10.09.24	IG	Easement offset amended to 5m either side inline with engineering comments. Tree overlay added.
J	2.9.24	IG	Revision changed to PL01 planning reference
I	27.08.24	IG	AS OPP references tidied up. Tree survey overlayed onto the layout. Apartment Sq ft and Sq m amended.
H	20.06.24	IG	Gravel margin around all plots 150mm. Plot gates 2m back from front of property. Bin and shed flagged areas identified. Total site area added.
G	5.6.24	IG	Plots 1-4 curved, plots 20-21 and 31-32 swapped. LEAP size increased to 400sq.m, connecting path added, red edge amended and blue hatch added, steps to canal added to north of the site and west red boundary amended following land registry drawing.
F	4.6.24	IG	Plots 64-69 rotated and private drive rearranged.
E	31.05.24	JG	Plots 64-69 moved east slightly. Gas governor added and SUDS pond moved.
D	21.05.24	IG	Accommodation schedule updated.
C	8.5.24	IG	Plot gates added, BCP adjusted to suit requirements, turning head added in front of plot 6.
B	26.4.24	IG	Easement added and one plot lost
A	4.4.24	IG	Layout sketched following site visit
			2 Seacourts added to North of site, title amended + easements added

REV	DATE	DRAWN	DESCRIPTION	ARCH CHECK	ENG CHECK
TITLE					
SITE LAYOUT					
			M.C.I. Developments Ltd. 15 Beecham Court, Smithy Brook Road, Wigan, WN3 6PR Tel: 05448871467 Fax: 08448871468 Web: www.mcidevelopments.com Email: admin@mcidevelopments.com		
PROJECT					
TRUB FARM, ROCHDALE					
DRN BY	IG	SCALE	JOB REF	DRAWING NUMBER	REV
DATE	28.03.24	1:500 @ A0	000	MCI-000-DR-A-500	PL05

APPENDICES

APPENDIX 1

TfGM Comments

Your ref: 24/01007/FUL
Our ref: ROC/24/404

Rochdale Council, Economy Directorate
Planning and Development
Number One Riverside
Smith Street
Rochdale
OL16 1XU

20th November 2024

Location: Trub Farm, Manchester Road, Rochdale, OL11 2XG

Development: Erection of 162 affordable dwellings with associated access, car parking, private gardens, open space, play facilities, and landscaping, together with new pedestrian to Rochdale Canal towpath

Dear Sir / Madam

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for a residential development comprising 162 affordable dwellings, located at land off Trub Road, accessed via Manchester Road in Rochdale.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.



Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed residential development and have provided comments in respect of the relevant sections.

I. Trip Generation

The TA reports that the development quantum proposed under this application is significantly less than the previous consented scheme. Therefore, based on the assessment work undertaken, the TA concludes that the impact of the development will be minimal and well below the forecast flows associated with the previously consented development.

TfGM would refer to the Local Highway Authority (LHA) to confirm if the consented use is a valid fallback position.

II. Junction Modelling

The LINSIG modelling for the junction of Manchester Road / Hope Place / Queensway has been reviewed and the following errors have been highlighted:

- Controller minimums should be used rather than street minimums
- Phase min for E should be 4 not 3
- Phase min for F should be 6 not 5
- Phase mins for G and H should be 5 not 6
- Give way parameters for arm 3 are incorrect

The modelling currently shows that the junction will operate within capacity with the addition of development flows.

It should be highlighted that regardless of the modelling errors, this is unlikely to change the conclusions of the modelling.

III. Proposed Access Arrangements

The TA confirms that vehicular access into the proposed development will be provided via the existing priority-controlled T-junction off Manchester Road and an extension to Trub Road over the Rochdale Canal bridge, as shown in Plan 3.



Every journey. Every day.

Plan 3 demonstrates that tactile paving and dropped kerbs are already in place at the surrounding junctions and two new uncontrolled crossing points are proposed on Trub Road leading to the development and canal towpath.

A 2-metre wide footway is proposed along the southern side of Trub Road leading to the development, which the TA states has been agreed with the LHA.

The TA notes that car parking provision will be provided in accordance with Rochdale Council's adopted Parking Standards.

Plans 5 & 6 demonstrate that a refuse vehicle and fire tender can access the site, turn within the site and exit in a forward gear.

TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are considered acceptable.

IV. Traffic Regulation Orders

TfGM would suggest that a review is undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

V. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located along Manchester Road around several minutes' walk from the site. These stops provide services to Shudehill and Rochdale at 10-minute intervals.

Castleton Railway station is located around an 8-minute walk from the site and provides services to Clitheroe, Blackburn and Rochdale.



Every journey. Every day.

It is therefore considered that there are some viable public transport alternatives to the private car for future residents.

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future residents, as follows:

- Footway resurfacing and renewal undertaken as appropriate.
- Ensure the provision of tactile paving and dropped kerbs across access junctions.
- Improvements to the active travel environment to ensure footway / cycleway links through the site.
- Each dwelling should have provision for secure cycle parking within the site curtilage of the property.
- The apartment blocks should benefit from internal cycle storage which is secure and easily accessible, with CCTV and lighting. A 1:1 provision should be provided.

III. Travel Plan

The development will need to be supported by a full Residential Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the



Every journey. Every day.

implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents such as concessionary bus fares, discounted cycles, journey planning etc.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: landuse@tfgm.com



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Eddisons

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Manchester, M3 4LY

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