



Client:

Motor Fuel Group Ltd.

Project:

**Littleborough Service
Station**

Transport Statement

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1 INTRODUCTION

- 1.1 Motor Fuel Group Ltd. have commissioned Pulsar to prepare a Transport Statement to support a planning application for the construction of a bakery pod at Littleborough Service Station.

Background/Overview

- 1.2 The site is located to the south of the A58 Church Street, approximately 200m to the west of Littleborough town centre. It is situated within the administrative boundaries of Rochdale Borough Council (RBC), who act as the Local Planning Authority and the Local Highway Authority.
- 1.3 The site currently consists of a petrol filling station with eight pumps. The petrol station is supplemented with a small convenience store, as well as a car wash that is operated from a separate structure to the south of the petrol pumps. The site is accessed from the adjacent A58 along its northern boundary, with egress provided to the west onto Charles Street.
- 1.4 A planning application was submitted to RBC in October 2025 (planning reference no. 25/00932/FUL), for the demolition of the existing car wash building and the construction of a small bakery pod unit in the same location. It should be noted that no Transport Statement was included in the initial submission. The proposals involved no alterations to the access, egress or internal circulation of the petrol station, however an additional five car parking spaces were proposed. This included two staff parking spaces accessed directly from Charles Street (adjacent to the site egress) and three customer bays in the southeastern corner (including one disabled bay).
- 1.5 The Local Highway Authority provided feedback on the proposals in October 2025, which is attached to this report within **Appendix A**. This Transport Statement has been subsequently prepared to support the application and to respond to the comments/requests for further information.
- 1.6 A summary of the comments provided by the Highway Authority is provided below:
- *The traffic generation associated with the usage is very unclear. As far as I can see no trip generation exercise has been undertaken to determine the individual and combined trip generation of this site.*
 - *The level of parking provided is slightly below (1 bay) what we would require for a development of this nature.*
 - *Whilst the entrance to the site is acceptable the existing exit onto Charles Street is narrow. This exit would become easily blocked during busy periods*

and we would expect this to cause blocking through the petrol station and onto the main road.

- *Refuse collection and servicing from this location will be extremely difficult during busy periods.*

Proposed Development

- 1.7 The proposed development involves the demolition of the existing car wash building and the erection of a single-storey unit containing a bakery pod. The bakery pod will be provided alongside the existing petrol filling station at the site, with the access and egress maintained as existing. In response to the comments from RBC, a total of four new car parking spaces will be provided for customers of the bakery pod (one more than the previous layout), as well as two car parking spaces for staff. The proposed layout is shown on the architect's plans in **Appendix B**.

This Document

- 1.8 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
 - **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
 - **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

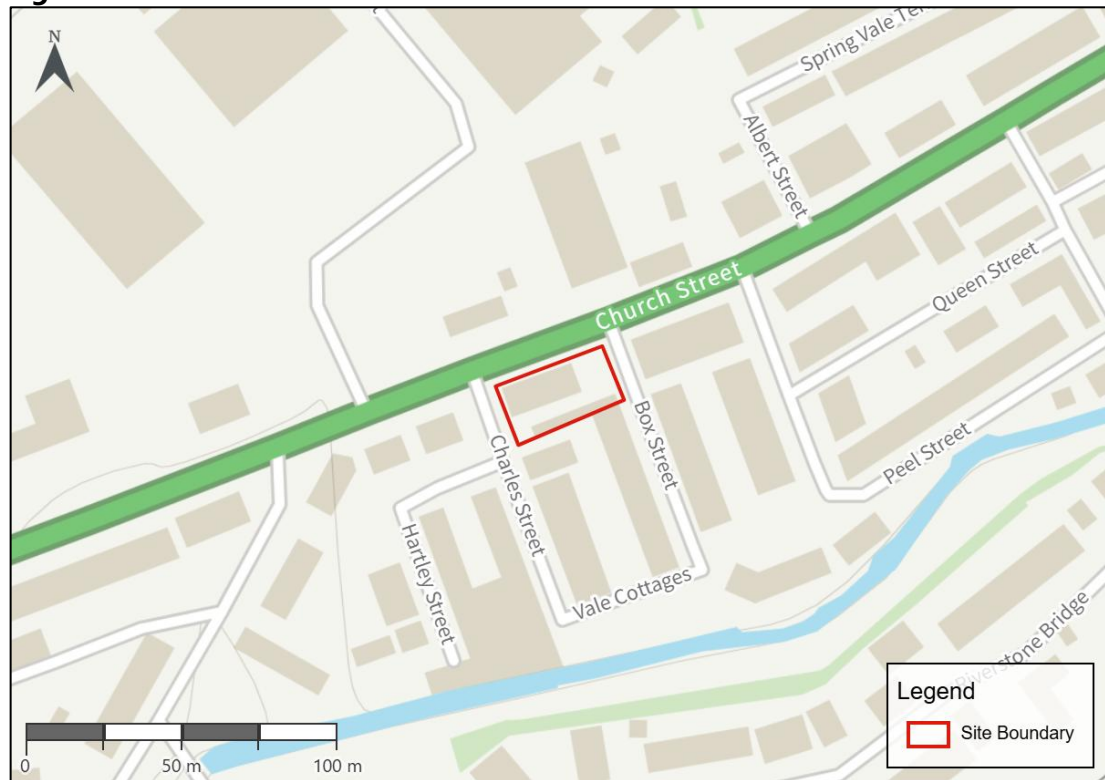
2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located at Littleborough Service Station, to the south of the A58 Church Street, Littleborough, OL15 8JA. Charles Street and Box Street bound the site to the west and east respectively, whilst residential development bounds the site to the south. Littleborough town centre is located approximately 200m to the east of the site.

2.3 **Figure 1** shows the site location plan, whilst **Figure 2** illustrates the strategic site location in relation to the surrounding area.

Figure 1 Site Location Plan

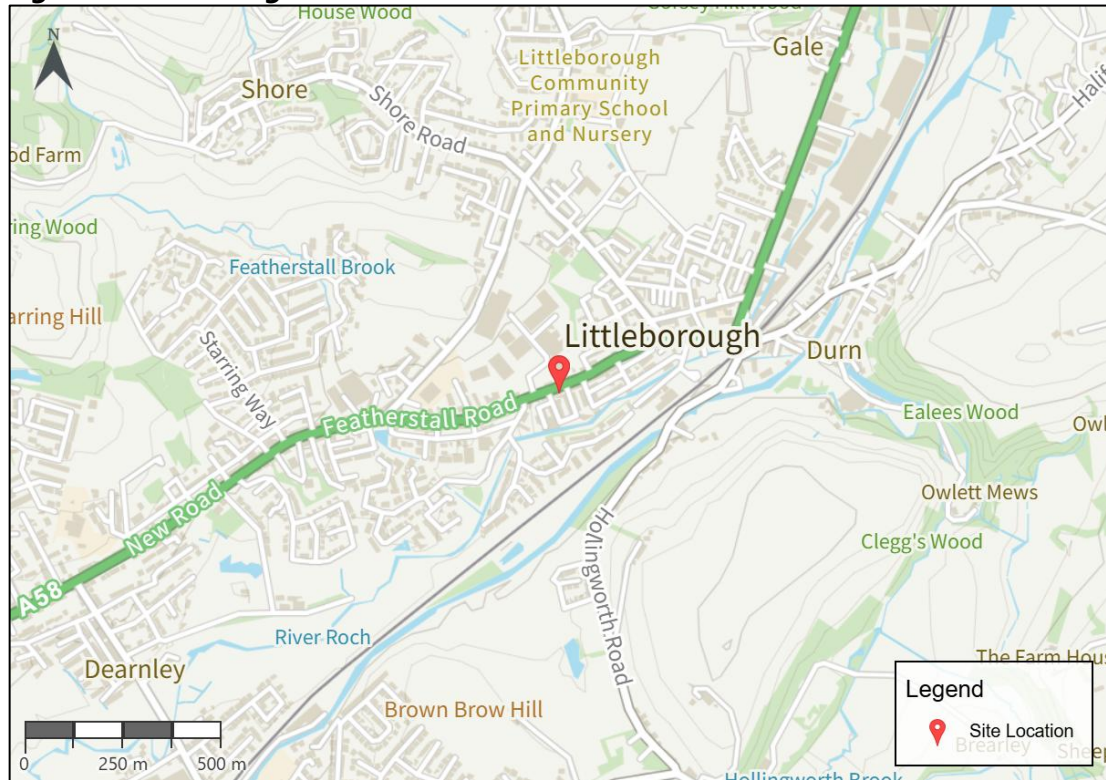


2.4 As noted above, the site currently consists of a petrol filling station with eight pumps, as well as a Londis convenience store (within the kiosk structure). A car wash unit is also provided on the southern side of the site, which is proposed to be demolished as part of the proposals.

2.5 The site is accessed from the A58 to the north, with an egress provided to the west onto Charles Street. A separate pedestrian access to the site is provided in the northwestern corner, close to the convenience store entrance.

- 2.6 No formal parking spaces are currently provided on the site, with the exception of the waiting areas between the petrol pumps.

Figure 2 Strategic Site Location



Accessibility

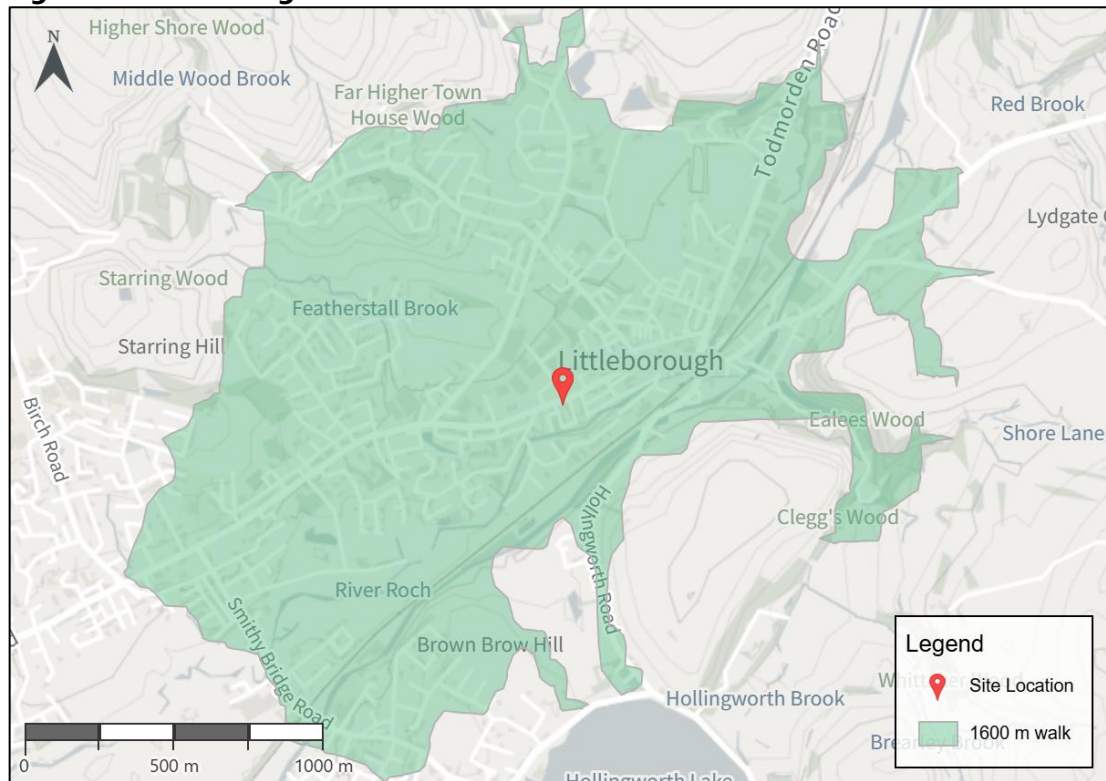
- 2.7 This section provides information on access to and from the site by sustainable modes of transport. Whilst it is acknowledged that the existing users of the site may not fully utilise the site's sustainable characteristics (given its use as a petrol filling station), staff and customers of the proposed bakery pod may be able to utilise the active travel and public transport opportunities outlined in this section.

Walking & Cycling

- 2.8 In the National Travel Survey 2024, 83% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile, it is highly likely that walking will be the preferred trip.
- 2.9 'Planning for Walking' (2015) suggests that the main reason for the decline in walking journeys is the fall in the total number of journeys shorter than 1 mile because fewer journeys that people make are able to be accomplished on foot. For walking trips between 1 and 5 miles the proportion of walking trips drops to 21% in the 2022 NTS.

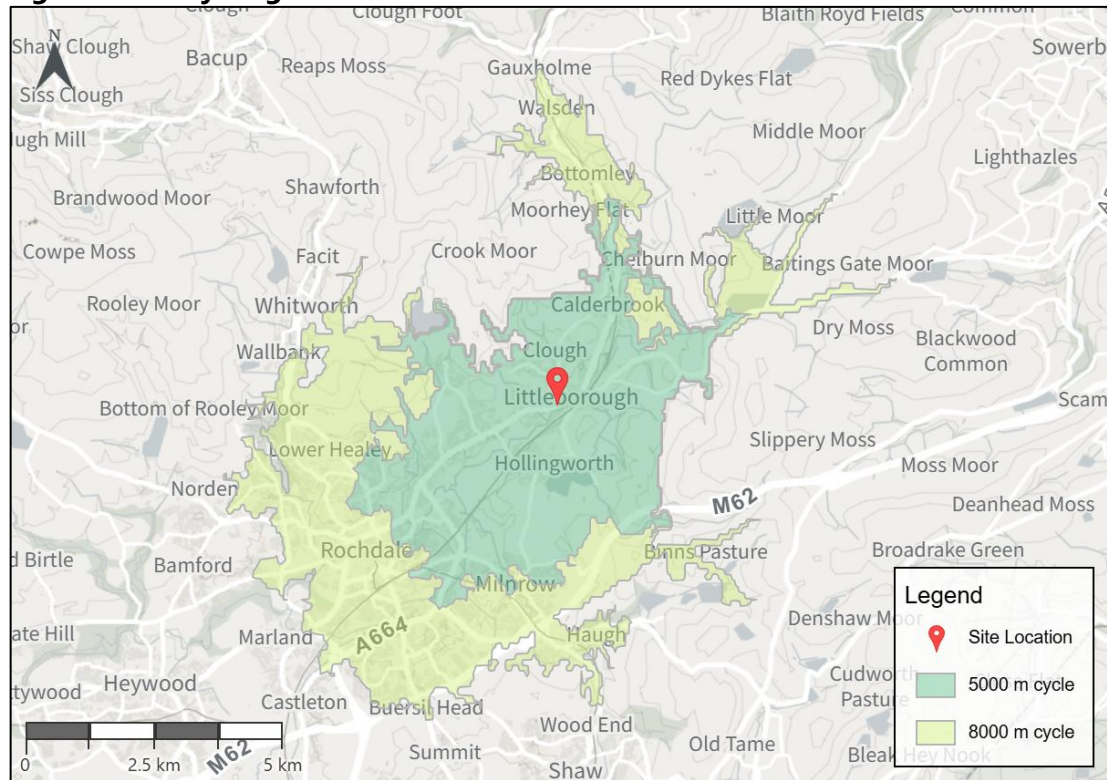
- 2.10 Given the site's location, it is considered that there is a reasonably large residential catchment in the vicinity of the site that can be utilised by prospective customers and staff. **Figure 3** below illustrates a one-mile walking catchment around the site, highlighting the potential areas accessible from the site by foot.

Figure 3 Walking Catchment Plan



- 2.11 The topography in the area is generally flat which is good for walking and cycling activity. Footways are provided on both sides of the A58 Church Street, Charles Street and Box Street. A signalised pedestrian crossing is provided on the A58 directly outside the site, connecting to the pedestrian entrance to the site.
- 2.12 A public footpath (FP240) is accessible approximately 240m to the west of the site, from Stubley Mill Road. This provides a low-traffic link between the A58 and the western areas of Littleborough, including a route to the south under the railway.
- 2.13 In terms of cycling, the CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km). **Figure 4** highlights the areas that are considered to be accessible by bicycle, including the majority of the wider Rochdale area. Whilst customers of the bakery pod are very unlikely to cycle to the site from these longer distances, this may be a potential journey for staff.

Figure 4 Cycling Catchment Plan



Local Bus Services

- 2.14 The closest bus stops to the site are located approximately 35m (westbound) and 120m (eastbound) to the west of the site, on the A58 Church Street. Both stops are marked by a bus flag, with the westbound stop provided with sheltered seating. The bus stops in the vicinity of the site are indicated in the Public Transport Accessibility Map in **Figure 5** below.
- 2.15 The 455, 457, 458, 587 and 590 bus routes are accessible from these stops.
- 2.16 Further information on the accessible bus services is provided in **Table 2.1**.

Table 2.1 Accessible Bus Services: Typical Frequencies

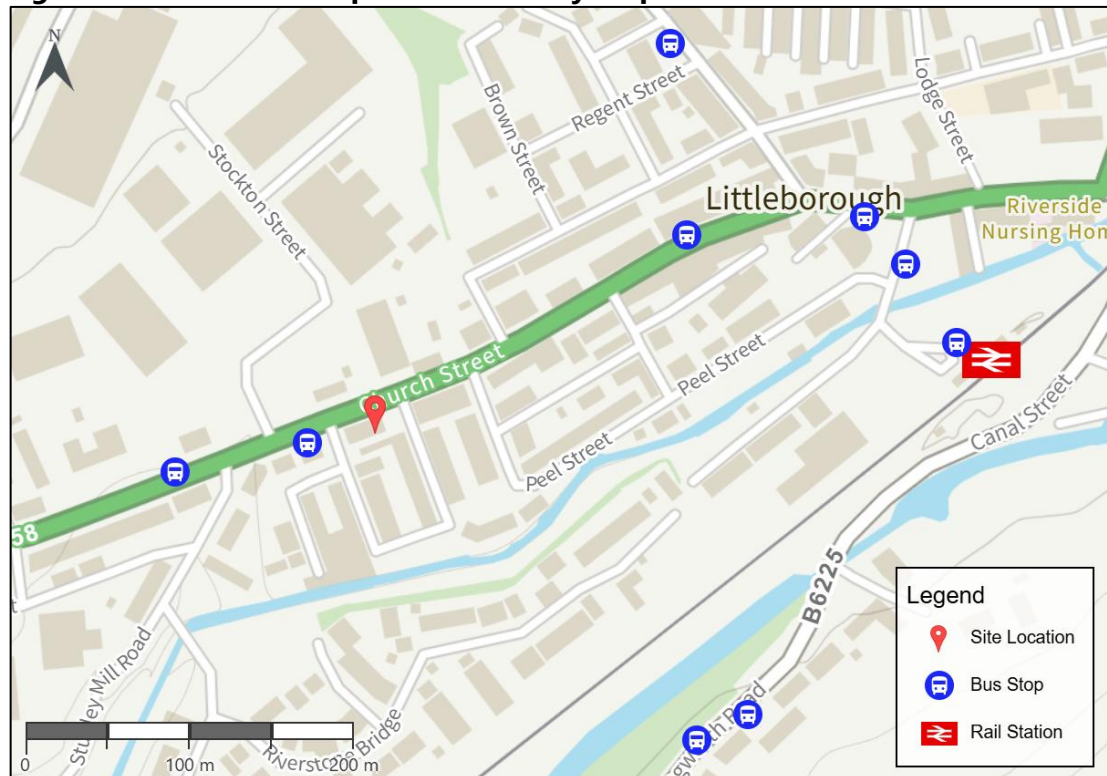
No.	Route	Week	Sat	Sun
455	Rochdale – Smithybridge – Littleborough – Stansfield	60	60	N/A
457	Rochdale – Smallbridge – Littleborough – Stansfield	60	60	60
458	Rochdale – Smallbridge – Wardle – Littleborough – Stansfield	60	60	60
587	Halifax Bus Station – Sowerby Bridge Station – Littleborough – Smallbridge – Rochdale Interchange	60	60	130

No.	Route	Week	Sat	Sun
590	Halifax Bus Station – Warley – Todmorden Bus Station – Littleborough – Smallbridge – Rochdale Interchange	60	60	60

Rail Services

- 2.17 The closest National Rail station to the site is Littleborough, located approximately 500 m to the east of the site. Littleborough Station is managed by Northern Railway and provides access to services that terminate at Leeds, Blackburn and Wigan Wallgate. These services provide connections to destinations including Rochdale, Burnley Manchester Road, Salford Central and Manchester Victoria.
- 2.18 Littleborough Station is indicated on the Public Transport Accessibility Map in **Figure 5** below.

Figure 5 Public Transport Accessibility Map



Local Highway Network

- 2.19 The A58 Church Street is a single carriageway road operating in both directions, subject to a 30mph speed limit in the vicinity of the site. It forms a main road linking Littleborough to Rochdale, continuing further west towards Bury and Bolton. It effectively runs parallel to the M62 motorway, albeit the site is located some 4.1 miles from the nearest junction (Junction 21).

- 2.20 Parking is restricted in the immediate vicinity of the site by the presence of double yellow lines on both sides of the carriageway. There are occasional stretches of on-street parking provided on Church Street. These are marked to the east of the site, with some restricted to a maximum of one hour stay, and un-marked to the west of the site.
- 2.21 Box Street and Charles Street bounding the site to the east and west are residential streets connecting to the A58. Parking is unrestricted on both sides of the carriageway, with the exception of the double yellow lines on the approach to the A58 junctions.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 The NPPF, at paragraphs 7 and 11, states that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 109 states that
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.*
- 3.5 Paragraph 109 also notes that plan-making and development proposals should involve the following:
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.6 Paragraph 110 states that the planning system should actively manage patterns of growth in support of the above objectives, whilst paragraph 115 states that in assessing specific applications for development, the following should be ensured:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

3.7 Paragraph 116 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

3.8 The NPPF states at paragraph 118 that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *“encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

Local Policy

Rochdale Adopted Core Strategy (October 2016)

- 3.12 The Rochdale Core Strategy sets out the long-term spatial strategy for future development of the Borough. It seeks to deliver sustainable development and growth in accordance with the objectives of the NPPF.

- 3.13 Policy T2 relates to improving accessibility, and states the following:

We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors.

We will ensure that development allocations and submitted proposals are as far as possible accessible for all (including people with impaired mobility), applying the accessibility criteria set out in Appendix 4 or any future thresholds agreed for Greater Manchester. Developers should work in partnership with the Council from initial conception to completion and monitoring. To achieve this, developers should ensure access between communities and jobs, shops, schools and colleges, leisure and health facilities are convenient.

We will require developments to provide parking in compliance with the Council's Car Parking Standards.

We will expect development proposals to financially contribute to transport improvements where additional traffic movements cannot be accommodated on the existing network. Such contributions will support:

- i) Measures to secure modal shift and sustainable travel / behavioural change initiatives;*
- ii) Improvements to public transport and related infrastructure;*

- iii) *Other traffic management and local safety measures and/or removal or restriction of parking provision; and*
- iv) *Improvements to the highway infrastructure, in combination with (i), (ii) and (iii) when those have been demonstrated to be insufficient*

Developers will contribute to essential transport infrastructure to service their proposals and to measures to alleviate any additional congestion resulting from their proposals on existing bottlenecks.

Rochdale Borough Transport Strategy (2014)

3.14 This strategy is a framework to guide the development of transport improvements across Rochdale Borough for the period up to 2026.

3.15 In terms of new developments, the strategy states the following:

All developments generating significant numbers of trips (determined by local criteria) will be supported by a Transport Assessment or Transport Statement and decisions will consider whether:

- *Opportunities for sustainable transport modes have been taken up, depending on the site nature and location, to reduce the need for major transport infrastructure;*
- *Safe and suitable site access for all can be achieved; and improvements undertaken within the transport network that cost effectively limit the development impacts. Development should only be prevented or refused on transport grounds where the residual development impacts are severe.*

Summary

3.16 The focus of transport and land use planning policy is on the development and encouragement of sustainable travel measures by creating development proposals which widen the accessibility of sustainable travel to site users as well as the wider community. These national, regional and local planning policies will be referred to throughout this report to assess the development proposals.

4 THE PROPOSED DEVELOPMENT

- 4.1 The development proposals consist of the demolition of the existing car wash building and the construction of a single-storey building containing a bakery pod (approximately 70sqm GIA). The bakery pod will take the form of a Class E Retail unit, with no seating provided within the building. This means that customers are unlikely to remain on site for a long period of time, and will likely purchase items for consumption off-site. Opening times are yet to be confirmed, but are likely to be 06:00 to 19:00.
- 4.2 The bakery pod will operate separately from the existing petrol filling station and convenience store on the site, which will be maintained as existing. Access and egress arrangements from the wider site will also be maintained as existing. A total of six new car parking spaces will be provided within the site.
- 4.3 The Architect's Layout is attached to this report within **Appendix B**.

Access Arrangements

- 4.4 As noted above, the access arrangements are proposed to be maintained as existing. The site is currently accessed from the southern side of the A58 Church Street, with an egress route provided alongside the convenience store onto Charles Street.
- 4.5 It is noted that the Highway Comments received from RBC in advance of the preparation of this Transport Statement stated that *"whilst the entrance to the site is acceptable the existing exit onto Charles Street is narrow. This exit would become easily blocked during busy periods and we would expect this to cause blocking through the petrol station and onto the main road"*.
- 4.6 It should be acknowledged that the petrol filling station is existing and, as outlined in Section 5, there are not anticipated to be a large number of additional vehicle trips generated by the proposals. The swept path analysis drawings in **Appendix C** illustrate that a large car is still able to manoeuvre through the site and egress the site in a forward gear. Whilst it is acknowledged that the egress route is relatively narrow, this is not considered to be worse than the existing situation. Furthermore, Charles Street is not a through road and serves a relatively low number of properties. As such, traffic flows on Charles Street are low and vehicles exiting from the site are unlikely to be delayed by more than a few seconds.
- 4.7 **Drawing No. 25179/TR03** in **Appendix D** highlights that vehicles already have to wait for the two tandem petrol filling bays to be unoccupied before they could egress the site. It is understood that queueing onto the A58 is not an existing issue at the site, and, given the sufficient car parking provided (as explained below), is considered extremely unlikely following the proposals.

Car Parking

- 4.8 The previous layout reviewed by the Highway Authority included three customer car parking spaces and two staff car parking spaces. The Highway Comments received noted that they would expect to see one additional car parking bay for a development of this nature.
- 4.9 The new proposed layout included within **Appendix B** incorporates four customer car parking spaces and two staff car parking spaces, equating to an additional car parking space compared to the previous layout.
- 4.10 Three car parking spaces are proposed in the southeastern corner of the site (including one accessible bay) and one adjacent to the east of the existing site access. These four car parking bays constitute the customer parking bays. The two staff car parking bays would be provided in the southwestern corner of the site, accessed directly from the Charles Street carriageway. A dropped kerb is already provided in this location, therefore these proposed spaces would not result in the loss of any on-street car parking on Charles Street.
- 4.11 The four customer car parking bays are considered to be sufficient to cater for the proposed bakery pod unit, which is evidenced in RBC's comments stating an expectation for one additional car parking space compared to the previous layout. Notwithstanding this, there are likely to be a high proportion of linked trips associated with the new development, that may have been using the petrol filling station anyway. These vehicles are likely to continue to park in the petrol filling bay to purchase petrol and utilise the bakery pod. As noted above, no seating is to be provided within the bakery pod, therefore dwell times on site are likely to be kept to a minimum.
- 4.12 Swept path analysis drawings are provided in **Appendix C** showing vehicles manoeuvring into and out of the proposed parking spaces.

Servicing and Deliveries

- 4.13 It is expected that the proposed bakery pod would be typically serviced by refuse and delivery vehicles. It is anticipated that refuse collections would be undertaken from the kerbside on Charles Street, as per the existing convenience store at the petrol filling station and other residential properties on this road. Refuse vehicles will likely stop in front of the two proposed staff parking bays noted above.
- 4.14 Likewise, delivery vehicles are likely to stop on Charles Street in front of the two proposed staff car parking bays. It is anticipated that the majority of deliveries would be undertaken by a large van, likely arriving in the early hours of the morning (before opening hours). Deliveries are extremely unlikely to arrive during the peak hours of the local highway network given the low number of staff to employed at the site and the fact that this is likely to coincide with the peak customer period of the bakery pod.

5 TRIP ASSESSMENT

- 5.1 This section considers the likely number of trips the proposed development is likely to generate, as well as the associated anticipated impact on the local highway network.

Proposed Trip Generation

- 5.2 As outlined above, the development proposals will involve the construction of a bakery pod unit. The bakery pod will include no seating facilities, with the expectation that customers will purchase items for consumption off-site.
- 5.3 It is widely acknowledged that the vast majority of vehicle trips to a small retail/bakery facility within a petrol station will be from customers already seeking to purchase fuel at the site.
- 5.4 It should also be acknowledged that there are no bakery style developments or petrol filling stations sites with a bakery pod included within the TRICS database. In the absence of available survey data relating to the trip generation at developments of this type, a robust methodology would be to review convenience store surveys available within the TRICS database to generate a potential trip rate. Given no seating facilities are to be provided within the development, the proposed bakery pod could operate in a similar way to a convenience store, with just a smaller range of products available and a high proportion of linked trips.
- 5.5 The following parameters were therefore applied to the TRICS database (version to filter similar sites to generate a trip rate:
- Retail (01) – Convenience Store (O);
 - Monday to Friday surveys;
 - Sites with 50-300sqm GFA;
 - Sites with no PTAL present (i.e. sites outside of London); and
 - Edge of Town Centre, Suburban Area and Edge of Town locations.
- 5.6 A total of 12 similar sites/surveys were identified within the database when applying the parameters above, which generate the trip rate shown in **Table 5.1** below. The corresponding estimated vehicular trip generation for the proposed bakery pod is also shown in **Table 5.1**. The full TRICS output is provided within **Appendix E**.

Table 5.1 Proposed Vehicle Trip Rates & Vehicle Trip Generation

Period	Vehicle Trip Rates (per 100sqm)			Proposed Vehicle Trip Generation (70sqm)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	9.526	9.353	18.879	7	7	13*
17:00 – 18:00	11.412	10.802	22.214	8	8	16
07:00 – 19:00	106.482	103.178	209.660	75	72	147

*Discrepancies due to rounding errors

- 5.7 The proposed development is anticipated to generate approximately 13 two-way vehicle trips in the AM peak period (08:00-09:00) and approximately 16 two-way vehicle trips in the PM peak period (17:00-18:00). Across a 12-hour daily period (07:00-19:00), the proposed development would be expected to generate approximately 147 two-way vehicle trips.
- 5.8 Given the location of this development accessed directly from the strategic highway network and within an existing petrol filling station site, it should be considered that the vast majority of the vehicular trips generated by this development would be linked or pass-by trips, that were already travelling on the local highway network. Some users of the existing petrol station are likely to utilise the convenience of a bakery pod within the same site (without having to make an additional stop with their vehicle). As such, the above numbers do not necessarily represent the additional number of vehicles entering the site.
- 5.9 Furthermore, those travelling on the A58 (for example on their daily commute) could utilise the bakery pod without having to undertake a diversion to an alternative route. Therefore, the number of additional number of trips on the highway network will also be less than the numbers set out in **Table 5.1**.
- 5.10 It should be noted that the dwell times of vehicles at the development is likely to be low, given there will be no seating facilities provided within the bakery pod. Therefore, the provision of four customer car parking spaces (along with two staff car parking spaces) is considered to be sufficient to cater for the likely peak hour of eight vehicles arriving and eight departing in a one hour period (assuming that none of these were linked trips).
- 5.11 The Highway Authority had raised concerns that queueing back onto the A58 would not be acceptable. However, the very low additional vehicle trip generation combined with the four car parking spaces is highly unlikely to generate any significant queueing when taking into consideration the low dwell times of vehicles anticipated at the development.
- 5.12 It should also be acknowledged that any existing trips generated by the car washing facility have not been considered in this section. While this is not considered to be a high trip generator in itself, it should be considered that the net impact of the proposed development would be lower still than the trip generation indicated above.
- 5.13 Notwithstanding the above, there is also good visibility from the A58 Charles Street into the site. A driver approaching the access will be able to assess whether there would be the potential for delays. There are also other petrol filling stations along the A58. As such, a driver is unlikely to seek to queue at the entrance or on the A58, on the very rare occasion that all the pumps, parking spaces and queueing space within the site is occupied.

- 5.14 In summary, it is considered that the proposed development would have a minimal impact on the local highway network.

6 SUMMARY & CONCLUSIONS

- 6.1 Motor Fuel Group Ltd. have commissioned Pulsar to prepare a Transport Statement to support a planning application for a proposed bakery pod at Littleborough Service Station.
- 6.2 This Transport Statement has considered the transport planning aspects of the proposed development through the assessment of the sustainability of the site and its impact on the local transport network in accordance with local and national policies.
- 6.3 The proposals involve the demolition of an existing car wash building and the construction of a single-storey bakery pod (70sqm GIA). The planning application was submitted in October 2025 (ref: 25/00932/FUL), with Highway Comments subsequently issued by RBC. Further information relating to trip generation and servicing and deliveries was sought, as well as comments relating to potential queueing at the egress of the site and the expectation for an additional car parking space. This Transport Statement has been prepared following the receipt of these comments.
- 6.4 A total of six additional car parking spaces will be provided at the site, including four for customers. This equates to an increase of one car parking space compared to the previous layout the Highways Comments related to.
- 6.5 Whilst the site naturally lends itself to vehicular travel (given the maintained use of a petrol filling station), the site benefits from a from a good level of accessibility, including access to public transport and a reasonably large residential catchment in the vicinity of the site that could encourage active travel. A number of bus routes are available in close proximity to the site, as well as Littleborough Station approximately 500m away.
- 6.6 A trip generation assessment has been undertaken which shows that the impact of the proposed development is anticipated to be low. Furthermore, the vast majority of vehicle trips generated by the development will be linked or pass-by trips, that were already travelling on the local highway network. As such, the numbers indicated in the trip generation assessment do not necessarily represent new trips on the network, or indeed new trips into the site.
- 6.7 Given the level of car parking provided is in line with the previous expectations of the Highway Authority, the low level of trips anticipated, and the short dwell times expected at the development, the likelihood of queuing back from the development onto the A58 is considered to be extremely low. Whilst the site egress is relatively narrow, this is not considered to be worse than the existing situation. Furthermore, Charles Street is not a through road and serves a relatively low number of properties. As such, traffic flows on Charles Street are low and vehicles exiting from the site are unlikely to be delayed by more than a few seconds.

- 6.8 Servicing and deliveries are expected to continue from the kerbside on Charles Street, as per the existing convenience store and residential properties on this road.
- 6.9 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach; and
 - The proposals do not lead to an unacceptable impact on highway safety, and the residual cumulative impact of the development is not severe, taking into account all reasonable future scenarios.
- 6.10 In conclusion, the site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF and local policy. On the basis of the above, the proposed development should not be prevented on transport and highway grounds.

APPENDIX A – HIGHWAY COMMENTS



Highways and Engineering Service

Economy and Environment

Consultation Response on behalf of Head of Highways and Engineering

Application: 25-00932-FUL

Date Received: 06 October 2025

Date of Response: 07 October 2025

PROPOSAL:

Demolition of existing car wash building and erection single storey building to form bakery pod with associated new parking area and bin store

CONSULTATION REPORT:

The application site is within the curtilage of an existing petrol station replacing a building previously used as a Car Wash.

The traffic generation associated with usage is very unclear. As far as I can see no trip generation exercise has been undertaken to determine the individual and combined trip generation of this site.

The level of parking provided is slightly below (1 bay) what we would require for a development of this nature,

The proposed site access and egress are existing. Whilst the entrance of the site is acceptable the existing exit onto Charles Street is narrow. This exit would become easily blocked during busy periods and we would expect this to cause blocking through the petrol station and onto the main road.

Whilst we accept visits to either the petrol station or bakery would be relatively short journeys, we expect that visitors may visit both uses and when doing so the petrol station forecourt/bakery car park will become blocked. Queuing from the site onto the main road is unacceptable.

There are no changes of the highways network as a result of these proposals.

No PROW will be obstructed by this proposal.

We have no new road safety concerns as a result of these proposals.

Refuse collection and servicing from this location will be extremely difficult during busy periods.

AMENDMENTS TO CONSULTATION RESPONSE:

No amendments to report

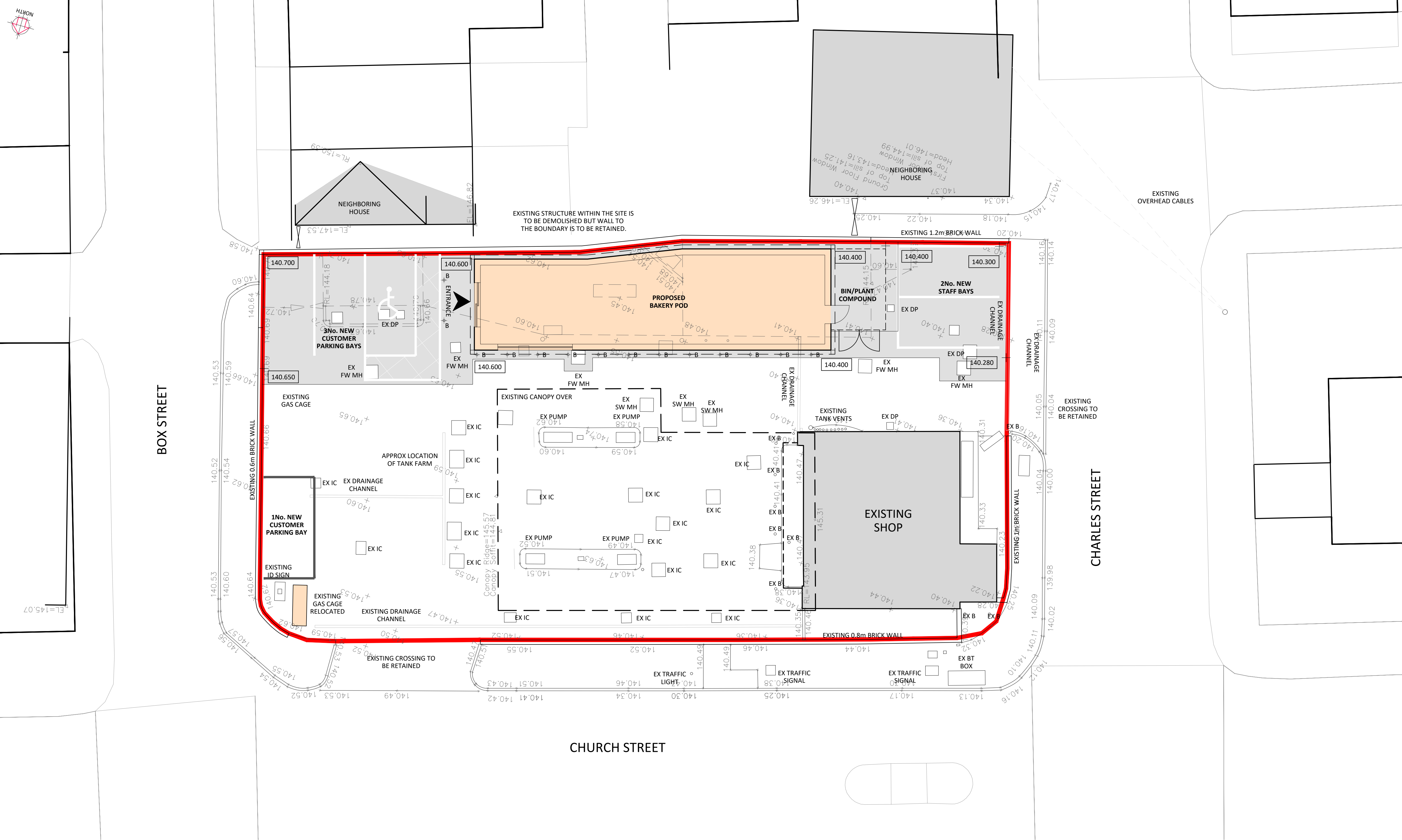
OFFICER RECOMMENDATION:

We object to this application due to the constraints with the site exit which we believe will cause a bottle neck and unacceptable queuing onto the A58 motorway diversion route.

HIGHWAYS SIGN OFF

John Gillighan 07/10/2025

APPENDIX B – ARCHITECT’S LAYOUT



SCHEDULE OF AREAS	
Site Boundary (Red Line)	0.06 H / 0.17 A
Existing Customer Parking	N/A
Proposed Customer Parking	4 Bays (Inc 1No. DDA)
Proposed Bakery Pod GEA	85m² / 915ft²
Proposed Bakery Pod GIA	70m² / 750ft²

- GENERAL NOTES**
- This plan has been prepared for the submission for planning approval only.
 - Any advertisement shown is subject to a separate application.
 - Site Level design by engineer.
 - Ownership boundary shown indicatively, to be confirmed.

DEMOLITION
The existing jet was structure along with all equipment is to be removed. Air/water & Vac machines along with the compound are to be removed.

BOUNDARY
Existing boundary wall is to be retained as shown.

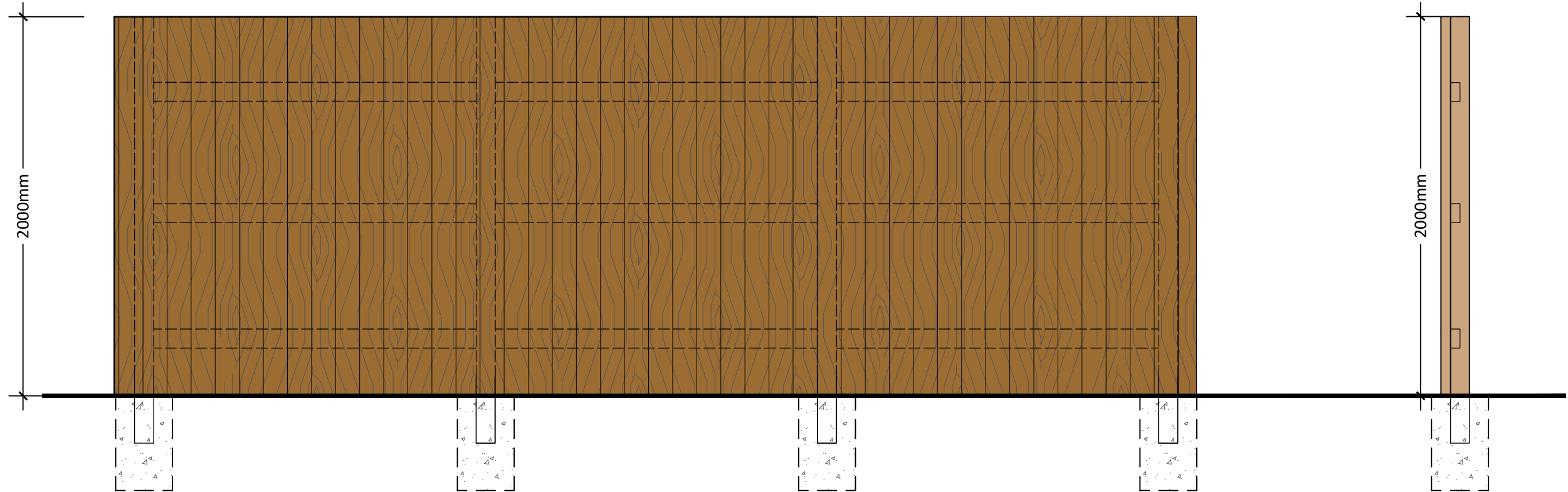
CROSSINGS
All existing crossings are to be retained and utilised for the development.

FLOODLIGHTS (FL)
Floodlight positioning currently shown indicatively. Awaiting specialist design for confirmed positions.

BIN / PLANT COMPOUND
2M High closed boarded timber fence with double access gates.

SURFACE FINISHES:

Denotes in-situ cast concrete paving



2m TIMBER CLOSE BOARDED TANALISED COMPOUND FENCE - BIN/PLANT COMPOUND
SCALE - 1:25 @ A1

C35 situ concrete base as engineers details All timber below ground level to be coated with a bitumen based paint.

B	19.01.26	Additional customer parking bay added.	JS
A	29.09.25	Fencing elevations shown.	JS

CONSTRUCTION

PROJECT

LITTLE BOROUGH SERVICE STATION
Church Street
Littleborough, OL15 8JA

TITLE

Proposed Site Layout

CLIENT

Motor Fuel Group

**JENNINGS
DESIGN**

8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TU
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:

JS

Check:

JHJ

Scale:

1:100 @ A1

Date:

June '25

Plan Number:

250215 - 102 - B

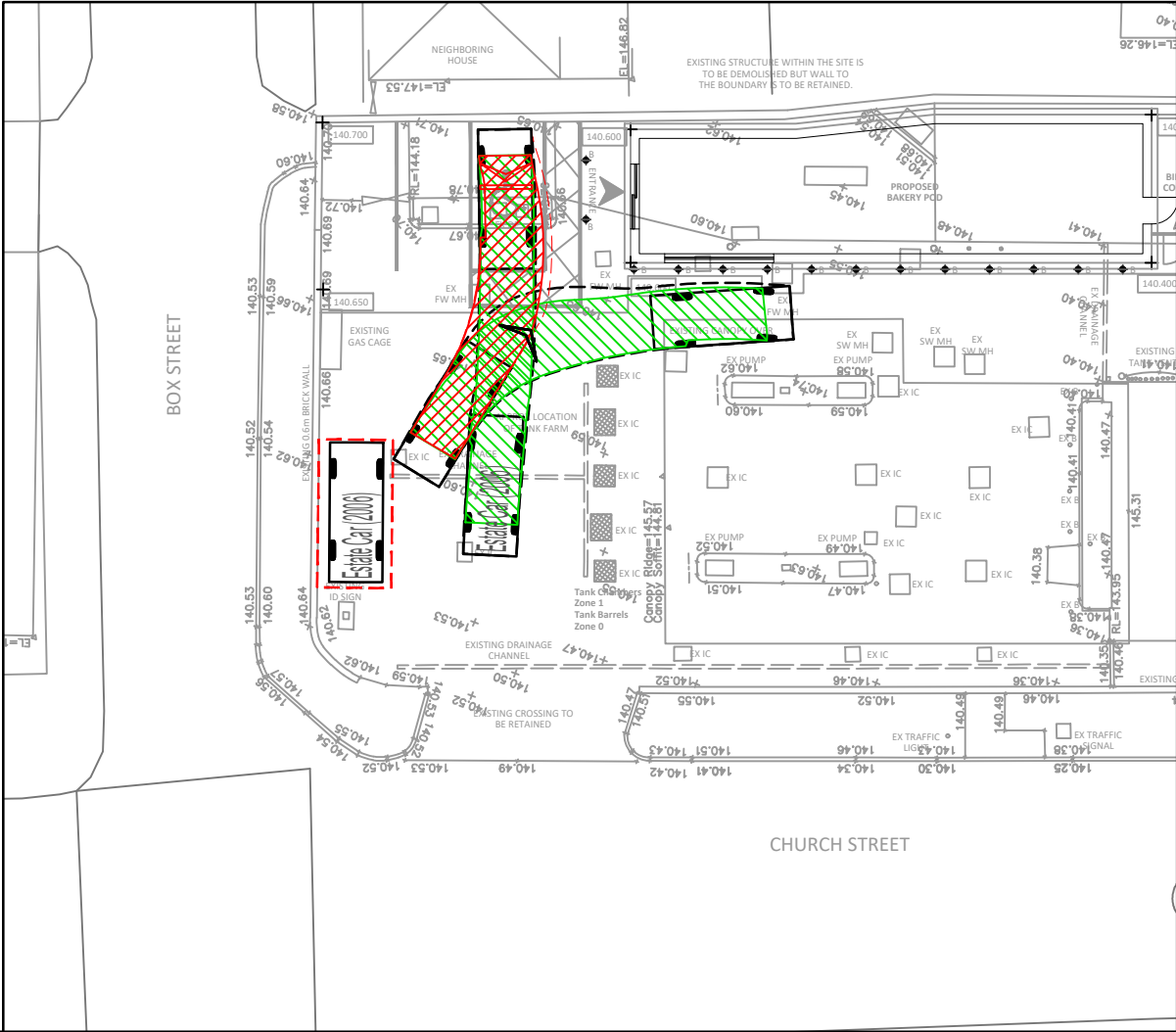
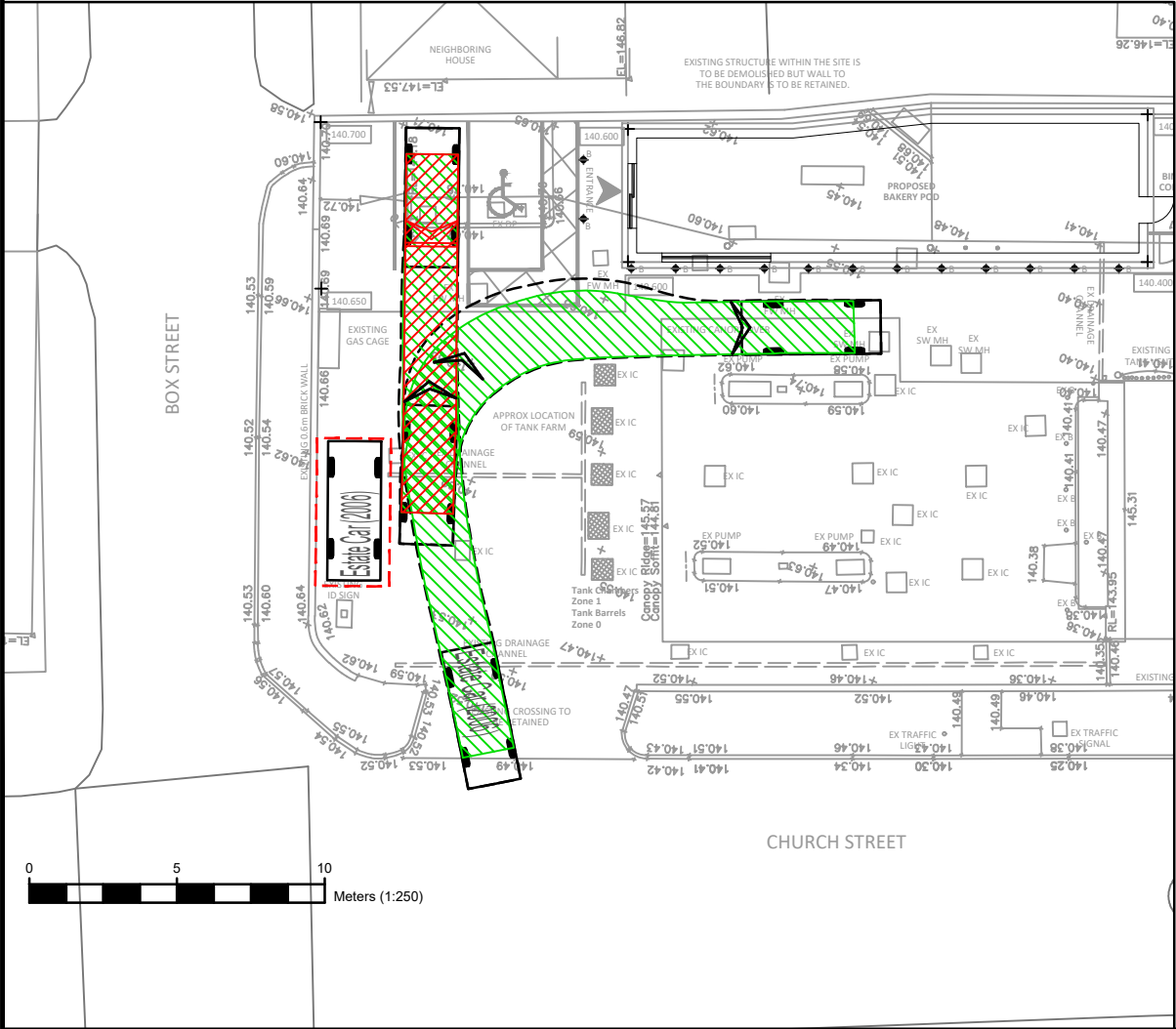
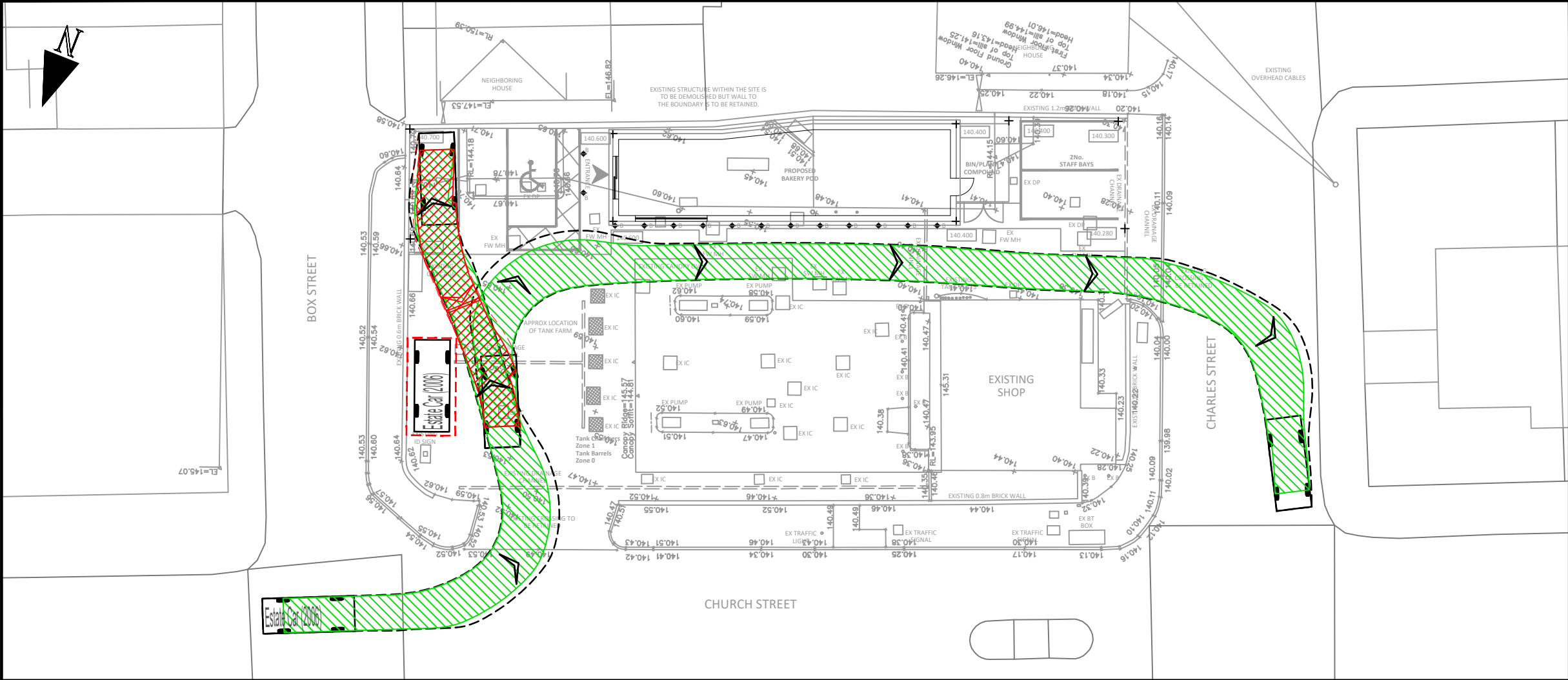
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5

10

SCALE - METRES - 1:100

APPENDIX C – PROPOSED SWEEP PATH ANALYSIS



- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.950m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT
Motor Fuel Group

PROJECT
Littleborough Service Station

DRAWING TITLE
Swept Path Analysis

SCALE 1:250

SIZE A3

DRAWN BY NJ

CHECKED BY AH

DATE 08.01.2026

PULSAR

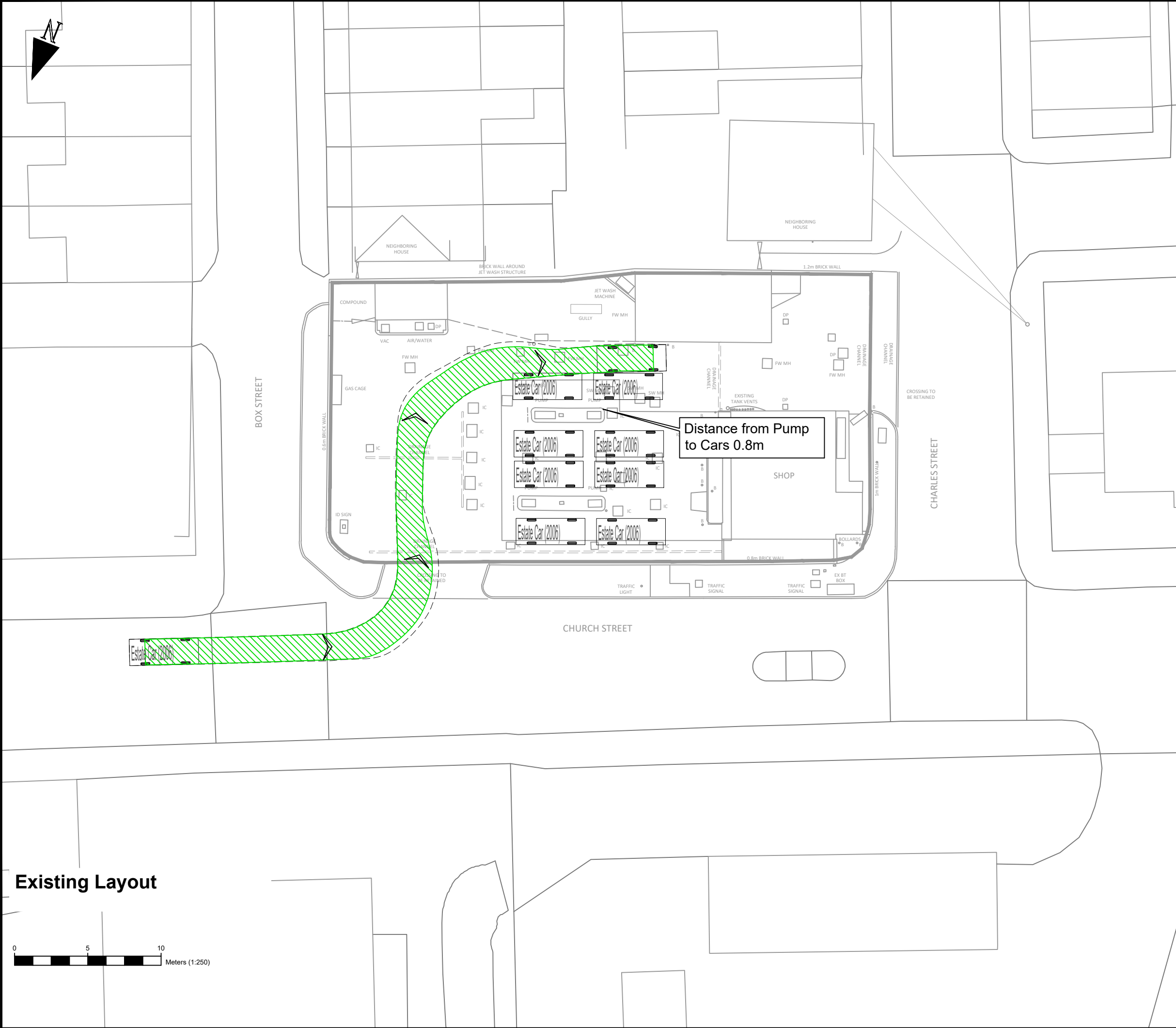
Gilmoora House, 57-61 Mortimer Street, London, W1W 8HS
www.pulsartransport.co.uk

PROJECT REF 25179

DWG NO TR04

REV -

APPENDIX D – EXISTING SWEEP PATH ANALYSIS



Existing Layout

- NOTES :**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

- FORWARD MOVEMENTS**
(design speed - 5kph)
- REVERSE MOVEMENTS**
(design speed - 2.5kph)

A	Minor Amendments	QO	AH	21.01.2026
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

Motor Fuel Group

PROJECT

Littleborough Service Station

DRAWING TITLE

Swept Path Analysis of Existing Through Route

SCALE	1:250	SIZE	A3
DRAWN BY	NJ	CHECKED BY	AH
		DATE	08.01.2025

Gillmoora House, 57-61 Mortimer Street, London, W1W 8HS
www.pulsartransport.co.uk

PROJECT REF	DWG NO	REV
25179	TR03	A

APPENDIX E – TRICS OUTPUT

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Filtering Summary:

Land Use: 01/O RETAIL/CONVENIENCE STORE

Selected Trip Rate Calculation Parameter Range: 50 - 300 sqm GFA

Actual Trip Rate Calculation Parameter Range: 50 - 300 sqm GFA

Date Range: Minimum: 29/09/2006 Maximum: 02/04/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1000 5491

Days of the week selected:

Friday	5
Monday	2
Thursday	1
Wednesday	4

Main Location Types selected:

Edge of Town	1
Edge of Town Centre	3
Suburban Area	8

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	10
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	1
15,001 to 20,000	4
20,001 to 25,000	1
25,001 to 50,000	5

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	2
25,001 to 50,000	1
250,001 to 500,000	3
5,001 to 25,000	1
50,001 to 75,000	1
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	5
1.1 to 1.5	7

PTAL Rating:

No PTAL Present	12
-----------------	----

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: O - CONVENIENCE STORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 day
	DC	DORSET	1 day
	PL	PLYMOUTH	1 day
	SD	SWINDON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
	LR	LEICESTER	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day
	FA	FALKIRK	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	50 to 300 (units:sqm)
Range Selected by User:	50 to 300 (units:sqm)
Parking Spaces Range:	0 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	29/09/06 to 02/04/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	5 days
Monday	2 days
Thursday	1 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	1 days
Edge of Town Centre	3 days
Suburban Area	8 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	1 days
Residential Zone	11 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	10 days

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Secondary Filtering Selection:

Use Class:

E(a)	3 surveys
F2(a)	1 surveys
Not Known	8 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1000 - 5491

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	5 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	7 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Petrol filling station:

PFS is present at the site but is excluded from the count

12 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No

12 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

12 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

LIST OF SITES relevant to selection parameters:

Site 1:	AS-01-O-01	Gross floor area:	275 sqm
Development Name:	CO-OP	Retail floor area:	190 sqm
Location:	STONEHAVEN	Number Of Employees:	16.00
Postcode:	AB39 2XJ	Survey Date:	20/04/2022
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	BA-01-O-01	Gross floor area:	165 sqm
Development Name:	CO-OP	Retail floor area:	120 sqm
Location:	BATH	Number Of Employees:	14.00
Postcode:	BA1 2SQ	Survey Date:	29/09/2006
Main Location Type:	Suburban Area	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	DC-01-O-01	Gross floor area:	176 sqm
Development Name:	LONDIS	Retail floor area:	150 sqm
Location:	DORCHESTER	Number Of Employees:	10.00
Postcode:	DT1 2LN	Survey Date:	04/07/2008
Main Location Type:	Suburban Area	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	DY-01-O-01	Gross floor area:	204 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	132 sqm
Location:	DERBY	Number Of Employees:	19.00
Postcode:	DE1 3LS	Survey Date:	25/09/2019
Main Location Type:	Edge of Town Centre	Survey Day:	Wednesday
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 5:	ES-01-O-01	Gross floor area:	280 sqm
Development Name:	ONE STOP	Retail floor area:	sqm
Location:	HASTINGS	Number Of Employees:	13.00
Postcode:	TN34 3FD	Survey Date:	19/12/2012
Main Location Type:	Suburban Area	Survey Day:	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	FA-01-O-01	Gross floor area:	300 sqm
Development Name:	SPAR	Retail floor area:	225 sqm
Location:	FALKIRK	Number Of Employees:	4.00
Postcode:	FK2 7BB	Survey Date:	
Main Location Type:	Suburban Area	Survey Day:	
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	LR-01-O-01	Gross floor area:	220 sqm
Development Name:	BEST ONE	Retail floor area:	180 sqm
Location:	LEICESTER	Number Of Employees:	13.00
Postcode:	LE2 6LN	Survey Date:	27/09/2012
Main Location Type:	Suburban Area	Survey Day:	Thursday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	NF-01-O-01	Gross floor area:	298 sqm
Development Name:	TESCO EXPRESS	Retail floor area:	sqm
Location:	NORWICH	Number Of Employees:	14.00
Postcode:	NR2 3TA	Survey Date:	26/10/2012
Main Location Type:	Suburban Area	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Site 9:	NN-01-O-01	Gross floor area:	120 sqm
Development Name:	LONDIS	Retail floor area:	70 sqm
Location:	CORBY	Number Of Employees:	3.00
Postcode:	NN17 1AE	Survey Date:	21/11/2008
Main Location Type:	Edge of Town Centre	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	NY-01-O-02	Gross floor area:	220 sqm
Development Name:	SAINSBURY'S LOCAL	Retail floor area:	200 sqm
Location:	HARROGATE	Number Of Employees:	14.00
Postcode:	HG2 0NJ	Survey Date:	
Main Location Type:	Edge of Town Centre	Survey Day:	
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 11:	PL-01-O-01	Gross floor area:	70 sqm
Development Name:	PREMIER	Retail floor area:	55 sqm
Location:	PLYMOUTH	Number Of Employees:	4.00
Postcode:	PL2 3RG	Survey Date:	18/07/2012
Main Location Type:	Suburban Area	Survey Day:	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	SD-01-O-01	Gross floor area:	292 sqm
Development Name:	ONE STOP	Retail floor area:	250 sqm
Location:	SWINDON	Number Of Employees:	10.00
Postcode:	SN2 1QR	Survey Date:	23/09/2016
Main Location Type:	Suburban Area	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	204	0.490	0.000	0.490
06:00-07:00	4	213	5.047	4.812	9.859
07:00-08:00	11	211	8.578	7.759	16.337
08:00-09:00	11	211	9.526	9.353	18.879
09:00-10:00	11	211	8.491	7.974	16.465
10:00-11:00	12	218	6.412	5.992	12.404
11:00-12:00	12	218	6.985	7.252	14.237
12:00-13:00	12	218	8.779	8.397	17.176
13:00-14:00	12	218	6.985	6.908	13.893
14:00-15:00	12	218	8.588	8.321	16.909
15:00-16:00	12	218	8.588	8.740	17.328
16:00-17:00	12	218	11.069	10.153	21.222
17:00-18:00	12	218	11.412	10.802	22.214
18:00-19:00	12	218	11.069	11.527	22.596
19:00-20:00	12	218	10.229	10.878	21.107
20:00-21:00	9	233	5.208	6.307	11.515
21:00-22:00	4	250	2.595	3.992	6.587
22:00-23:00	1	204	3.922	3.431	7.353
23:00-00:00	1	204	1.961	2.451	4.412
Total Rates:			135.934	135.049	270.983

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 0f7004c5-c908-40aa-bbd0-fd2e80bbe6d5

Parameter Summary:

Trip rate parameter range selected:	50 - 300 (units: sqm)
Survey date date range:	29/09/2006 - 20/04/2022
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



PULSAR

www.pulsartransport.co.uk

REGISTERED OFFICE: Pulsar Transport Limited, Gilmoora House, 57-61 Mortimer Street, London W1W 8HS.