

Your ref: 24/2026/0141

Our ref: ROC/26/095

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

2nd April 2026

Location: Land at Queens Drive, Rochdale, OL11 2NP

Development: Erection of 3-storey apartment building of consisting 23no. units, erection of 5no. 3-storey dwelling houses, erection of a new sub-station with associated access, car parking, landscaping and boundary treatment

Dear Sir / Madam

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for a residential development comprising 28 dwellings, comprised of 5 terraced houses alongside a 3-storey apartment block of 23 dwellings, located on land to the south of Queens Drive in Rochdale.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. ²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.



Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services), UTC (Urban Traffic Control), Strategy and Active Travel have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Trip Generation

The TRICS assessment contained within the TS demonstrates that the proposed residential development is likely to generate 12 two-way vehicle trips during the AM and 11 two-way vehicle trips during PM peak hours. This is below TfGM's threshold for any further assessment work.

II. Internal Access Arrangements

The TS confirms that the site will be served by 2 simple priority-controlled junctions off Queens Drive, one of which is new and another retained and reconfigured. The junctions can accommodate two-way vehicle movements. The access should be designed to ensure the provision of tactile paving and dropped kerbs. Any redundant access points which served the former site should be reinstated accordingly.

Drawing Proposed Site Access Plan demonstrates achievable visibility splays of 2.4 metres x 25 metres in line with standards contained within Manual for Streets.

In terms of car parking provision, 27 spaces (including 3 accessible bays) are proposed, which the TS states is in accordance with the Council's adopted standards.

The TS states that precise servicing details are to be discussed and agreed with Rochdale Council, though collection points are indicated on the site plan.

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

III. Traffic Regulation Orders

TfGM would suggest that it may be beneficial for a review of the Traffic Regulation Orders in the vicinity of the development to be undertaken.



IV. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

The nearest bus stops to the site offering regular services are located on Queensway, around a 2-minute walk away. These stops provide services to Rochdale Interchange and Middleton Bus Station at hourly intervals.

Castleton Rail Station is located within a 22-minute walk or 6-minute cycle journey of the site and provides regular services to Rochdale, Blackburn and Clitheroe. These services pass through Manchester Victoria train station.

It is therefore considered that there are viable public transport alternatives which should help to reduce the car dependency of the development.

II. Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian and cycling environment are required to help encourage the uptake of active travel modes by future residents, as follows:



Every journey. Every day.

Recommendations:

- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
- Footway resurfacing and renewal undertaken as appropriate.
- Tactile paving and dropped kerbs should be installed across both sides of the vehicle access point.

III. Cycle Parking

The TS confirms that 23 cycle spaces will be provided for future residents, in-line with the Council's adopted standards. The cycle store should be lockable and covered (as confirmed within the TS), located in a central accessible location and suitable for overnight accommodation. To ensure the security of cycles, the cycle provision should benefit from CCTV and lighting. Cycle maintenance tools should also be provided.

IV. Travel Plan

TfGM would refer to the LHA to confirm whether the quantum of development triggers the requirement for a Travel Plan. Should a Travel Plan not be required, TfGM would recommend that a Travel Pack is produced for future residents of the site which could include useful details of the nearest public transport services, journey planning etc.

Additionally, incentives could be offered to encourage residents to use alternative modes of travel to the private car such as concessionary bus fares, discounted cycles, journey planning etc.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: landuse@tfgm.com



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