



JAMES CAMPBELL ASSOCIATES LTD

CHARTERED ARCHITECTURAL SERVICES



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Date: March 2026

Our ref: 22.2812

Your ref:

Traffic and Highways Statement

Address: 35A Smithy Bridge Road, Littleborough Rochdale

PROPOSED CONVERSION OF EXISTING GARDEN OUTBUILDING TO FORM COFFEE COUNTER SALES AREA ANCILLIARY TO THE EXISTING RESIDENTIAL USE.

The proposed development is a small-scale, pedestrian-focused coffee counter intended to serve passers-by using the adjacent public footpath and nearby train station.

Nature of Use

The proposal:

- Provides no customer parking;
- Includes no seating or facilities encouraging prolonged stay;
- Is designed for quick, takeaway transactions only.

Customers are expected to arrive on foot, with the primary user group being:

- Train passengers;
- Pedestrians using the footpath;
- Local walkers

Vehicular Impact

The proposal is not intended to function as a destination for drivers. Given its scale, lack of parking provision, and limited offer, it is not anticipated to generate vehicular trips.

It is acknowledged that there may be concern regarding informal parking along Smithy Bridge Road. In response:

- The operator will not promote or facilitate parking associated with the use;
- Clear signage will be installed advising that parking is not permitted in connection with the coffee counter;
- The nature of the use (short opening hours, no seating) discourages vehicular visits

Highway Safety

The site is located in proximity to a railway crossing, where inappropriate parking could pose safety risks. The applicant fully recognises this and is committed to ensuring that the development does not contribute to unsafe conditions.

If required, the applicant is willing to support additional measures such as:

- Installation of advisory signage
- Liaison with the local highway authority regarding potential parking restrictions (e.g. double yellow lines)

Conclusion

The proposal is inherently pedestrian-oriented and will not give rise to material impacts on traffic or highway safety. Any potential risks are proactively addressed through operational controls and management measures.

As such, the development is considered acceptable in highways terms.