

Your ref: 25/00405/FUL
Our ref: ROC/25/189

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

09th April 2026

Location: **Land South Of Greenvale, Bamford Rochdale**

Development: **Demolition of existing dwelling and construction of a residential development for 43 no. dwellings with access and associated works**

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

TfGM provided comments on this application in June 2025. TetraTech have provided a technical note which responds to the comments made in the TfGM review. This document is a response to that technical note.

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.



Response to Technical Note

Colleagues from within TfGM Highways have reviewed the technical note issued in support of the proposed development and have provided comments in respect of the relevant sections.

Public Transport

It is noted that a pedestrian connection has been provided as requested, which is welcomed.

In terms of active travel comments, following previous numbering, the first comment appears to have been missed in the response "In respect of Section 7.3 of the TA, the pedestrian accessibility should be audited in more detail relating to footway widths, surface quality, dropped kerbs, and tactile paving. This should relate to highway and off-highway routes. It is noted that Greenvale and Norford Way, which form a key pedestrian access to and from the site, lack dropped kerbs and tactile paving at several junctions.". Therefore, this comment still stands.

Our responses to the other numbered comments are as below:

1. Noted
2. Whilst it's noted that the traffic speeds and volumes are low, TfGM would request that more detail of the cycling conditions/infrastructure be provided, in line with LTN1/20 guidance, which extends beyond low speeds and volumes.
3. Noted
4. Noted
5. It is noted that there is an existing signalised crossing for the benefit of Bamford Precinct, but this is the only crossing on Norden Road. Additional provision could be to enhance pedestrian connections, such as the bus stop at Spring Bank Lane. A new pedestrian crossing is also part of the necessary transport interventions identified as part of the PfE modelling.
6. Noted
7. Noted

Travel Plan

TfGM would recommend that a detailed Travel Plan be conditioned to a planning approval.



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Development Impact

Noted

Trip Distribution

We do not have the distribution gravity model on file, which may be an internal filing issue. Nevertheless, we would request that this file is provided for our review to the same email address please (landuse@tfgm.com).

Junction Modelling

Notes on the updated modelling are provided under the heading "Traffic Impact Assessment Update" below.

Mitigation

Previous comments have not been addressed as part of the response. TfGM have concerns that it is not possible to develop effective detailed mitigation until Masterplan work is completed and an associated Transport Assessment and Infrastructure Phasing and Delivery Strategy have been produced, it is not possible to determine what infrastructure would be required to facilitate individual parcels of development, when they would be required and how they will be funded or what environmental impact they would have.

In terms of mitigation, the following were suggested:

- Norden Road / War Office Road – modifications to traffic circulation and local junction improvements.
- Norden Road – new pedestrian crossing.
- Bus stop upgrades at the Norden Road / War Office Road junction.
- Active travel improvements including Furbarn Road improvements and North South Greenway corridor through the site.

These are noted but not addressed – it is appreciated that they were for the whole PfE site but how this development will provide a proportionate contribution to the listed mitigation should be detailed/explained.

Access Arrangements

Noted



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Traffic Regulation Orders

Noted

Construction Traffic Management Plan

TfGM would suggest that this is conditioned to a planning approval

Traffic Impact Assessment Update

The traffic modelling is now acceptable and will reflect the likely impact of the development traffic.

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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