

**UNIT 1, BELFIELD HALL FARM, ALBERT ROYDS STREET, ROCHDALE, OL16 5AA –
PROPOSED CHANGE OF USE TO PADEL COURTS**

TRANSPORT STATEMENT





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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support a planning application for the temporary change of use from warehouse to padel courts in an existing building located at Unit 1, Belfield Hall Farm, Albert Royds Street, Rochdale, OL16 5AA (the Site).
- 1.2 The application proposes the creation of 8 double padel courts and 2 single padel courts within the existing building with associated car parking, cycle parking and waste storage.

2.0 Site Location and Description

- 2.1 The proposed site is Unit 1, Belfield Hall Farm, Albert Royds Street, Rochdale, OL16 5AA behind Littleborough Carpets and Go Local Extra. An existing site layout is located in **Appendix A**.
- 2.2 The site location is shown in the Figure below.

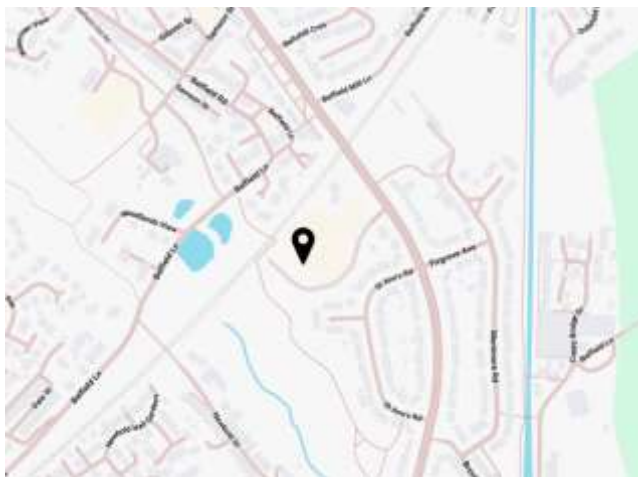


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Existing Highway Layout

- 3.2 The proposed site is Unit 1, Belfield Hall Farm on the southwest side of Albert Royds Street also known as Rochdale Bypass (A664) Rochdale. The proposed site is a vacant industrial unit.



- 3.3 The site is bounded by the Go Local Extra convenience store and Albert Royds Street with residential dwellings and Stables fronting the opposite side of Albert Royds Street. The site is bounded to the southeast by Littleborough Carpets business and residential dwellings beyond. The site is bounded to the southwest by a woodland park with a cycle route running through and residential dwellings beyond. And the site is bounded to the northwest by a railway line with residential dwellings and woodland on the other side of the railway line.
- 3.4 Albert Royds Street which serves the access to Belfield Hall Farm is part of the A664 and runs from the roundabout junction with Halifax Road to the junction with Milnrow Road and Rochdale Street. Albert Royds Street has sections of dual carriageway and sections of a single lane in each direction with central hatch markings. There are footways and street lighting along both sides of the carriageways and the road is subject to a speed limit of 30 mph. There are sections of on-road cycle lanes along Albert Royds Street including along the site frontage. There is a speed camera along Albert Royds Street, traffic signalled controlled pedestrian crossing facilities and refuge islands with dropped kerbing, tactile paving and guard rail. A bus route runs along the road.
- 3.5 **Road Safety Record**
- 3.6 A review of the historical road traffic accident record has been undertaken over a five-year period. The accident study area is identified in the figure below.
- 3.7 The crashmap database (www.crashmap.co.uk) has been interrogated to assess the road safety record for Albert Royds Street in the vicinity of the proposed site. The analysis revealed a slight injury accident at the site access on Albert Royds Street on the 28/04/2020 involving 2 vehicles and 3 casualties. There were two other injury accidents in the area of analysis which each involved 1 child pedestrian casualty and 1 vehicle. One of these was a slight injury accident on the 05/11/2021 close to the junction of Samson Street and the other one was a serious injury accident on the 24/05/2021 south of the junction with St Anne's Road.

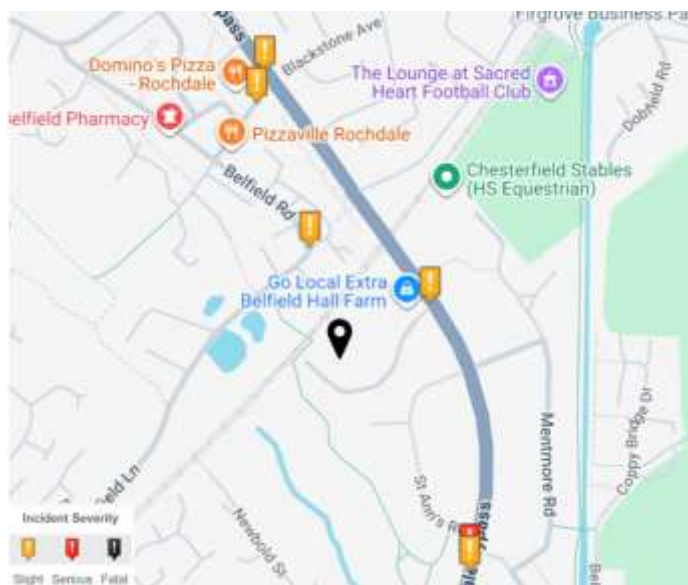


Figure 2 - Road Safety Record (www.crashmap.co.uk)

- 3.8 While there was one recorded injury accident at the site access with Albert Royds Street on the 28/04/2020 involving 2 vehicles and 3 slight injury casualties, this accident occurred more than 5 years ago and there were no previous recorded injury accidents since 1999 at this junction (the earliest year for which data is available) so there is no evidence of a pattern or reoccurring issues. Whilst it is regrettable when there are injury accidents in the road network, the recent accident history suggests that the proposed development should not result in any worsening of the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

4.0 Policy and Guidance

- 4.1 This part of the TA will review and interpret national and local policies relevant to the proposed development.
- 4.2 [National Policy](#)
- 4.3 [National Planning Policy Framework \(NPPF\) \(2024\)](#)
- 4.4 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 4.5 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.6 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:
- (a) the accessibility of the development;
 - (b) the type, mix and use of development;
 - (c) the availability of and opportunities for public transport;

- (d) local car ownership levels; and
 - (e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.7 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with [chapter 11](#) of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 4.8 [Considering development proposals](#)
- 4.9 **Paragraph 115.** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- (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 [48](#); 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.
- 4.10 **Paragraph 116.** 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.
- 4.11 **Paragraph 117.** Within this context, applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

- (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.12 [Travel plans, transport assessments and statements in decision-taking \(DfT March 2014\)](#)
- 4.13 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.
- 4.14 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.
- 4.15 [Local Policy](#)
- 4.16 [Rochdale Core Strategy](#)
- 4.17 Policy T1 Delivering Sustainable Transport
- 4.18 Policy T1 puts a focus on sustainable transport proposals to ensure accessibility for all users (prioritising low and non-carbon modes of travel in line with the Accessibility Hierarchy) focusing particularly on town centres, economic growth corridors and regeneration areas.
- 4.19 Policy T2 Improving Accessibility
- 4.20 Policy T2 focuses on improving 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. Transport user needs are required to be assessed in a priority order :
- i. People with impaired mobility and pedestrians;
 - ii. Cyclists;
 - iii. Public transport (Bus, Heavy and Light Rail) and "clean fuelled" vehicles;
 - iv. Taxi, private hire vehicles;
 - v. Powered two wheeled vehicles;
 - vi. Commercial traffic for local access;
 - vii. Shopping, visitors / tourist and off peak traffic; and
 - viii. Long stay and peak time commuter traffic.
- 4.21 [TfGM Transport Strategy 2040](#)
- Developing A Comprehensive Walking and Cycling Network
- Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the ‘Bee Network’), wayfinding and cycle parking, and supporting ‘Streets for All’ design guidance to ensure consistently high quality standards across the network.

Connected Neighbourhoods

The TfGM Transport Strategy 2040 recognises the importance of active lifestyles to improve health outcomes which includes day-to-day activities such as walking and cycling.

4.22 [Manual for Streets](#)

4.23 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.

4.24 [Design Manual for Roads and Bridges](#)

4.25 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.

5.0 [Site Accessibility](#)

5.1 Accessibility analysis has been undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#). The analysis shows that a Points of Interest (PIOs) is located adjacent to the site off Albert Royds Street and shows a GMAL level of 3. No qualitative descriptors of levels are defined by TfGM.

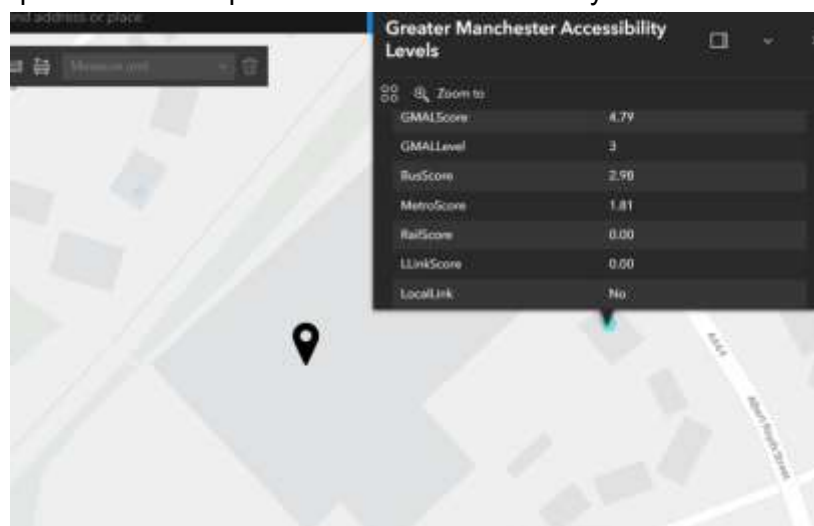


Figure 3 - Site Accessibility (GM Mapping Tool)

5.2 [Public Transport](#)

5.3 The site is served by public transport. Bus services and tram services can be accessed within a short walk of the site.

5.4 Bus service 434 operates along Albert Royds Street in the vicinity of the site. The bus stops are located a walk of approximately 220 and 280 metres from the proposed entrance door of the site, a walk of around 3 to 4 minutes on either side of the road.

5.5 Bus service 434 runs between Middleton and Rochdale Interchange in the town centre. There is one service per hour in each direction every day of the week, reducing slightly in the evenings and on Sunday mornings.

5.6 The Figure below shows the route of bus service 434

434

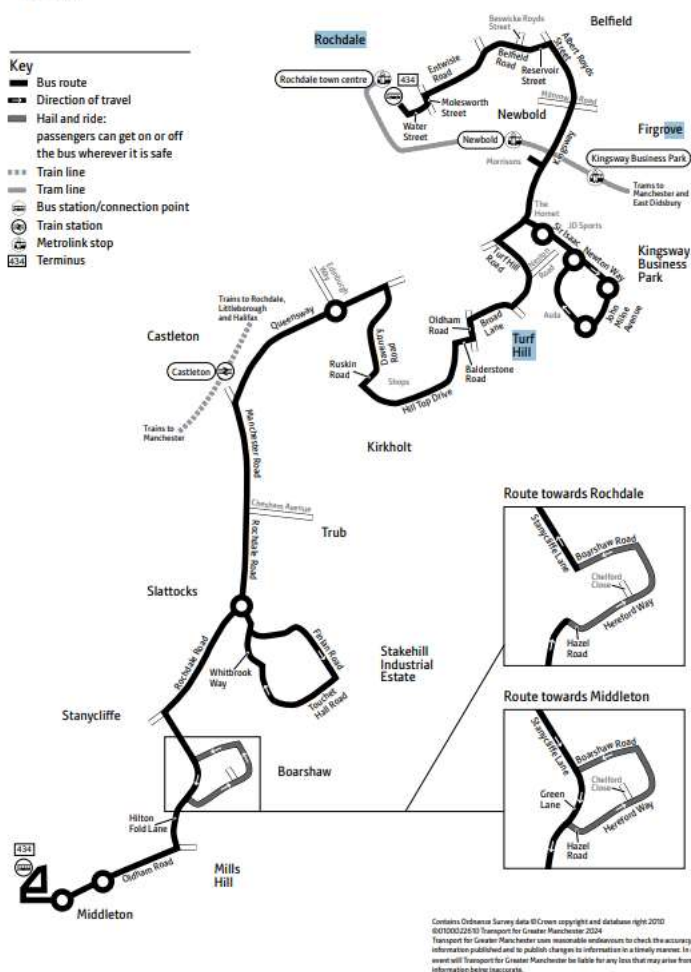


Figure 4 - Map of bus service 434 route (Source TfGM)

5.7 Newbold tram stop is the closest tram stop to the site and is a walk of approximately 1.2km, taking around 17 minutes, from the site to the platform. The Pink tram line between East Didsbury and Rochdale operates from this tram stop. There is a service every 12 minutes in each direction Mondays- Saturdays and every 15 minutes on Sundays from early morning until late in the evenings.

5.8 The Figure below shows the tram map including the Pink Line.

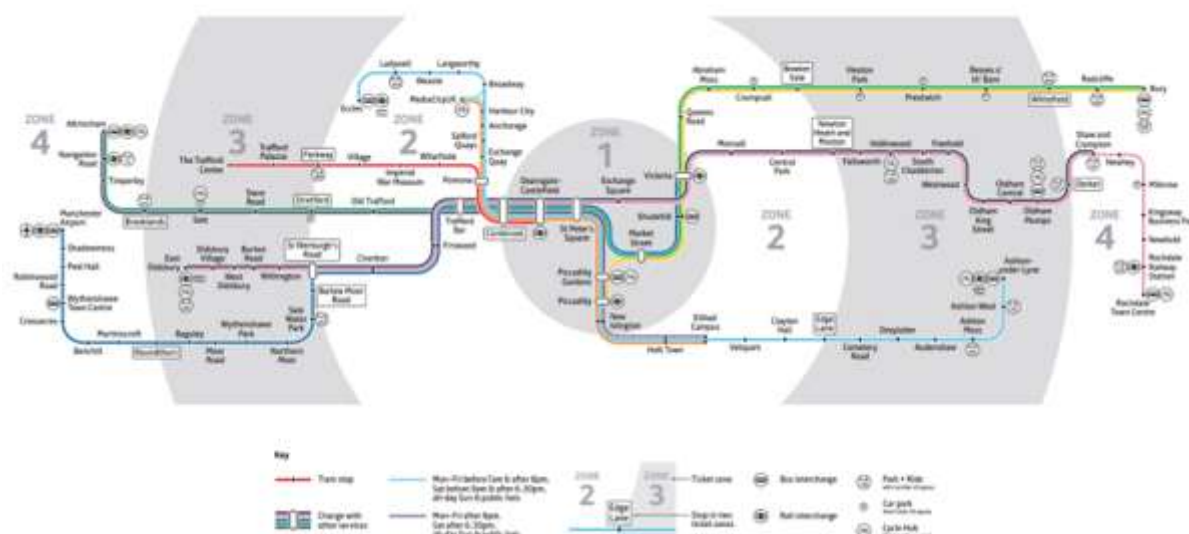


Figure 5 - Tram Map including the Pink Line (Source TfGM)

5.9 The Figure below shows the bus stops, tram stop and rail stations in relation to the site

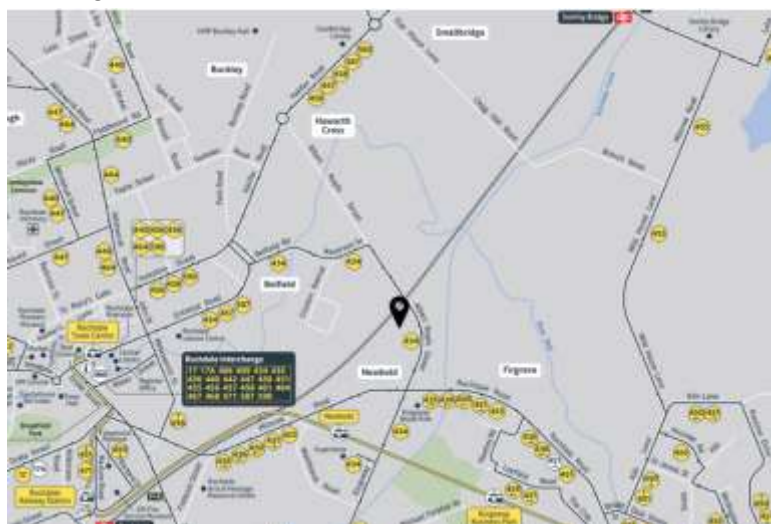


Figure 6 - Map of Bus Services, Tram stops and Rail Stations close to the site (TfGM)

5.10 Rail Access

5.11 The closest rail station to the site is Rochdale rail station a walk of approximately 2.5 km taking around 34 minutes to walk or around 9 minutes to cycle. A car journey would be approximately 3.1 km taking around 11 minutes.

- There are regular trains to many northern towns and cities from Rochdale rail station including Manchester Victoria, Leeds, Blackburn, Clitheroe, Wigan and Chester.

5.12 Cycle Access

5.13 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations

that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated in the Figure below.



Figure 7 - Cycle Access to the Site (www.app.traveltimeplatform.com)

- 5.14 A map of the local routes is shown in the Figure below. The map below indicates the local cycle routes in the vicinity of the proposed development. There are many off road cycle routes in the area and there is an on-road cycle lane along the site frontage on Albert Royds Street and there are cycle direction signs in the vicinity of the site.
- 5.15 The Figure below illustrates that cycle route 66 of the National Cycle Network can be accessed approximately 550 metres southeast of the site off Mentmore Road, a cycle journey of approximately 2 minutes and runs between north and east Manchester and Yorkshire and has several off-road sections along the canal including in the vicinity of the site.
- 5.16 Covered, secure cycle parking is proposed for the site.



Figure 8 - Cycle Map (TfGM)

Walking Access

- 5.17 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.
- 5.18 An assessment has been made of the locations that can be accessed within a 2km walk from the site. This analysis is depicted in the Figure below.



Figure 9 - Walking Access to the Site (www.app.traveltimeplatform.com)

- 5.19 There are footways and streetlighting along Albert Royds Street and the roads surrounding the site including the roads leading to the bus stops and tram stop. There are pedestrian crossing facilities, including refuge Islands and traffic signal-controlled pedestrian crossings, along Albert Royds Street, Rochdale Road, Milnrow Road and Kingsway, with dropped crossings with tactile paving and sections of guard rail.
- 5.20 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Albert Royds Street and are positioned within 280 metres of the proposed site. The walking distances to access bus services are short, taking approximately 3-4 minutes and the site is considered to be excellently located for bus services.

6.0 Development Proposals

- 6.1 The proposed development is for the temporary change of use from industrial unit to padel courts in an existing building.
- 6.2 Internal layout includes:
- 8 double courts
 - 2 single courts
 - Reception
 - Café
 - Toilets and showers
- 6.3 External layout includes:
- 28 parking spaces (2 disabled)
 - Covered cycle parking
 - 1 × 1100L general waste bin
 - 1 × 1100L mixed recycling bin

- 6.4 The figure below shows the proposed site layout. **Appendix C** contains the proposed site layout drawings.

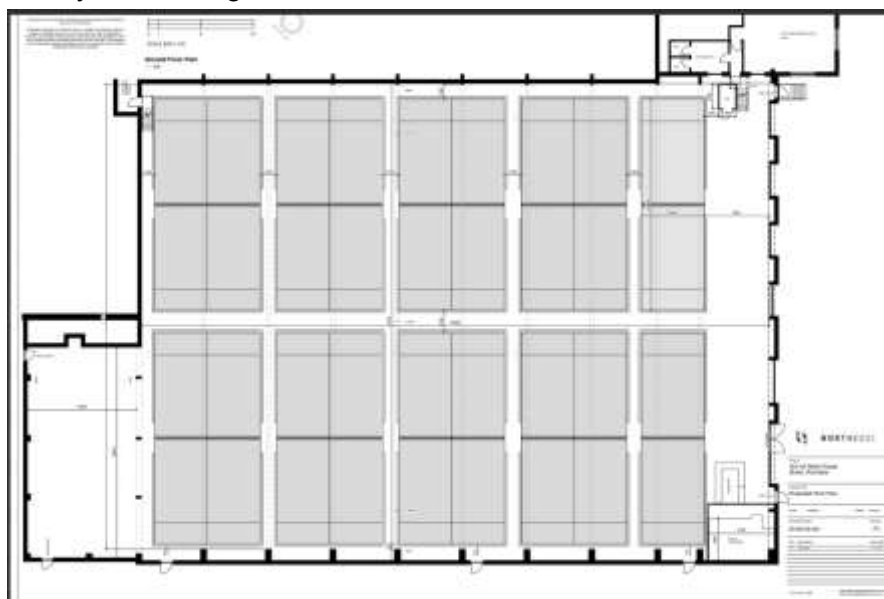


Figure 10 - Proposed Site Layout

6.5 Operational Management

- 6.6 The Padel Court facility is expected to be staffed by a single person.
- 6.7 Padel Court sessions will need to be booked in advance. The Padel Court sessions will be staggered to manage the demand as follows :
- 50% of courts will start on the hour;
 - 50% of the courts will start at 30 minutes past the hour.
- 6.8 Courts can be booked for 60 minutes or 90 minutes.

6.9 Site Access

- 6.10 Access to unit 1 (the change of use site) will be via the existing access and there are no changes proposed. The access currently is used by large delivery vehicles so access by car to access the Padel Court sessions should not create any issues.

6.11 Visibility Splays

- 6.12 There are good levels of visibility from the site access onto Albert Royds Street. There was one recorded slight injury accident in the recent 5-year period on the 28/04/2020 at the site access onto Albert Royds Street. As this accident occurred more than 5 years ago and there were no previous recorded injury accidents since 1999 (the earliest year for which data is available) there is no evidence of a pattern or anything to suggest there is any issue with site access visibility.

6.13 Servicing and Deliveries

6.14 Servicing to Unit 1 would require access by large delivery vehicles. If the Padel Courts change of use application is approved then access by these large delivery vehicles to unit 1 will no longer take place which will provide a highway benefit. Servicing to the Padel Court development should be ad hoc in nature and should be accomplished by small vans.

6.15 **Parking**

6.16 **Parking**

6.17 The parking provision has been considered against Appendix 5 of the Core Strategy. Appendix 5 has the following parking standard for indoor sports and recreation facilities, as shown in the Table below.

Table 1 - Parking Standard for Indoor Sports

D2: ASSEMBLY & LEISURE			
Cinema, Bingo Hall, Casino or Music/ Concert Hall	1 space per 8 seats	1 space per 80 seats (min 2 spaces)	1 space per 320 seats (min 2 spaces)
Conference Centres	1 space per 6 seats	1 space per 60 seats (min 2 spaces)	1 space per 300 seats (min 2 spaces)
Indoor Sports or Recreation	1 space per 25m ²	1 space per 250m ² (min 4 spaces)	1 space per 1,000m ² (min 2 spaces)
Outdoor Sport or Recreation	Considered Individually	Considered Individually	Considered Individually
Dance Halls (not Night Clubs), Swimming Baths, Skating Rinks & Gymnasiums	1 space per 22m ² PFA	1 space per 220m ² (min 4 spaces)	1 space per 880m ² (min 2 spaces)

6.18 The above parking standard at 1 space per 25m² would equate to 109 spaces (with the building being approximately 2727sq.m of floor area). However the Padel Courts could only ever accommodate a maximum of 40 on court at any one time so the provision of 150 or so spaces would seem counter intuitive to a site that is located in an accessible area by sustainable transport.

6.19 Policy T2 indicates that development will be located where there is good access to public transport and there is effective sustainable transport provision and measures to reduce the need to travel by car. These comments from Policy T2 put an emphasis on sustainable travel methods and good access to public transport so lower car parking numbers should be consistent with that as it would reduce the space available for car parking, thereby contributing to less car travel.

6.20 Since the parking standard does not quite seem to cover the parking provision for Padel Courts then analysis has been undertaken to assess whether the proposed parking would be sufficient and be compliant with Policy T2.

6.21 **TRICS Parking Accumulation Analysis**

6.22 Parking accumulation has been undertaken using trip rates, discussed further in Section 7, to assess whether the proposed level of parking would be sufficient to meet the parking demands of the proposed Padel Courts. The analysis confirms that the

proposed level of car parking would be sufficient to meet the demands associated with the Padel Courts. **Appendix C** contains the parking accumulation analysis.

6.23 Census Analysis

6.24 Census 2021 analysis has been undertaken using worksheet TS061 Travel to Work. This analysis used the super output areas immediately covering and immediately adjacent to the site containing the industrial estate and the analysis showed that an average across the two super output areas of 29.6% (31.2% in one area and 27.9% in the other area) of people in the area travel to work by sustainable methods and 51.2% travel to work in a car or van. This analysis also supports the accessibility analysis contained in Section 5 which showed that the site is in a location that exhibits fairly good levels of accessibility. These analyses would suggest that there would be a strong tendency to access the Padel Courts by non-car modes. Census Analysis is contained in **Appendix D**.

6.25 Other Parking Standards

6.26 A Padel Court scheme was recently approved in St Helens for 4No Padel Courts (application number P/2024/0452/FUL refers). The scheme's parking was assessed at a rate of 1 space per 5 users.

6.27 The Applicant did gain permission for a similar scheme in Manchester with 11 courts and 28 car parking spaces including mobility spaces (planning application number 141847/FO/2025 refers).

6.28 The Census analysis described above did show that 29.6% of people travel by sustainable methods and whilst this relates to travel for work purposes it does demonstrate the propensity for travel by sustainable travel generally. Further analysis of Census worksheet RM076 shows that with households that have access to a car there is still 23% of people that travel to work using sustainable transport.

6.29 As the Padel Courts are used by groups of 2 players or 4 players on single courts and double courts respectively then there should be a strong likelihood that people travelling by car will car share.

6.30 These analyses suggest that the proposed level of parking with 28 spaces would be sufficient to meet the demands of the Padel Court development.

7.0 Trip Generation & Traffic Generation Methodology

6.31 The TRICS database has been interrogated and trip rates obtained for the following uses :

- 02-C Industrial Unit for the existing use
- 07-G Tennis for the proposed Padel Courts

6.32 **Appendix E** contains the outputs from the TRICS database.

6.33 Traffic Generation

6.34 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database. The traffic generation for the existing use and proposed use are shown in the tables below. The net traffic generation is also set out in a Table below.

Table 2 - Traffic Generation Existing Use

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
2727	0.532	0.122	0.654	0.057	0.503	0.560	15	3	18	2	14	15
Total Traffic Generation							15	3	18	2	14	15

6.35 The traffic generation for the Padel Courts is shown in the Table below.

Table 3 - Traffic Generation Padel Courts

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)			AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
10	0.304	0.217	0.521	1.391	1.000	2.391	3	2	5	14	10	24
Total Traffic Generation							3	2	5	14	10	24

6.36 The net traffic generation is shown in the Table below.

Table 4 - Net Traffic Generation

	Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Land Use	IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial Units	15	3	18	2	14	15
Padel Courts	3	2	5	14	10	24
Net Total	-11	-1	-13	12	-4	9

8.0 Summary and Conclusions

7.1 This Transport Statement has been prepared to support a planning application for a change of use from existing light industrial use to proposed Padel Courts at the existing unit 1, Belfield Hall Farm, Albert Royds Street, Rochdale, OL16 5AA.

- 7.2 The Transport Statement has undertaken a review of the road safety record and acknowledged that there are some injury accidents in the area but the road safety record should not be a material concern for the proposed development.
- 7.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed development and it has been concluded that the traffic generation can be accommodated within the highway network capacity. The net traffic generation shows that traffic levels would be considerably less than 30 two-way trips and should therefore not require any junction modelling.
- 7.4 The scheme proposes 28 car parking spaces, including 2 accessible spaces, which is considered sufficient to meet the demands from the proposed Padel Courts. The existing building is located in an accessible location by sustainable transport and this Transport Statement has shown there is a strong propensity for sustainable travel in the area.
- 7.5 The Transport Statement demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, it is therefore hoped that the scheme will be supported for approval by the Highway Authority and TfGM.