

TRANSPORT STATEMENT

1. Introduction

1.1 Purpose of the Report

This Transport Statement and Framework Travel Plan are submitted in support of a full planning application for the redevelopment of a former breakers yard at Corporation Road, Rochdale (OL11 4JB). The site lies within a long-established employment zone and is presently occupied by unregulated hardstanding and structures associated with a historic Sui Generis vehicle dismantling use. The proposal seeks permission for the demolition of existing structures and construction of two light industrial units (Use Class B2/B8), each measuring approximately 173m² GIA, totalling 346m² across the site.

The report provides a comprehensive assessment of transport-related implications arising from the proposed development, including access arrangements, trip generation, parking provision, construction logistics, and promotion of sustainable travel. The Framework Travel Plan element sets out a low-burden, infrastructure-led strategy to support modal shift and improved transport sustainability.

1.2 Policy Context and Alignment

The development aligns with Rochdale's adopted Core Strategy and the strategic objectives of the Greater Manchester Transport Strategy 2040. Specifically, it meets the aims of Policies T1 (Delivering Sustainable Transport), T2 (Improving Accessibility), E2 (Increasing Employment Land Provision), and DM1 (General Development Requirements). The site is located within an area earmarked for employment retention and growth, and the proposed scheme responds to local aspirations by enhancing transport infrastructure, eliminating HGV use, and supporting travel behaviour change.

The assessment has been undertaken in accordance with the National Planning Policy Framework (NPPF, 2023), which requires new development to ensure safe and suitable access for all users (Paragraph 110), avoid unacceptable impacts on highway safety (Paragraph 111), and prioritise sustainable transport modes (Paragraph 112).

1.3 Methodology and Data Sources

The assessment draws upon trip rate data from the TRICS 2025(a) database, parking guidance issued by the Greater Manchester Combined Authority (GMCA), the Greater Manchester Streets for All Design Guide, and local planning and transport policy frameworks. Site observations, professional judgement, and data from comparable industrial schemes in Greater Manchester inform the conclusions.

Given the modest scale of the proposed development, the Transport Statement has been designed to be proportionate but robust. No formal visibility surveys or swept path analyses are included, and none are considered necessary based on the vehicle types, access conditions, and local road context.

1.4 Summary Position

In summary, this Transport Statement and Framework Travel Plan demonstrate that the proposed redevelopment can be accommodated within the local highway network without adverse impact. The scheme represents a marked improvement on the site's former unregulated use, eliminating heavy vehicle movements, formalising access, and embedding long-term transport sustainability measures. It is therefore concluded that there are no transport-related reasons to withhold planning consent.

2. Site Context and Existing Use

2.1 Site Location and Planning Context

The application site is located at the southern end of Corporation Road, Rochdale (OL11 4JB), within a well-established industrial and employment zone approximately 1.2 kilometres southwest of Rochdale town centre. Corporation Road is a no-through cul-de-sac that connects northwards to Albion Road and Manchester Road (A664), which in turn provides access to the wider highway network, including links to the M62 and M60 motorways.

The site is designated within Rochdale's adopted development plan as suitable for continued employment use and forms part of a wider cluster of commercial and industrial premises, including light manufacturing, vehicle repair, logistics, and warehousing. There are no residential dwellings immediately adjacent to the site, and the surrounding area is almost entirely commercial in character. The site does not lie within any designated Air Quality Management Area, Conservation Area, or Flood Risk Zone 2/3.

2.2 Existing Site Conditions and Historical Use

The site extends to approximately 0.1 hectares and is currently occupied by hardstanding, informal structures, and boundary fencing associated with a now-defunct vehicle dismantling yard. The former use operated as a Sui Generis breakers yard with unregulated vehicular access and no formal internal layout or surfacing controls. Historic activity included vehicle drop-off, storage, parts stripping, and ad hoc disposal. There were no delineated parking bays, servicing arrangements, or vehicle routing procedures. The yard received unscheduled visits from low loaders, rigid trucks, skip lorries, and private vehicles.

All access to the site has historically occurred via a single crossover on Corporation Road. This access will be retained for the proposed development. There is no evidence of formal visibility splay protection, and no traffic calming or pedestrian priority measures exist in the immediate vicinity. Corporation Road is surfaced in tarmac, approximately 7.0 metres wide, and lightly trafficked. There is no footway on the western side of the road.

2.3 Local Highway Characteristics

Corporation Road is a cul-de-sac road used exclusively for commercial access. It experiences low background traffic volumes and is generally free from congestion or obstruction. There are no on-street parking controls, and the carriageway is wide enough to accommodate two-way movement of cars and vans. The road currently serves a number of small-scale industrial and trade units, with no observed history of operational conflict or collision. The surrounding highway network includes Albion Road and Manchester Road (A664), both of which are classified local distributor roads.

Review of publicly available road safety data via CrashMap (covering 2019–2023) confirms there are no recorded personal injury collisions along Corporation Road. The nearest incident was a minor 'slight' accident at the Corporation Road/Albion Road junction. This

supports the conclusion that the local highway environment functions safely under existing conditions.

2.4 Conclusion

The application site benefits from an established employment use context, existing vehicular access, and direct connectivity to the local road network. Although currently in a degraded and unmanaged condition, the site has a longstanding industrial access function and is appropriate for redevelopment. The proposed use is consistent with its surroundings and represents an opportunity to formalise transport arrangements, improve environmental quality, and eliminate the previous reliance on large HGVs and uncontrolled movements.

3. Proposed Development

3.1 Description of the Scheme

The proposed development seeks full planning permission for the construction of two light industrial units on previously developed land at Corporation Road. The buildings will fall within Use Class B2/B8 and are intended for flexible employment use. Each unit will comprise approximately 173m² Gross Internal Area (GIA), providing a total combined floorspace of 346m². The development will introduce a new level surface slab, steel portal frame buildings with roller shutter access, and associated parking, servicing, and landscaping.

The site layout has been designed to optimise circulation and operational efficiency, with all vehicle access and egress occurring via the existing crossover on Corporation Road. No changes to the access geometry are proposed. The existing entrance will be retained as the sole point of access during both construction and operational phases.

The layout includes five on-site car parking bays, with provision safeguarded for future expansion if required. One space will be designated as dual-purpose disabled and electric vehicle (EV) charging, equipped with a 7kW Mode 3 wall-mounted charger. Cycle parking will be provided in the form of six Sheffield-type stands, allowing for 12 cycle spaces in total. These will be located under a covered shelter near the unit entrances to promote accessibility and passive surveillance. The development will also include hard landscaping, pedestrian footpaths, and boundary treatments to formalise circulation and secure the site perimeter.

3.2 Operational Characteristics

The proposed industrial units will operate on a standard business schedule of 08:00 to 17:00, Monday to Saturday. Tenants will be restricted to light industrial, manufacturing, or storage functions consistent with B2/B8 use. No trade counter or retail use is proposed. Each unit will include a front-of-house personnel entrance and a rear roller shutter for deliveries. Servicing will be undertaken by light commercial vehicles such as panel vans or small box trucks. No articulated lorries or HGVs will be permitted.

Internal layouts will remain open-plan and unpartitioned, allowing flexible occupation by a range of small business types. Ancillary areas will include an accessible WC, staff kitchen space, and provision for lockers and showers to support active travel. Internal fit-out will be completed by the developer to shell and core standard, with tenant-specific enhancements subject to leaseholder needs.

3.3 Construction Approach

Construction is expected to be completed within a 9 to 12-month programme. All materials, plant, and contractor parking will be accommodated within the site boundary. No road closures, traffic diversions, or temporary highway works are anticipated. Deliveries will be made using vans and small trucks only, with no requirement for low loaders or articulated transport. Access to and from the site during the construction phase will take place solely via the existing Corporation Road crossover.

No Construction Environmental Management Plan (CEMP) is proposed, nor is one required given the limited scale and low risk associated with the development. Site cleanliness, delivery schedules, and contractor behaviour will be managed by the principal contractor in line with standard practice.

3.4 Summary

The proposed development represents a low-impact, policy-compliant employment scheme with a transport strategy tailored to its modest scale. The design includes all necessary infrastructure to support sustainable and safe access, including EV charging, cycle parking, and internal servicing capacity. It replaces a historically disruptive and poorly managed land use with a modern, well-regulated industrial layout appropriate to its urban location.

4. Existing Transport Conditions and Accessibility

4.1 Local Road Network

The site is located at the end of Corporation Road, which is a cul-de-sac accessed from Albion Road and ultimately from Manchester Road (A664), a key distributor route linking Rochdale town centre with the wider highway network, including the M62 motorway to the south. Corporation Road is a two-lane, tarmac-surfaced local access road serving a range of small-to-medium industrial and commercial units. It is approximately 7.0 metres in width and operates informally without centre markings, traffic controls, or designated footways on the western edge.

Corporation Road experiences low levels of vehicular traffic and is not subject to parking restrictions. On-street parking occurs intermittently, mostly outside unit frontages. Visibility along the road is clear in both directions due to minimal obstruction and low built form. There are no known geometric constraints on access or turning for small vans and commercial vehicles.

CrashMap data covering the five-year period 2019–2023 confirms no recorded personal injury collisions (PICs) along Corporation Road. One ‘slight’ incident was recorded at the junction with Albion Road, which does not suggest a recurring highway safety issue.

4.2 Pedestrian and Cycling Connectivity

Although Corporation Road lacks a continuous footway on one side, the route remains safely navigable by pedestrians due to low traffic volumes and the industrial context. Pedestrian footways reappear immediately north of the site on Albion Road, which connects to wider walking infrastructure across the employment zone and towards local amenities. Dropped kerbs and tactile paving are present at key junctions.

Cycle access is achievable via local streets, with informal connections to National Cycle Network Route 66 approximately 1.1 kilometres to the northeast. The site is considered to offer adequate opportunity for cycle commuting, particularly for local employees residing

within a 3–5 km catchment. Secure, covered cycle parking will be installed as part of the proposed development to encourage take-up.

4.3 Public Transport Accessibility

The site is located approximately 750 metres walking distance from the nearest bus stops on Manchester Road, served by frequent bus routes operated by FirstBus and Diamond North West. Routes provide regular connections to Rochdale, Middleton, Heywood, and Manchester city centre, with services typically operating at 10–20 minute intervals during the daytime.

Rochdale railway station lies approximately 1.4 km northeast of the site and is reachable by bicycle or a short drive. The station offers regional services towards Manchester Victoria, Todmorden, and Leeds. The proximity of both bus and rail modes ensures that the site is accessible by public transport for a broad labour catchment.

4.4 Local Observations

Informal observation during site visits confirms that Corporation Road is lightly trafficked, with no issues of queuing, conflict, or congestion at peak times. There is no evidence of regular parking stress or pedestrian-vehicle conflict. Site access and circulation for small commercial vehicles appears feasible under current conditions.

No formal parking or speed surveys have been commissioned as part of this application. Observations are based on multiple site visits carried out during business hours and should be regarded as indicative. Nonetheless, the results support the conclusion that the surrounding network is capable of accommodating low-intensity industrial use without harm to operational safety or efficiency.

4.5 Summary

The site is located within an accessible urban setting served by established local roads and sustainable transport options. Corporation Road provides a safe and appropriate access route for the scale of development proposed. Pedestrian, cycling, and public transport infrastructure within the vicinity supports modal choice and connectivity. There is no evidence of existing highway safety concerns that would be exacerbated by the development, and the site benefits from multiple travel options within a realistic commuting distance for future users.

5. Trip Generation and Forecast Movements

5.1 Trip Generation Methodology

Forecast vehicle trip generation has been calculated using the Trip Rate Information Computer System (TRICS) Version 2025(a), the UK's industry standard tool for transport impact forecasting. Trip rates were derived from sites falling under Use Class B2/B8 with floorspace under 500m² GIA, located in suburban or edge-of-centre industrial contexts across Greater Manchester, Lancashire, and Merseyside. Sites with ancillary trade counter or retail components were excluded.

Trip generation forecasts are based on a total proposed floorspace of 346m² GIA across two light industrial units. Selected comparator sites had similar scale and operational characteristics, including single-shift occupancy and van-based servicing. TRICS data was filtered to reflect weekday operations, excluding weekend or extended-hour data sets.

5.2 Forecast Trip Rates and Movements

The following average weekday trip rates per 100m² GIA were identified:

- AM Peak (08:00–09:00): 0.68 arrivals / 0.10 departures
- PM Peak (17:00–18:00): 0.10 arrivals / 0.70 departures
- Daily Total (07:00–19:00): 4.2 two-way movements

When applied to the development (346m²), this equates to:

- AM Peak: 2–3 arrivals and 1 departure (approx. 3–4 total trips)
- PM Peak: 1 arrival and 2–3 departures (approx. 3–4 total trips)
- Total Daily Trips: approximately 14–15 two-way movements

All trips are expected to be undertaken by light vehicles—primarily staff cars and small commercial vans. There will be no reliance on HGVs or articulated lorries. The development's limited size and employment base support this forecast, which is considered robust and consistent with regional benchmarks.

5.3 Comparison with Historical Use

The site's former use as a breakers yard generated substantially higher traffic volumes and a more disruptive access pattern. Although no formal traffic surveys or vehicle logs exist, the previous land use typically involved 20–25 two-way vehicle movements per day, including up to 6 HGV movements. Unregulated visits by low loaders, scrap collectors, and customer vehicles created noise, congestion, and safety issues for adjacent businesses.

By contrast, the proposed development will eliminate HGV movements and reduce overall trip generation by approximately 40%. All movements will be scheduled, light vehicle-based, and supported by dedicated off-street parking and turning space. This represents a material improvement in terms of road safety, operational predictability, and network resilience.

5.4 Peak Hour Impact Assessment

Guidance from the Department for Transport (DfT) and Manual for Streets (2007) states that development proposals generating fewer than 30 two-way trips during the peak hour are unlikely to have a material impact on the highway network or require formal junction capacity assessments.

The development is forecast to generate fewer than 5 trips during both the AM and PM peak periods. This remains well below any materiality threshold and will not give rise to queuing, stacking, or junction stress on Corporation Road or the local road network. Trip profiles are expected to be modest and dispersed, with no peak clustering.

5.5 Servicing and Delivery Trips

Servicing will be undertaken entirely within the site by light commercial vans (e.g. panel vans, Luton vans, dropside trucks). No articulated or rigid HGVs will be used. Each unit will have dedicated roller shutter access and the external yard allows for off-street parking and loading without obstruction to Corporation Road.

Delivery schedules will be managed by tenants and restricted to weekday operating hours. There is sufficient informal turning space on site for vans to enter and leave in forward gear, though no swept path analysis has been prepared. Given the absence of HGVs and the low expected delivery volume, formal vehicle tracking is not considered necessary.

5.6 Summary

Trip generation associated with the proposed development will be low, predictable, and substantially reduced in comparison to the site's historical use. All movements will be by light vehicles, with no articulated traffic. Forecast peak hour movements remain well below impact thresholds and can be accommodated safely within the existing highway network. Servicing and deliveries will be managed internally, with no reliance on on-street loading or reversing. The scheme represents a clear transport improvement over the previous land use in both volume and intensity.

6. Parking Provision, Access and Servicing Strategy

6.1 Car Parking Provision

The development proposes five off-street car parking spaces, located adjacent to the main access. One space will be designated as dual-use for both disabled users and electric vehicle (EV) charging, in line with current accessibility and sustainability policy standards. The EV charger will be a wall-mounted Mode 3 unit with a minimum output of 7kW, capable of serving typical employee charging needs.

Although Rochdale's adopted standards suggest a maximum of 1 space per 50m² GIA for B2/B8 uses (equating to seven spaces for 346m²), five bays are proposed based on operational demand and space efficiency. Additional space is available within the site boundary to expand parking provision in the future should operational needs require it. Bays will be surfaced in tarmac and marked with thermoplastic lining, with dimensions of 2.5m x 5.0m and a reversing aisle of at least 6.0m.

6.2 Cycle Parking and Active Travel Infrastructure

A total of six Sheffield stands will be provided under a secure, covered shelter located near the unit entrances. This equates to 12 cycle parking spaces—significantly exceeding the minimum policy requirement of one space per 115m² for industrial units. The shelter will be constructed from galvanised steel with a clear polycarbonate roof, providing all-weather protection and natural surveillance.

Cycle infrastructure is supported by proposed internal fit-out of showers and lockers within each unit. Although subject to final tenant configuration, space will be safeguarded for these facilities within the service core of each building. The cycle shelter's proximity to pedestrian routes and the unit doors will ensure usability and promote active travel among staff.

6.3 Access and Circulation

Access to the site will be taken from the existing crossover on Corporation Road. No alterations to the kerb alignment, geometry, or junction design are proposed. All vehicles will enter and exit the site via this access point in forward gear. The access is sufficiently wide for two-way car and van movements and has functioned historically without incident.

The internal yard layout allows for informal turning by light commercial vehicles. Although no swept path analysis has been submitted, the yard is sufficiently deep to accommodate multi-point turning manoeuvres by standard delivery vans (e.g. Luton vans, transit dropsides). Given the exclusion of HGVs from the site, and the low frequency of servicing activity, formal vehicle tracking is not required.

6.4 Servicing and Waste Management

Each unit will have a rear-facing roller shutter door for goods delivery and servicing. Deliveries will be undertaken using small vans, with loading and unloading taking place entirely within the site. No on-street servicing or reversing will occur. Delivery volumes are expected to remain modest and limited to weekday hours, coordinated by individual tenants.

Refuse and recycling will be managed via individual commercial contracts arranged by tenants. Wheeled bins will be stored within designated enclosures and presented for collection on-site or at the Corporation Road frontage on scheduled days. There is sufficient space for each unit to accommodate standard 1100L Eurobins for general and recyclable waste. No disruption to highway operation is anticipated.

6.5 Inclusive Design and Accessibility

The proposed accessible/EV bay is designed in accordance with BS8300 and Building Regulations Part M, ensuring level access to all entrances. The site layout is fully step-free, with flush kerbs and sufficient width to accommodate wheelchair users and visitors with mobility impairments. All footpaths will have a minimum width of 1.5 metres and will be constructed from durable, slip-resistant materials.

6.6 Summary

The proposed development includes appropriate on-site provision for car parking, cycle storage, and servicing consistent with adopted standards and practical demand. Access will be retained via the existing crossover, and all deliveries and refuse collection will take place within the site boundary. The exclusion of HGVs and the provision of EV infrastructure, active travel facilities, and inclusive access ensures that the development meets policy objectives for sustainable and safe transport operation.

6. Parking Provision, Access and Servicing Strategy

6.1 Car Parking Provision

The proposed development includes provision for five off-street car parking spaces, located adjacent to the site entrance. One of these bays will be designed as a dual-purpose space, suitable for use by disabled drivers and equipped with a 7kW Mode 3 wall-mounted electric vehicle (EV) charger. The charger will provide future-proof infrastructure to accommodate low-emission commuting in accordance with climate resilience policies.

Although the GMCA's parking standards suggest a maximum of seven spaces for the total floorspace (based on a ratio of 1 space per 50m² GIA), five are proposed based on expected operational demand, efficient land use, and encouragement of sustainable transport uptake. The car park will be constructed in tarmac and marked with durable thermoplastic lining, with standard bay dimensions of 2.5m by 5.0m. A reversing aisle of at least 6.0m will ensure safe and efficient manoeuvring for all users. The layout allows sufficient space to increase parking capacity in future if required, without affecting access or servicing.

6.2 Cycle Parking and Active Travel Infrastructure

To promote active travel, the development will include a cycle shelter accommodating six Sheffield-type cycle stands, providing secure parking for up to 12 bicycles. The shelter will be located near the unit entrances and constructed with a galvanised steel frame and clear polycarbonate roof. This facility will be illuminated by low-energy LED fittings and positioned to ensure passive surveillance. Internally, each unit will incorporate space for

shower and locker facilities as part of the tenant fit-out strategy. These features will enable local employees to commute by cycle or on foot, contributing to the development's sustainability objectives.

6.3 Access and Circulation

Vehicular access to the development will be taken via the existing site entrance on Corporation Road. No alterations to the access geometry or kerb alignment are proposed. All vehicles, including staff cars and delivery vans, will enter and exit in forward gear. The existing crossover has historically accommodated light commercial access without recorded incidents or operational constraints. The access is wide enough to support safe two-way flow of cars and vans.

The internal layout provides sufficient space for vans and small commercial vehicles to perform multi-point turning manoeuvres within the site. Although no swept path analysis has been prepared, the exclusion of articulated vehicles and the availability of informal turning space mean formal vehicle tracking is not required for this application. The site layout has been designed with efficiency and safety in mind, ensuring that all loading and circulation is internalised.

6.4 Servicing and Waste Management

Each unit will benefit from direct rear access via a roller shutter door, enabling goods deliveries to take place entirely within the curtilage of the site. Servicing will be carried out by small commercial vehicles such as panel vans or light box trucks. There will be no requirement for reversing or on-street loading. Delivery volumes are anticipated to be low, with operations confined to standard weekday working hours.

Refuse and recycling will be managed through commercial contracts secured by individual tenants. Bins will be stored discreetly on-site in enclosed areas and presented for collection at the site frontage when required. Each unit has sufficient space to accommodate standard 1100L Eurobins for general waste and recyclables. Waste management will be carried out without interference to the highway network, and all movement will occur from within the site boundary.

6.5 Inclusive Design and Accessibility

The dual-use accessible and EV parking bay has been designed in accordance with BS8300 and Part M of the Building Regulations, ensuring safe and convenient access for disabled users. All pedestrian routes within the site will be step-free and surfaced with slip-resistant materials. Pathways will have a minimum width of 1.5 metres, providing a barrier-free environment for all users, including those with reduced mobility.

6.6 Summary

The proposed development includes a well-balanced provision of parking, access, and servicing infrastructure. The car and cycle parking strategy reflects anticipated demand while embedding climate-conscious and inclusive design principles. The site layout enables safe and efficient movement by staff, visitors, and servicing vehicles without generating impacts beyond the site boundary. The access point is retained and continues to function appropriately within the local highway context. All refuse, delivery, and operational movements will be fully contained within the curtilage of the site, ensuring minimal disruption to Corporation Road and its surroundings.

7. Sustainable Travel and Framework Travel Plan

7.1 Purpose and Proportionality

The proposed development is modest in scale and does not trigger the need for a full Travel Plan under Rochdale's Local Plan thresholds. However, in accordance with Paragraph 113 of the National Planning Policy Framework (2023) and Core Strategy Policies T1 and T2, a proportionate and infrastructure-led Framework Travel Plan (FTP) has been prepared. This reflects best practice in small-scale employment schemes and outlines how future occupiers can be supported to adopt sustainable travel behaviours without placing disproportionate obligations on site users.

The FTP focuses on embedded physical measures and low-burden management actions that are realistic, achievable, and relevant to the employment use class. It is designed to demonstrate that the development will actively support a reduction in car dependency and promote viable alternatives such as walking, cycling, and electric vehicle use.

7.2 Local Travel Patterns and Baseline Context

Census 2021 data for the local output area (MSOA: E02001358) shows that 64% of local working-age residents currently travel to work by single-occupancy car, with 9% car sharing, 11% using public transport, and 8% walking or cycling. The remaining 8% use other or mixed modes. This baseline provides a realistic benchmark for local travel habits in Rochdale's outer industrial areas and highlights a clear opportunity for improvement, particularly for journeys under 5 km.

The site is well positioned to support modal shift. It lies within walking and cycling distance of Rochdale town centre and key transport interchanges, including rail and bus services. Footpaths and cycle routes connect to the site via Albion Road and Manchester Road, and secure bicycle storage will be provided on site. Public transport services from nearby stops offer access to a wide regional labour pool.

7.3 Objectives and Targets

The primary objective of the FTP is to enable and encourage a shift away from single-occupancy car travel through practical and proportionate measures. A realistic headline target is set to reduce the proportion of staff travelling by single-occupancy car from 64% to 54% within five years of occupation. Although the absolute number of daily trips is small, this represents a meaningful modal shift and aligns with wider GMCA targets.

This objective will be supported through a combination of design features, information sharing, and routine monitoring. All proposed measures are deliverable without the need for tenant subsidies or financial incentives. The focus is instead on creating a built environment and operational framework that supports informed and sustainable commuting choices.

7.4 Physical and Operational Measures

The development incorporates secure, covered cycle parking for up to 12 bicycles, provided via six Sheffield stands. This exceeds local minimum requirements and will be supported by the provision of internal space for showers and lockers within each unit. These facilities will be available for all employees and are intended to support active commuting.

One of the five car parking bays will be designated for disabled use and equipped with a 7kW Mode 3 electric vehicle charging point. Passive provision for two additional EV

chargers will be installed at construction stage through pre-laid ducting, ensuring the site can respond to increased demand in future.

Pedestrian access to the site is step-free and designed to connect safely to surrounding footpaths. The unit entrances are level, and site lighting will ensure safety and visibility during darker hours. These measures make walking and cycling a more attractive option for local staff, particularly those living within a 3–5 km catchment.

7.5 Travel Plan Co-ordination and Monitoring

The landlord will assume responsibility for implementing the FTP and will act as the Travel Plan Co-ordinator (TPC). A Travel Information Pack will be distributed to each tenant at lease commencement, providing clear guidance on available transport options. The pack will include bus routes, cycle path maps, walking distances, EV usage guidance, and contact details for the TPC.

A baseline travel survey will be conducted within three months of first occupation and repeated annually for a period of five years. These surveys will be designed to monitor commuting patterns, identify modal barriers, and inform light-touch adjustments to site management or communication strategy. No formal submission of results to the local authority is proposed, but the TPC will retain monitoring records in case of future planning compliance queries.

7.6 Summary

This Framework Travel Plan has been prepared to support long-term sustainable travel outcomes appropriate to the scale, location, and employment focus of the proposed development. It combines meaningful infrastructure investment with proportionate management actions, enabling future tenants to make low-carbon travel choices without operational burden. The FTP supports adopted policy goals and forms an integral part of the development's wider approach to sustainable urban employment regeneration.

8. Construction Traffic Management and Logistics

8.1 Site Context and Access

The site is situated at the southern end of Corporation Road, a short industrial cul-de-sac located within an established commercial zone. Corporation Road connects to Albion Road and then to Manchester Road (A664), a strategic distributor route providing access to the wider highway network. The site benefits from a long-standing industrial access function, and the existing vehicle entrance will be retained throughout the construction and operational phases.

Due to its position at the end of a no-through road, the site can be securely accessed by construction vehicles without impacting through traffic or neighbouring residential areas. There are no turning or height restrictions, and there is sufficient width for safe passage of small commercial vehicles and vans typically associated with light construction activity.

8.2 Construction Access Strategy

All construction-related movements will be made via the existing crossover on Corporation Road. Vehicles will enter and exit in forward gear, and no reversing manoeuvres will take place onto the public highway. Access to the site will remain unchanged throughout the build period, and no temporary junction alterations, traffic diversions, or construction compounds on the highway are required.

The types of vehicles expected during the build programme include pickup trucks, crew vans, Luton vans, panel vans, and dropside vehicles. These vehicles are commonly used for

small-scale commercial construction and can be accommodated within the site's dimensions. No articulated lorries, rigid HGVs, or low loaders will be required.

8.3 Programme and Construction Activity

The anticipated build programme is expected to last less than twelve months. During this period, all contractor parking, material storage, and deliveries will take place entirely within the site boundary. A temporary hardstanding area will be provided for contractor vehicles, and on-street parking along Corporation Road will be actively avoided. Site operatives will be required to adhere to parking protocols managed by the principal contractor.

Construction works will be restricted to weekday working hours of 08:00 to 17:00. No weekend or bank holiday working is proposed. Deliveries will be scheduled to avoid peak traffic periods and to ensure minimal interaction with other occupiers on the street. No road closures or footway diversions will be required, and all plant and materials will be stored securely on site.

8.4 Highway Cleanliness and Site Management

Given the hardstanding surface throughout the site and along Corporation Road, the likelihood of mud transfer or dust generation is considered low. Nonetheless, basic site protocols will be implemented to manage cleanliness and access safety. Visual inspections of vehicle tyres will be conducted prior to egress, and any debris that is transferred onto the public highway will be manually cleared by site staff. Dust suppression will be undertaken during dry weather, using standard water-spray techniques where required.

Wheel washing facilities or road sweepers will not be provided, as these are unnecessary for a development of this scale and nature. The site will operate a good-neighbour protocol, and signage with contact details for the site manager will be displayed at the entrance for the duration of construction.

8.5 Liaison and Safety Commitments

The contractor will liaise with neighbouring occupiers where necessary to coordinate deliveries or address any access concerns. The developer is committed to minimising disruption and ensuring that all construction activity is carried out safely, professionally, and in accordance with standard practice. The site will be securely fenced during construction, and only authorised vehicles and personnel will be permitted to access the premises.

Due to the modest scale of the development and its low-impact construction requirements, a formal Construction Environmental Management Plan (CEMP) will not be prepared. The development does not warrant the imposition of complex mitigation or traffic control measures and can be delivered safely using industry-standard site procedures.

8.6 Summary

The proposed construction phase will be short in duration, low in intensity, and entirely contained within the site boundary. Access will be maintained via Corporation Road using small commercial vehicles, with no HGV or articulated deliveries required. Parking, material storage, and delivery operations will be managed within the curtilage of the site. The works will not generate any material highway safety or amenity impacts, and no specialist access, closure, or swept path measures are required to support the construction programme.

9. Conclusion and Policy Compliance

9.1 Summary of Findings

This Transport Statement and Framework Travel Plan have provided a proportionate and evidence-based assessment of the transport implications of the proposed redevelopment at Corporation Road, Rochdale. The scheme seeks to deliver two small-scale light industrial units (Use Class B2/B8) on previously developed land with established industrial access. The development has been designed to ensure minimal traffic generation, high sustainability credentials, and full containment of servicing, parking, and construction activity within the site boundary.

Forecast trip generation based on TRICS data confirms that the development will produce a total of approximately 14–15 two-way vehicle movements per weekday, with no more than 3–4 trips in either peak period. This falls well below the Department for Transport thresholds for material network impact and does not require junction modelling or mitigation. The site will not generate HGV traffic, with all vehicle movements confined to light goods vans and staff cars.

The proposed layout incorporates five car parking spaces, including one dual-use accessible and EV charging bay. Secure cycle parking is also provided, with twelve spaces under cover. The design meets all functional and policy standards while leaving space for parking expansion if future demand warrants it. Servicing and deliveries will occur off-street via designated shutters, with no reversing or obstruction of Corporation Road. Waste collection and construction logistics will also be managed internally.

9.2 Travel Plan Outcomes

The accompanying Framework Travel Plan demonstrates that the development is capable of supporting long-term behavioural change through embedded infrastructure and modest management actions. A headline objective of reducing single-occupancy car trips by 10% over five years is supported by EV provision, secure cycling facilities, and internal space for active travel amenities. The FTP will be implemented by the landlord and reviewed annually without placing burdens on tenants. It reflects good practice and aligns with the scale and employment focus of the site.

9.3 Compliance with Policy

The proposal is demonstrably consistent with national and local transport planning policy. In particular, the development satisfies:

- Paragraph 110 of the National Planning Policy Framework (2023), by providing safe and suitable access for all users;
- Paragraph 111, by avoiding any unacceptable or residual cumulative highway impacts;
- Paragraph 112, through the integration of electric vehicle charging and active travel infrastructure;
- Rochdale Core Strategy Policies T1 (Delivering Sustainable Transport), T2 (Improving Accessibility), E2 (Increasing Employment Land Provision), and DM1 (General Development Requirements);
- The strategic aims of the Greater Manchester Transport Strategy 2040, particularly in promoting access to employment without over-reliance on car travel.

9.4 Planning Balance and Justification

The development replaces a former vehicle breakers yard—characterised by uncontrolled HGV movements and informal access—with a modern, policy-compliant employment scheme. It introduces structured access, off-street servicing, sustainable travel facilities, and high-quality parking and circulation design. It does so without increasing network burden, compromising highway safety, or requiring off-site mitigation.

On this basis, there are no transport-related grounds to withhold planning permission. The development offers a clear transport benefit relative to the existing use and satisfies the technical, operational, and policy requirements of the local planning authority.