

Your ref: 25/00621/FUL
Our ref: ROC/25/282

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

13th August 2025

Location: **Sparth House, 185 Manchester Road, Rochdale, OL11 3QY**

Development: **Erection of 74-bed care home development, including creation of new access, car parking, landscaping and other associated works following demolition of Sparth House**

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 the erection of a Care scheme (Land Use C2) comprising 74-bedrooms, (21 dementia care beds, 48 nursing bedrooms and 5 respite bedrooms). A maximum of 18 employees are expected on site at any one time, (which could increase to up to 22 when cleaners and managers are in at the same time).

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.



Development Impact

Colleagues from within TfGM Highways have reviewed the Transport Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety

The road safety data should be updated to the latest available data which should include 2024.

II. Trip Generation

The TRICS exercise includes London and Ireland sites which should be excluded from the analysis. Notwithstanding the above, the TRICS assessment contained within the TS demonstrates that the development is unlikely to result in the requirement for any junction impact assessment work.

III. Access Arrangements

The TS and Site Plan Drawing contained within Appendix B confirms the following:

- The existing access arrangements which served the Residential use will remain unchanged. The proposed use will be served by the existing dropped kerb access point from Manchester Road as shown in Appendix B of the TS.

Given the use of the access will be intensified, a more formal priority junction arrangement should be considered, with tactile paving and dropped kerbs. This would better facilitate access to the site and provide an improved situation for pedestrians.

- Visibility splays of 2.4 metres x 43 metres can be achieved in both directions from the site access point, which is in line with standards contained within Manual for Streets.
- 13 car parking spaces (including 3 accessible bays) will be provided on site.
- Refuse vehicles can enter and exit the site in a forward's gear.



Every journey. Every day.

TfGM would refer to the Local Highway Authority (LHA) to determine if the proposed access, car parking and servicing arrangements are acceptable.

IV. Traffic Regulation Orders

TfGM would suggest that it may be beneficial for a review of the Traffic Regulation Orders in the vicinity of the development to be undertaken. This should cover the potential for introducing additional parking restrictions, 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 within a 1-3-minute walk on Manchester Road. These stops provide services to Rochdale, Shudehill and Bolton at regular intervals.

II. Active Travel

It is important to ensure that there is adequate infrastructure and facilities to encourage users of the site to travel by sustainable modes.

Within the site, there will be cycle parking for 24 bicycles, which the TS states exceed Rochdale Council's requirements.

TfGM would note that all cycle parking should be to LTN1/20 standard. The cycle parking facilities should be covered and secure, located internally, with measures such as the installation of CCTV and appropriate lighting to ensure security.

Changing rooms with showers and lockers, should be provided for staff.



Every journey. Every day.

III. Travel Plan

TfGM would refer to the Local Authority to determine whether a Travel Plan is required for the development. Should this not be a requirement, TfGM recommend that a Travel Pack is produced for future users of the site which provides journey planning information and incentives for travelling by public transport or active travel modes.

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



Every journey. Every day.