

Your ref: PL/2026/0383
Our ref: ROC/26/159

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

2nd June 2026

Location: **Land off Mayfield Street, Rochdale**

Development: **Public Service Infrastructure, development comprising of the construction of a part one, two and three storey (split level) new Alternative Provision (AP) School with associated parking, play space and landscaping.**

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

This application seeks approval for the development of an Alternative Provision (AP) School at Land off Mayfield Street in Rochdale, serving as a satellite SEN Hub for Brownhill School. The facility will provide up to 64no. pupil places and employ 30no. full time and part time staff.

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) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety

An assessment of recent road incidents has been undertaken using recent data from 2020 to 2024. There have been no PICs reported in the study area in this time period, therefore there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

II. Trip Generation and Distribution

The trip generation for the site assumes that all staff will drive which is a robust assessment as of course some may utilise other modes. The trip generation for pupils is based on information provided by the developer that most pupils will arrive/leave utilising people carriers/minibuses for 4 to 10 pupils. This is a reasonable assumption and utilisation of TRICs for this development would not be possible, so therefore we agree with the assumptions made. The analysis results in 56 two trips in both the AM and PM peaks, which exceeds the threshold of which TfGM would expect further assessment to be undertaken, which is included within the TA.

Trip distribution has been based on existing flows as agreed with Rochdale Council and has been applied correctly.

The development has been assessed for a base scenario 2025 and a future year scenario of 2031 for the morning and evening peak – this is acceptable. The growth to 2031 has been derived using TEMPRO – checks of this show that the correct rates for the Rochdale MSOA have been used and applied correctly.

III. Capacity Assessments

Junctions 8 (PICADY) has been utilised to assess the operation of the Mayfield Street / Belfield Road Priority Junction. Checks of the geometry and the flows for both the base year and forecast year are correct and the results show that the junction is forecast to operate well within capacity.



IV. Access Arrangements

In terms of the proposed internal access arrangements, the TA confirms the following:

- The main vehicular access into the Site would be provided via a new priority controlled junction with Mayfield Street. The TA confirms that horizontal visibility splay of 2.4m x 43m is achievable southbound along Mayfield Street.
- A large refuse vehicle can enter and exit the site in forward gear. Swept path analysis has also been undertaken for a Fire Appliance, utilising the vehicle can access the school through proposed emergency access via Millview Lane.
- Car parking provision exceeds Rochdale Council's adopted Parking Standards, due to the need for additional parking being a SEN school. Justifications for the additional parking requirements have been provided in the TA.

TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are considered acceptable.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Bellfied Road, within 200m of the centre of the development. These stops provide services to locations such as Middleton and Rochdale on an hourly basis.

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 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:

- Ensure the provision of tactile paving and dropped kerbs across both sides of the site access points and any internal junctions.
- Secure cycle parking provision should be provided within the site curtilage of the dwelling houses.

III. Travel Plan

TfGM recommends that a full 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.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes 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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