

Your ref: PL/2026/0183

Our ref: ROC/26/151

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

21st May 2026Location: **1, Summer Street, Rochdale, OL16 1SY**

Development: **Erection of a new industrial building, subdivided into five separate units (Use Class E(g)(iii) with associated car parking, landscaping and bin storage area**

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 the construction of a new industrial unit at 1 Summer Street in Rochdale, which will be subdivided into five individual units. These units will have a floorspace of 210sqm, 203sqm, 200sqm, 197 sqm and 194sqm totalling 1010sqm, which will be classified as light industrial, or Use Class B2.

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.



Development Impact

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) have reviewed the Transport Statement (TS) issued in support of the proposed industrial development and have provided comments in respect of the relevant sections.

I. Trip Generation

The trip generation assessment contained within the TS has been derived using TRICS and the selection criteria is acceptable. The TRICS exercise demonstrates that there is likely to be in the region of 14 two-way vehicle trips in the AM Peak hour and 12 two-way vehicle trips in the PM Peak hour, and 10 two-way HGV trips over the entire day. This therefore falls below TfGM's threshold of 30vph and as such there is no requirement for any further assessment work.

II. Proposed Access Arrangements

The TS confirms that the vehicle access to the site will be provided from Hill Street. The access is a priority junction, and the TS confirms that the access will include tactile paving and dropped kerbs. Any redundant access points which previously served the site should be reinstated accordingly. Visibility splays in accordance with standards contained within Manual for Streets are demonstrated on plan within the TS Appendices.

A total of 19 car parking spaces (including 2 EVC spaces and 2 accessible bays) are proposed to serve the development.

The TS confirms that servicing of the site will take place kerbside on Hill Street.

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

III. Other

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



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Site Accessibility

I. Public Transport

The nearest bus stops to the site are located around a 2-minute walk away on Oldham Road providing regular services to Ashton-Under Lyne and Rochdale. Rochdale Metrolink stop and Rochdale Train Station are located around an 8–10-minute walk from the site, offering access to more frequent services to further destinations. It is therefore considered that there are good public transport options available to future employees as an alternative to the private car.

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, as well as reinstating any redundant vehicle crossings which previously served the site, installing tactile paving at junctions/crossing points and renewing any substandard footways.

III. Cycle Parking

It is important to ensure that there is adequate infrastructure and facilities to encourage staff and visitors to travel by sustainable modes. The TS confirms that 2 cycle parking spaces will be provided for the site. However, no further details are provided.

Cycle parking should be provided in accordance with Rochdale Council's adopted parking standards. Where possible TfGM would recommend that spaces in excess of the minimum are provided. The cycle facilities should be covered, lockable and made secure through the use of measures such as CCTV and appropriate lighting. Additionally, showers, changing facilities and lockers should be provided for staff.



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IV. Travel Plan

TfGM recommends that a Staff Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The offer of personalised journey planning for staff is a further measure that could be included in the full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage staff to use public transport through measures such as discounted bus fares / 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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