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OL12 9JD

## HIGHWAYS TECHNICAL NOTE

Howarth Knowl House  
Howarth Knowl  
Wardle Road  
Rochdale  
OL12 9JD

**Consultant:**

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Senior Transport Planner

**Report Ref:** 246715TRA – 28681-TRAN-0802

**Report Date:** 30<sup>th</sup> January 2026





# Howarth Knoll House, Wardle Road, Rochdale, OL12 9JD

## Highways Technical Note

### January 2026

**REPORT REF:** 246715TRA – 28681-TRAN-0802

**CLIENT:** Christian Taylor

**ENGINEERS:** M-EC working in conjunction with Reports4Planning

#### REGISTRATION OF AMENDMENTS

| Date     | Rev | Comment     | Prepared By                                                     | Checked By                                              | Approved By                                         |
|----------|-----|-------------|-----------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------|
| Jan 2026 | -   | First issue | <b>Laura Gregson</b><br>BSc (Hons)<br>GraduateTransport Planner | <b>Dave Godber</b><br>MCHIT<br>Senior Transport Planner | <b>Tim Rose</b><br>BA (Hons) MCHIT MTPS<br>Director |

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**Howarth Knowl House, Rochdale**  
**Our Ref: 28681-TRAN-0802**  
**Highways Technical Note – January 2026**

**Introduction**

MEC Consulting Group Ltd has been commissioned by Reports 4 Planning (hereafter referred to as 'the Client') to produce a Highways Technical Note (TN) in support of a retrospective application for a driveway that provides 1 car parking space at Howarth Knowl House, Rochdale.

Withdrawn application 22/00716/HOUS outlines the development description to be:

*'Excavation to front to form vehicular access for parking area with block paving including drop kerb, featuring new steps / internal wall to a raised platform to front and render'*

Howarth Knowl House is a 3-bedroom residential dwelling residing on the northeast side of Rochdale, bordering Wardle.

The site is located in the Metropolitan Borough of Rochdale under the jurisdiction of Rochdale Borough Council (RBC) who act as both the Local Planning Authority and Highway Authority.

MEC previously prepared a TN (Ref: 28681-TRAN-0801) that commented on the proposed car parking provision, justified the proposed visibility splays and presented swept path assessments for cars accessing and egressing the proposed parking space. Since that time RBC have commented that direct access should not be provided off a C class road, such as Wardle Road.

Consequently, this TN has been prepared to investigate of principle of gaining direct accesses off Wardle Road and the highway safety record over the most recent 5-year period

**Former Site Condition**

**Figure 1** illustrates the site prior to the implementation of the car parking space that is the subject of the retrospective planning application

**Figure 1: Former Site Layout**



Source: Google Maps

**Figure 2** demonstrates the car parking space that is the subject to this retrospective planning application.

The proposed car parking space would reduce the number of vehicle movements occurring on the existing driveway on the left of the parking space, that also serves neighbouring properties, which should be seen as a benefit to general highway safety.

**Figure 2: Existing Site Layout**



*Source: Google Maps*

### **Existing Direct Access Off Wardle Road**

In order to assess the character of Wardle Road is it appropriate to consider the existing situation. Wardle Road operates under a 30mph speed restriction and permits on-street parking on both side of the carriageway along its length. Street lit footways, circa 2.0m wide, are provided on both sides of the carriageway.

A review of private driveways that access Wardle Road, in the vicinity of the site, has been undertaken the results of which are summarised overleaf.

**Figure 3: View of 195 Wardle Road Driveway – Opposite Application Site**



Source: Googlemaps.co.uk/

**Figure 3** illustrates No. 195 Wardle Road driveway directly opposite the application site that incorporates a steep access which appears to drain on to the public highway.

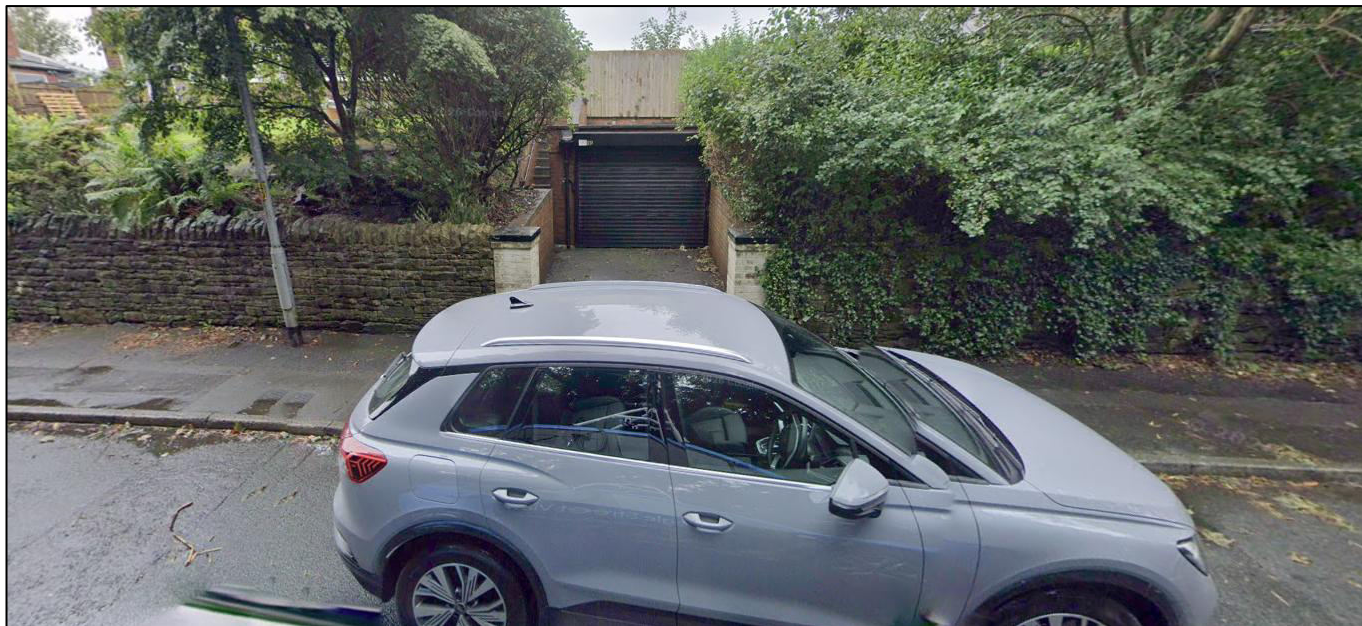
**Figure 4: View of 192, 194, 196 & 198 Wardle Road Driveways (24m – 55m North of Application Site)**



Source: Googlemaps.co.uk/

**Figure 4** illustrates four driveways in close proximity that access directly off Wardle Road, which again appear to drain on to public highway land.

**Figure 5: View of 195 Wardle Road Driveways (45m South of Application Site)**



Source: Googlemaps.co.uk/

**Figure 5** illustrates No 195's driveway directly off Wardle Road. It should be noted that the limited width of the access combined within retaining walls either side would lead to restricted driver / pedestrian intervisibility.

**Figure 6: View of 191 & 191 Wardle Road Driveways (50m South of Application Site)**



Source: Googlemaps.co.uk/

**Figure 6** illustrates another two driveways within a short distance of the application site that link directly to Wardle Road.

The above examples demonstrate that the precedent of direct access off Wardle is very well established. It should

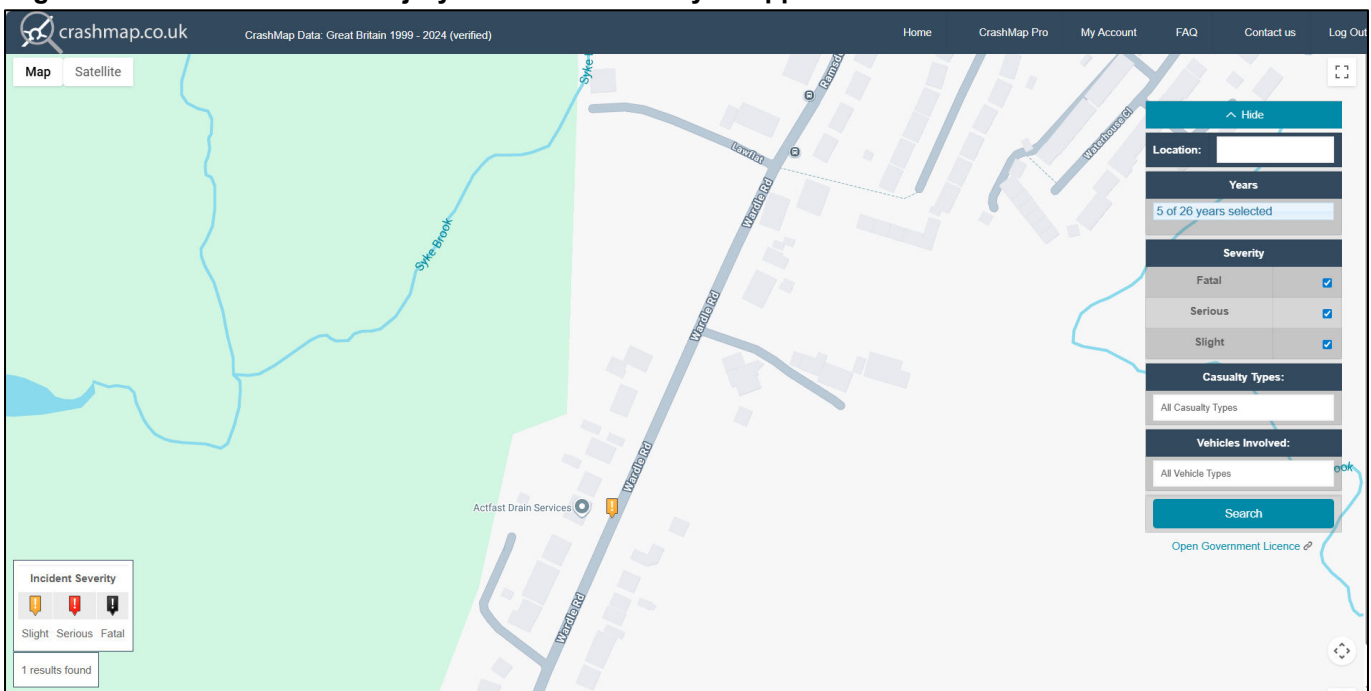
be noted that a large number of properties, in addition to those already mentioned, enjoy a private drive directly off Wardle Road hence the proposed is not out of character for Wardle Road.

### Highway Safety

Having established that direct access is provided for a vast number of properties on Wardle Road it is considered appropriate to review highway safety records to determine if these accesses cause any highway safety issues.

To inform this review, observed personal injury collision (PIC) records have been obtained from the Crash Map website for the most recent 5-year period of 2020 to 2024. The results of this search are shown in **Figure 7** below:

**Figure 7: Recorded Personal Injury Collision in Vicinity of Application Site**



Source: Crashmap.co.uk

The above illustrates that only one PIC was recorded in the most recent 5-year period available. The collision involved 3 vehicles and a slight injury to one person on the bus. It is understood that the bus was waiting to proceed when struck by an opposing car (offside to offside impact). A copy of the PIC report is contained within **Appendix A**.

It is considered that the recorded PIC was not caused by any vehicles entering or exiting a property on Wardle Road, and cannot therefore be attributed to any direct accesses off Wardle Road.

### **Conclusion**

This TN has been prepared by MEC on behalf of Reports 4 Planning to investigate the transport issues in support of a retrospective planning application for the provision of a private driveway at Howarth Knowl House, Wardle Road, Rochdale.

This TN has demonstrated that the principle of direct access is well established on Wardle Road. A large number of dwellings have dropped kerb driveways directly from Wardle Road.

A review of the local collision data highlighted that only one PIC was recorded in the vicinity of the application site over the most recent 5-year period. The detailed record indicated that the cause of the collision was not due to any private access on Wardle Road.

It should be noted that the previous TN demonstrated that suitable driver visibility splays were achievable for the proposed driveway.

It is considered that the precedent of direct access off Wardle Road is fully established and the retrospective application should be considered acceptable in terms of transport and highway safety.

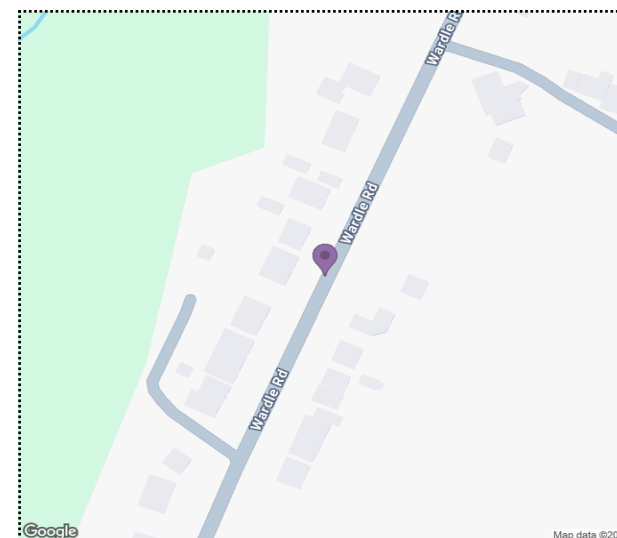


## **APPENDIX A: COLLISION DATA (CRASHMAP)**



### Validated Data

|                                      |                                                  |                       |          |                           |               |
|--------------------------------------|--------------------------------------------------|-----------------------|----------|---------------------------|---------------|
| <b>Crash Date:</b>                   | Tuesday, September 20, 2022                      | <b>Time of Crash:</b> | 15:50:00 | <b>Crash Reference:</b>   | 2022061229137 |
| <b>Highest Injury Severity:</b>      | Slight                                           | <b>Road Number:</b>   | U        | <b>Casualties:</b>        | 1             |
| <b>Highway Authority:</b>            | Rochdale                                         |                       |          | <b>Vehicles:</b>          | 3             |
| <b>Local Authority:</b>              | Rochdale                                         |                       |          | <b>OS Grid Reference:</b> | 391104 416302 |
| <b>Weather Description:</b>          | Fine without high winds                          |                       |          |                           |               |
| <b>Road Surface Description:</b>     | Dry                                              |                       |          |                           |               |
| <b>Speed Limit:</b>                  | 30                                               |                       |          |                           |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                       |          |                           |               |
| <b>Carriageway Hazards:</b>          | None                                             |                       |          |                           |               |
| <b>Junction Detail:</b>              | Not at or within 20 metres of junction           |                       |          |                           |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                       |          |                           |               |
| <b>Road Type:</b>                    | Single carriageway                               |                       |          |                           |               |
| <b>Junction Control:</b>             | Unknown                                          |                       |          |                           |               |
| <b>Vehicles Involved</b>             |                                                  |                       |          |                           |               |



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



## Validated Data

Crash Date:

Tuesday, September 20, 2022

Time of Crash: 15:50:00

Crash Reference: 2022061229137

| Vehicle Ref | Vehicle Type                                   | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                      | First Point of Impact  | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------------------------|-------------|---------------|-----------------|-------------------------------------------------------|------------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire cars 2005 onwards) | 17          | Unknown       | Unknown         | Unknown                                               | Offside                | Unknown                 | None                        | None                         |
| 3           | Car (excluding private hire cars 2005 onwards) | 18          | Male          | 26 - 35         | Unknown                                               | Unknown (2005 onwards) | Unknown                 | Unknown                     | None                         |
| 2           | Bus or coach (17 or more passenger seats)      | 6           | Male          | 36 - 45         | Vehicle is waiting to proceed normally but is held up | Offside                | Journey as part of work | None                        | None                         |

## Casualties

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



**Validated Data**

**Crash Date:**

Tuesday, September 20, 2022

**Time of Crash:**

15:50:00

**Crash Reference:** 2022061229137

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Slight          | Driver or rider | Male   | 36 - 45  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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