



TRANSPORT STATEMENT

Proposed Residential Development
Dickens Mill, Greenfield Lane
Rochdale

June 2026

Document: Transport Statement

Project: Proposed Residential Development, Dickens Mill, Greenfield Lane, Rochdale

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1 Introduction

1.1 Preamble

1.1.1 Eddisons have been instructed by MCI Developments to advise on the traffic and transport matters relating to a planning application for a residential development on land at the site of the former Dickens Mill on Greenfield Lane in Rochdale.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the application.

1.2 Scope of Report

1.2.1 This report will form supplementary information to assist in the determination of an application for 44 dwellings.

1.2.2 The proposed development will help deliver much needed housing in a sustainable location which is well integrated and connected to local facilities and employment opportunities.

1.2.3 Pre-application advice has been provided by Rochdale's highway team dated 5th May 2026 and by Transport for Greater Manchester (TfGM) during April 2026. A copy of this correspondence is provided at **Appendix 1**.

1.2.4 This Transport Statement (TS) will therefore refer to the pre-application comments where appropriate and demonstrate that any highway matters raised by Rochdale Council (RC) and TfGM have been addressed.

1.3 Structure of Report

- 1.3.1** Following this introduction, Section 2 provides a description of the existing site and the development proposals.
- 1.3.2** Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport, before Section 4 considers the traffic impact of the proposed development. Section 5 considers road safety.
- 1.3.3** Section 6 draws together the conclusions to this report.

2 Development Site and Proposals

2.1 Existing Site

2.1.1 The site is located at site of a former factory building at Dickens Mil on Greenfield Lane. The site is located to the north of the A664 Queensway and is served by the existing, but proposed to be improved, Greenfield Lane which connects to Queensway via a priority controlled junction with a formal right turning lane.

2.1.2 The location of the site in relation to the surrounding local area is shown on **Plan 1**.

2.2 Development Proposals

2.2.1 The proposed development refers to the construction of 44 residential dwellings, with associated car parking and landscaping.

2.2.2 The proposed site layout is shown in **Plan 2**.

2.2.3 To ensure that adequate visibility is provided throughout the site, **Plan 3** shows the achievable visibility within the internal layout. The plan shows that forward visibility splays of 25 metres on the bends accord with the internal 20 mph speed limit. This will ensure a pedestrian friendly environment and accords with MfS guidance.

2.2.4 Any solid boundary treatments on the plot frontages/sides or adjacent to the driveways will not be more than 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from access points.

2.2.5 The proposed access arrangements were provided to the Council as part of the pre-application process. The Council's highway officer commented as follows regarding the scheme:

'The site access appears to have 1.8m footway to the west and a carriageway of at least 5.5m which is adequate for a development of this size and nature. In order to be considered for adoption it will require drainage and street lighting to the appropriate standard.'

The access point on to the main highway from Greenfield Lane is existing but will need increase junction protection due to type and frequency of traffic we would expect. This may conflict with the recently submitted planning application at 80 Queensway.

Subject to the introduction of junction protection we would have no objection to the proposals but without junction protection in the form of double yellow lines we would object to these proposals due to insufficient visibility at the site access. Traffic Regulation Orders are subject to a separate decision-making process and not guaranteed alongside planning consent. As such we are very wary to offer this application our support.'

2.2.6 The proposed footway on Greenfield Lane is actually 2 metres wide adjacent to the 5.5 metre wide road. The arrangements also include the junction protection mentioned in the above with no waiting at any time traffic regulation orders proposed close to the junction.

2.2.7 The proposed access arrangements are shown in **Plan 4**.

2.2.8 On that basis, it is considered that the proposed point of vehicular access is appropriate in its design and would be deemed acceptable by the local highway authority.

2.3 Waste Collection & Servicing

2.3.1 The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.

2.3.2 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

2.3.3 To demonstrate this, a swept path analysis has been undertaken for a refuse vehicle with the dimensions specified above, as shown in **Plan 5**.

2.3.4 In addition to the above, a further swept path analysis has been undertaken for a standard fire appliance, as shown in **Plan 6**. This demonstrates that the site can be accessed in an emergency situation, should the need arise.

2.4 Car Parking

2.4.1 Given the site is in an extremely sustainable location, the car parking is proposed at two spaces per dwelling, for the majority of the site. However, seven will have one parking spaces.

3 Accessibility by Non-Car Modes

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- access by walking / wheeling.
- access by cycle.
- access by bus.
- access by rail

3.2 Access by Walking / Wheeling

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

- 3.2.2 There are currently no footways along Greenfield Lane, although one is proposed as part of the proposals which will run alongside the western side of the road and ensure a pedestrian connection between the site and Queensway.
- 3.2.3 Existing footways are provided along both sides of Queensway with approximate widths of 2 metres. These footways link with the existing footway provision in this part of Rochdale.
- 3.2.4 A number of Public Rights of Way (PRoWs) are located in close proximity to the site and form an integral part of the surrounding pedestrian network.
- 3.2.5 Restricted Byway RUPP38 is located to the north-west of the site and provides a route linking into the wider pedestrian network. Footpath FP298 is located to the north-east, connecting residential areas around Milnrow and Kingsway Business Park.
- 3.2.6 To the south of the site, Footpaths FP328 and FP329 run through the residential areas of Balderstone and Buersil. These routes provide north–south and east–west connections linking the site to established residential areas.
- 3.2.7 These PRoWs surrounding the proposed site are shown in **Figure 3.1**, with the proposed site denoted by an orange line boundary.

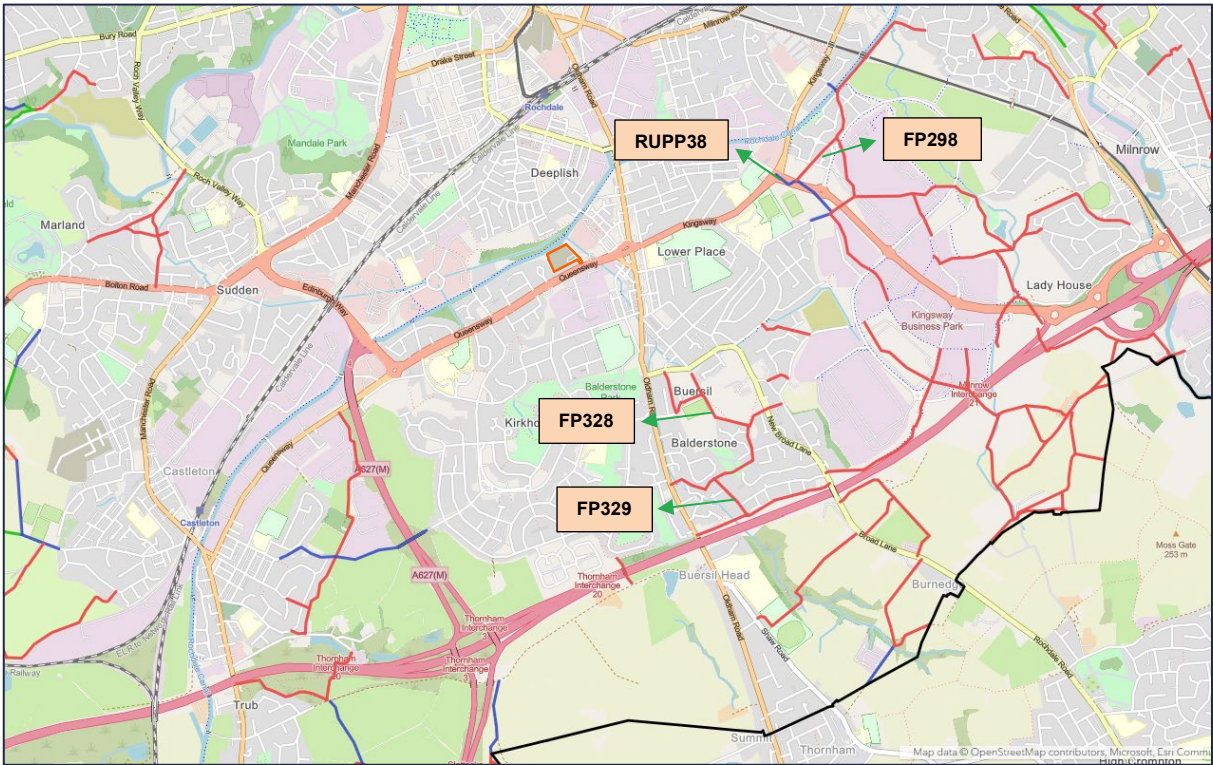


Figure 3.1 Public Right of Ways in the Vicinity of the Site
(Source: Rochdale County Council)

- 3.2.8** The DFT National Travel Survey of 2024 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.9** The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.10 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*

3.2.11 **Table 3.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.12 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.13 **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.14 In summary, a distance of 1,950 metres (approximately 2 kilometres) is considered an acceptable maximum walking distance for most land uses. However, it should be noted that the DfE guidance allows for walking distances to school of up to 3.2 kilometres.

3.2.15 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.16 A 20-minute walk typically equates to a distance of around 1,600 metres, based on an average walking speed of approximately 1.3 metres per second.

3.2.17 In light of the above review, pedestrian catchments of 800-metres and 2-kilometres from the centre of the site, using all usable pedestrian routes is illustrated in **Plan 7**.

3.2.18 In addition to the pedestrian catchment plan, a review of the proximity of local facilities to the site has been undertaken. As shown, the 800-metre pedestrian catchment includes the nearest bus stops to the site, as well as a range of local amenities, including restaurants, cafés and public houses, convenience stores, takeaways, schools, post office, GP surgery, pharmacy and parks.

3.2.19 The 2,000-metre pedestrian catchment extends further into the surrounding area, encompassing additional schools, the railway station and a wider range of leisure amenities.

3.2.20 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 3.2** below.

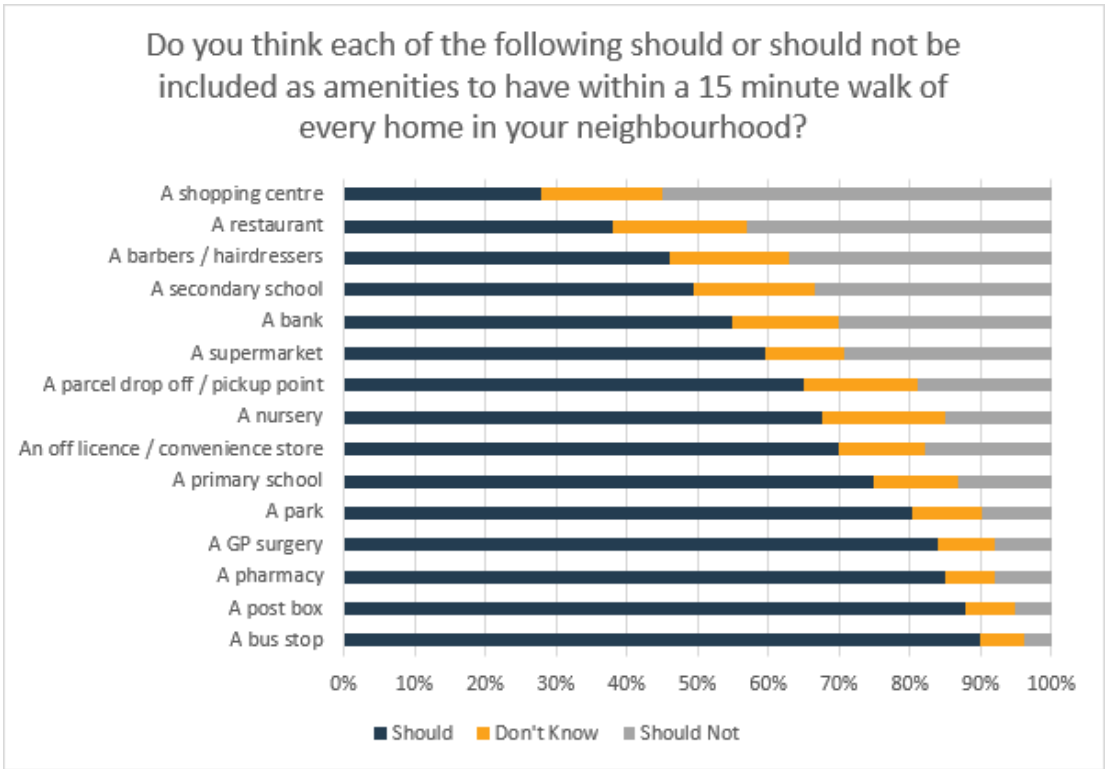


Figure 3.2 YouGov Poll Results (Source YouGov)

3.2.21 **Figure 3.2** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

3.2.22 **Plan 7** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

3.2.23 **Table 3.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Greenfield Lane Bus Stop	170m	1,950m	YES
Brisky's Restaurant	290m	1,950m	YES
Lowerplace Post Office	430m	1,950m	YES
SmashnSpice Takeaway	430m	1,950m	YES
Sunflower Nurseries	530m	3,200m	YES
Oldham Road Pharmacy	580m	1,950m	YES
Lowerplace Primary School	630m	3,200m	YES
Iceland Supermarket	650m	1,950m	YES
Wellfield Health Centre	680m	1,950m	YES
Gymx	680m	1,950m	YES
Go Local	780m	1,950m	YES
Ashfield Woodsfield Park	900m	1,950m	YES
Kingsway Park High School	1,300m	3,200m	YES

Table 3.4 Distance from Site to Local Facilities

3.2.24 Based on the review, it is considered that the existing and proposed pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 3.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders.
- 3.3.3 Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 3.3.4 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time. Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 3.3.5 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass all of Rochdale, Middleton, Oldham, Littleborough and Whitworth.
- 3.3.6 National Cycle Route (NCR) 66 is the closest National Cycle Network route to the site, located immediately to the north of the site within the River Roch valley corridor. In this location, the route follows a traffic-free greenway adjacent to the watercourse. To the west, NCR 66 connects towards Castleton via a predominantly traffic-free route. To the east, the route continues through Lower Place, Newbold and Firgrove.

3.3.7 NCR 92 is located to the north-east of the site, passing through the Newbold and Belfield areas of Rochdale. The route is primarily on-road, utilising local highway corridors to provide connections between residential areas and Rochdale town centre.

3.3.8 The NCR routes in proximity to the site can be seen below in **Figure 3.3**, with the cycle routes shown in orange and blue and the proposed site denoted by a blue location pin.

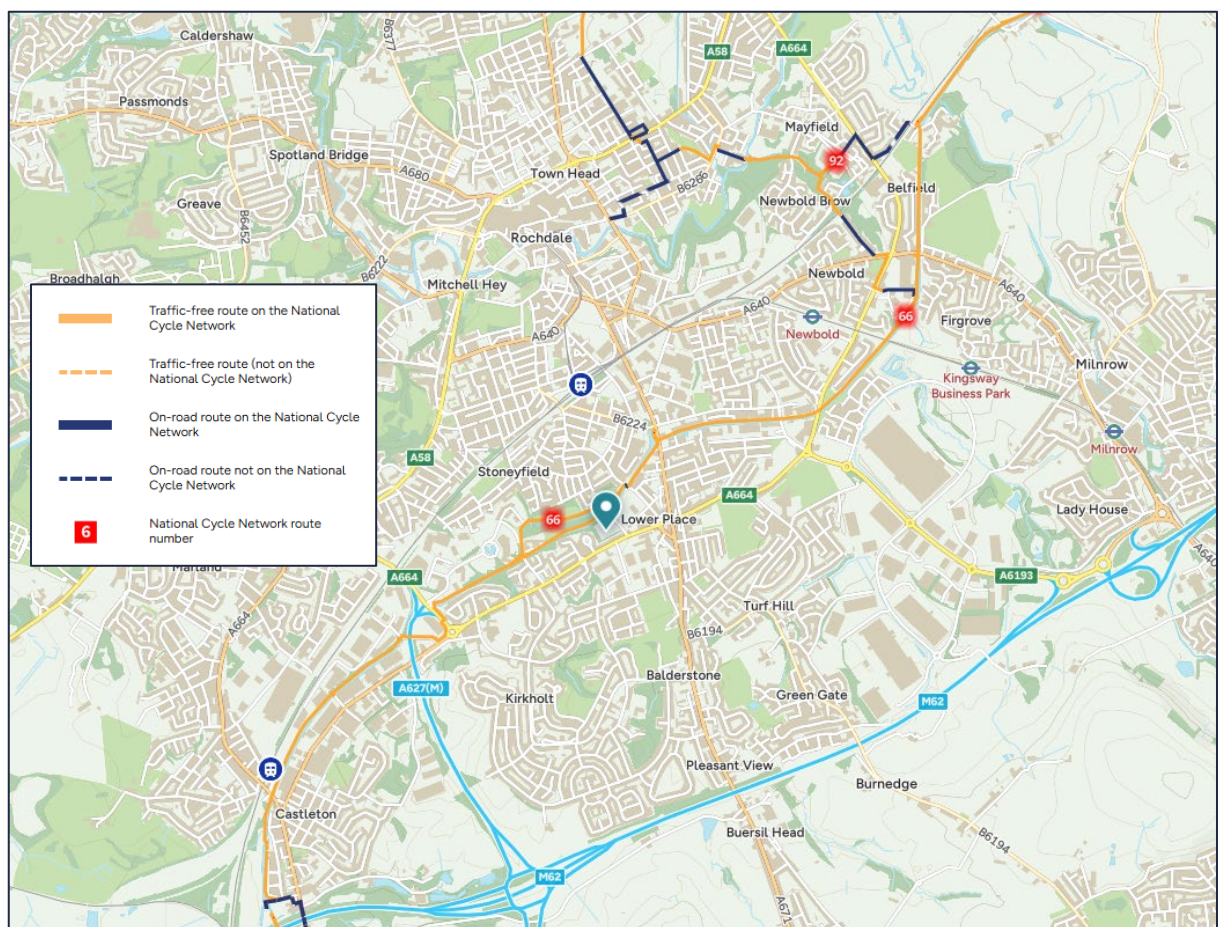


Figure 3.3 National Cycle Routes (Source: Sustrans)

3.3.9 The surrounding area benefits from a range of cycling facilities, as shown in **Figure 3.4**. Several traffic-free routes are present in close proximity to the site, providing off-road connections through local green corridors and open spaces, linking nearby neighbourhoods including Kirkholt, Balderstone and Newbold.

3.3.10 In addition, several on-road cycle routes are present within the surrounding highway network. Together, the on-road and off-road infrastructure provide connections towards Rochdale town centre to the north-west and Milnrow to the east. The local road network also includes areas subject to 20mph speed limits, which can help to create a more favourable environment for cycling.

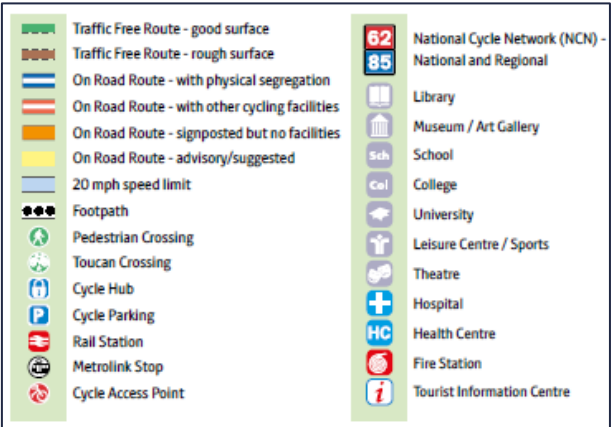
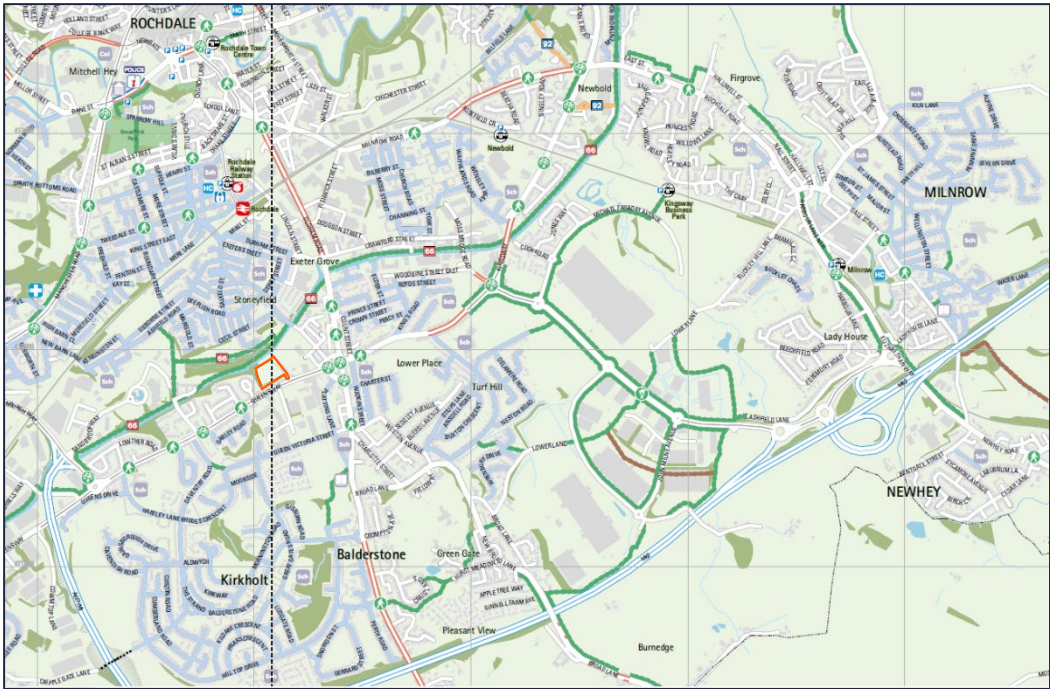


Figure 3.4 Rochdale Cycle Map
(Source: Transport for Greater Manchester)

3.3.11 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stop to the site is located along A664 Rochdale Bypass, approximately 170 metres to the south of the centre of the site. All the nearest bus stops to the site are shown on **Plan 7**.

3.4.3 A summary of the services available from the nearest bus stops from the development site are provided in **Table 3.5**, for the regular bus services, and **Table 3.6** for the school buses, below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00–17:00	Post 17:00	Pre 08:00	08:00–17:00	Post 17:00	
406	Rochdale – Queensway – Kirkholt circular	7	Every 20 mins	9	3	Every 30 mins	8	33

Table 3.5 Existing Regular Bus Services operating in the Vicinity of the Site

Service No	Route	Monday – Friday	
		AM	PM
880	St Cuthbert's RC High School – Norden	1	1
887	St Cuthbert's RC High School – Lane Head	1	1

Table 3.6 Existing School Bus Services operating in the Vicinity of the Site

- 3.4.4 As shown in **Table 4.5**, the nearest bus stop to the site provides access to the Number 406 service which operates throughout the day to destinations such as Rochdale town centre and Kirkholt.
- 3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 5.30am to after 10.30pm, making travel by public transport a genuine alternative to travelling by car for commuting trips, in particular.
- 3.4.6 As shown in **Table 4.6**, dedicated school bus services operate in the vicinity of the site, providing direct access to St Cuthbert's RC High School. Service 880 links the school with Norden, while Service 887 operates between the school and Lane Head. Both services run one morning and one afternoon journey on school days.
- 3.4.7 Rochdale Interchange is just an 8-minute bus journey and Kirkholt is just a 6-minute bus journey from the site.
- 3.4.8 It is therefore concluded that the proposed development site is highly accessible by bus.

3.5 Access by Metrolink/Rail

- 3.5.1 The nearest Metrolink to the application site is Rochdale which is located a 19-minute walk or a 5-minute cycle. The stop is located on the Pink Line which runs between East Didsbury and Oldham/Rochdale, therefore providing access to a wide range of employment, leisure, retail and education provision.

3.5.2 The nearest train station to the site is Rochdale railway station. It is approximately 1.3 kilometres from the site. It is accessible via a 4-minute bus journey on Service 406 or an 18-minute walk or a 4-minute cycle. This station is managed by Northern and has 4 platforms, which offers 10 services per hour to destinations including Manchester, Salford, Leeds, Bradford and Blackburn. It has 16 spaces for cycle storage in the form of stands.

3.5.3 The site is therefore accessible by Metrolink and rail.

3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.6.2 The following conclusions can be drawn from this section of the report:

- The proposed improvements to pedestrian infrastructure on Greenfield Lane will encourage walking trips between the development and the surrounding area of Rochdale.
- It has been demonstrated that the site is highly accessible by cycle, with national cycle routes being located within close proximity of the site.
- The services from the bus stops on A664 Rochdale Bypass travelling to destinations such as Rochdale and Kirkholt shows that the proposed development can be considered as highly accessible by bus.
- The site is well serviced by the Metrolink, with the Rochdale stop located within walking and cycling distance of the site.
- The site is highly accessible by rail with Rochdale station located a short bus, walk or cycle journey from the site.

- A Travel Plan would not normally be provided for a development of this size.

3.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors which will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 Traffic Impact Analysis

4.1 Introduction

4.1.1 Having established that the proposed development site is highly accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

4.2

Assessment Criteria

4.2.1

Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

4.3

Proposed Traffic Generation

4.3.1

In order to establish the likely traffic impact of the proposed development trip rates have been taken from the latest TRICS database. The parameters used are summarised below:

- Affordable residential.
- Greater London and Republic of Ireland sites excluded.
- Less than 50 units.
- Weekday surveys only.

4.3.2

A summary of the resulting person trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 4.1**, below, with the full TRICS output provided at **Appendix 1**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.129	0.249	6	11
	PM Peak Hour	0.328	0.222	14	10

Table 4.1 – Forecast Vehicle Trip Generation (44 Units)

4.3.3 As can be seen from the above table, the proposed development is predicted to result in approximately 17 two-way trips during the weekday AM and around 24 two-way trips in the weekday PM peak hour.

4.3.4 This equates to less than an additional vehicular movement every 2 minutes during even the busiest hour of the day. This impact would be reduced further if one considers the former industrial use of the site which clearly generated traffic movements throughout the day when it was in operation, including HGV traffic.

4.4 Capacity Assessment Summary

4.4.1 This section of the Report has considered the impact of the proposal in transport terms.

4.4.2 The traffic generation assessments have demonstrated that the proposed development will not have a material impact on the operation of the local highway network.

4.4.3 Paragraph 116 of the NPPF states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios’.

4.4.4 On that basis, it can be concluded that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out in the NPPF.

5 Accident Analysis

5.1 Introduction

5.1.1 In order to consider the potential impact of the development on road safety, a review of the CrashMap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2020 to 2024 in the vicinity of the development site.

5.1.2 According to the data provided, there has been one recorded accident along the site frontage of 5 years, as shown on **Figure 5.1** below.

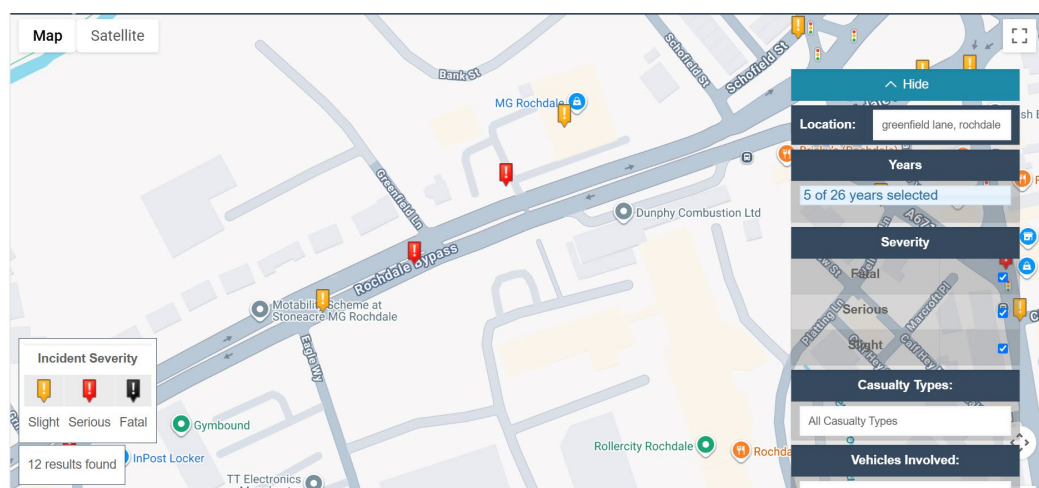


Figure 5.1 – Accident Plot

5.1.3 The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.

5.1.4 It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

6 Conclusions

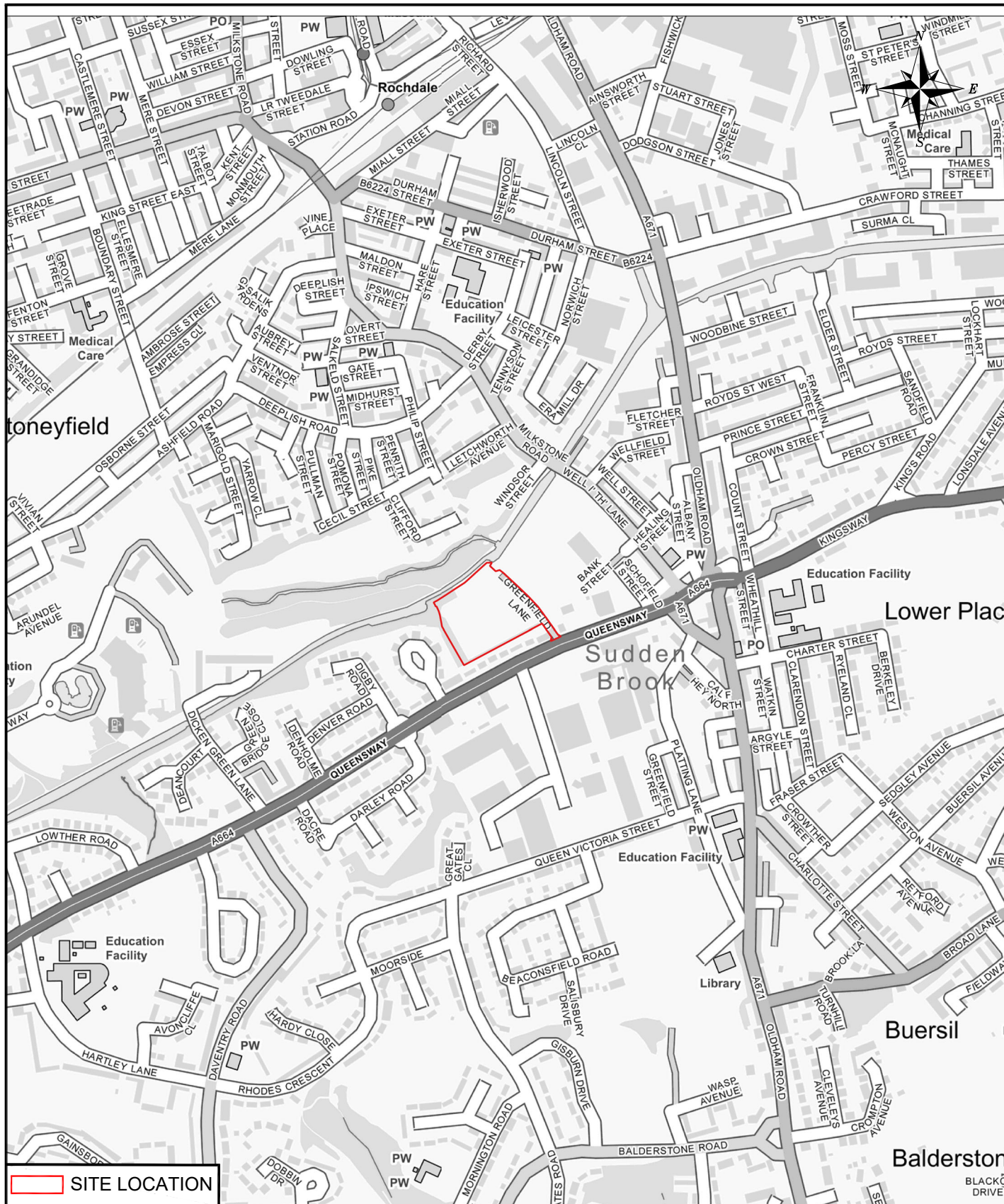
6.1.1 Eddisons have been instructed by MCI Developments to advise on the traffic and transport matters relating to a planning application for a residential development on land at the site of the former Dickens Mill on Greenfield Lane in Rochdale.

6.1.2 The following conclusions can be drawn with regard to the proposed development:

- The site can be safely and suitably accessed from an improved Greenfield Lane.
- The proposed improvements to pedestrian infrastructure on Greenfield Lane will encourage walking trips between the development and the surrounding area of Rochdale. Including the proposed pedestrian link through the POS to the Iceland store site adjacent.
- It has been demonstrated that the site is highly accessible by cycle, with national cycle routes being located within close proximity of the site.
- The services from the bus stops on A664 Rochdale Bypass travelling to destinations such as Rochdale and Kirkholt shows that the proposed development can be considered as highly accessible by bus.
- The site is accessible via Metrolink, with the Rochdale stop located within walking and cycling distance of the site.
- The site is accessible by rail with Rochdale station located a short bus, walk or cycle journey from the site.
- The traffic impact of the proposals would be negligible.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

- 6.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

Plans



SITE LOCATION

CLIENT:

MCI DEVELOPMENTS

DRAWING TITLE:

DICKENS GREEN MILL, MIDDLETON

DRAWN:

SC

DATE:

15.06.26

CHECKED:

PW

DATE:

15.06.26

SCALES:

SCALE @ A4

BTG Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@eddisons.com
Tel: 0161 837 7380

Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

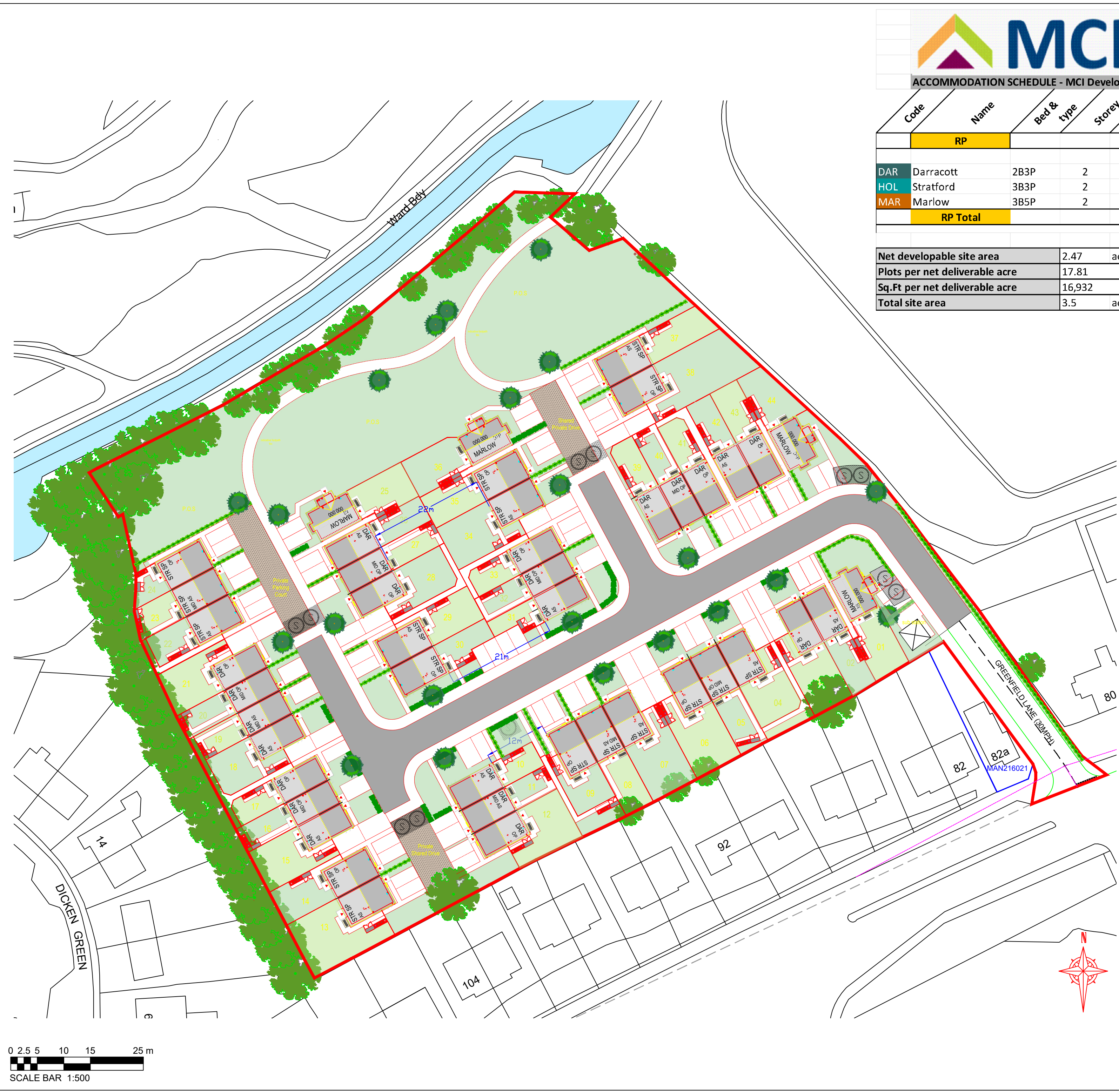
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REVISION:

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BTG
Eddisons



Greenfield Lane, Rochdale

ACCOMMODATION SCHEDULE - MCI Developments

Code	Name	Bed & type	Storey	Parking	Unit Nos	Build Sq/ft	Total Build Sq/ft	Sales Sq/ft	Total Sales Sq/ft	Achieved %
RP										
DAR	Darracott	2B3P	2	2PS	23	873.53	20091	859.12	19760	52%
HOL	Stratford	3B3P	2	2PS	17	1034.24	17582	1018.92	17322	39%
MAR	Marlow	3B5P	2	2PS	4	1037.42	4150	1020.83	4083	9%
RP Total					44		41823		41165	100%

Net developable site area	2.47	acre
Plots per net deliverable acre	17.81	
Sq.Ft per net deliverable acre	16,932	
Total site area	3.5	acre

Schedule Of Accommodation

- Site Boundary
- Existing Trees
- Proposed Trees
(SHOWN INDICATIVE)
- Soakaways
- Proposed Hedges
(SHOWN INDICATIVE)

N	29/06/26	LS	Plot 1 parking relocated due to visibility splay
M	09/06/26	LS	Layout amended to suit Planning Officers comments
K	15/05/26	LS	Layout amended to suit Planning Officers comments
J	29/04/26	LS	Holgate renamed to Stratford
H	21/04/26	LS	Amended following pre-application comments
G	17/04/26	LS	Red Boundary Line amended along Western Boundary
F	14/04/26	MH	Substation added
E	24/02/26	LS	Plots 10-13 amended. Darracott swapped for Holgate (Plot 24)
D	11/02/26	LS	Entrance Road amended
C	06/12/25	LS	Layout amended - Housetypes
B	05/12/25	LS	Layout amended - Housetypes / Total amount
A	03/12/25	LS	Layout amended upto 46 units

REV	DATE	DRAWN	DESCRIPTION	ARCH CHECK	ENG CHECK
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PROPOSED SITE PLAN

A KEEPMOAT HOMES COMPANY

M.C.I. Developments Ltd.
15 Beecham Court,
Smithy Brook Road,
Wigan, WN3 6PR
tel: 08448871467
fax: 08448871468
web: www.mcidevelopments.com
email: admin@mcidevelopments.com

PROJECT GREENFIELD LANE, ROCHDALE

DRN BY	LS	SCALE	JOB REF	DRAWING NUMBER	REV
DATE	27.11.25	1:500 @ A2	109	MCI-109-DR-A-500	N

Z:\projects\5158 Dickens Green Mill, Greenfield Lane, Rochdale\CAD\EDDISONS DRAWINGS\5158-01 Rev A (Visibility).dwg



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

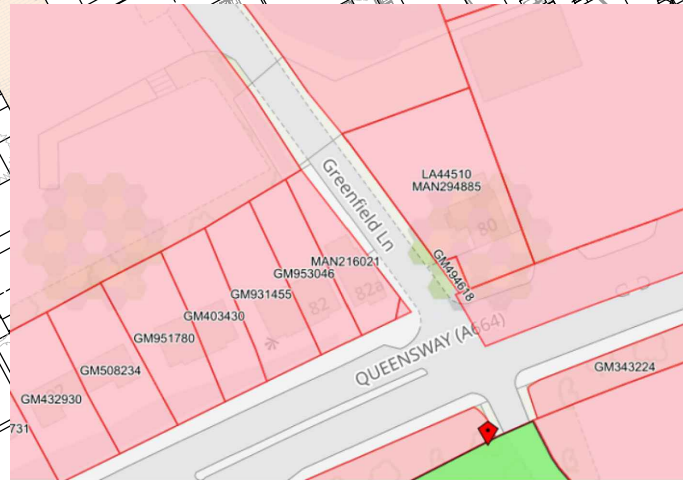
- JUNCTION VISIBILITY
- FORWARD VISIBILITY

A	PROPOSED SITE LAYOUT UPDATED		SL	PW	JUN 2029
REV	DETAILS		DRAWN	CHECKED	DATE
CLIENT: MCI DEVELOPMENTS					
PROJECT: DICKENS GREEN MILL, GREENFIELD LANE, ROCHDALE					
DRAWING TITLE: VISIBILITY PLAN					
SCALES: 1:500 @ A2					
DRAWN: SL		CHECKED: PW		DATE: JUN 2026	
BTG Eddisons 340 Deansgate Manchester M3 4LY Email: info@eddisons.com Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning					
DRAWING NUMBER: 5158-01				REVISION: A	
 BTG Eddisons					

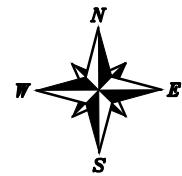
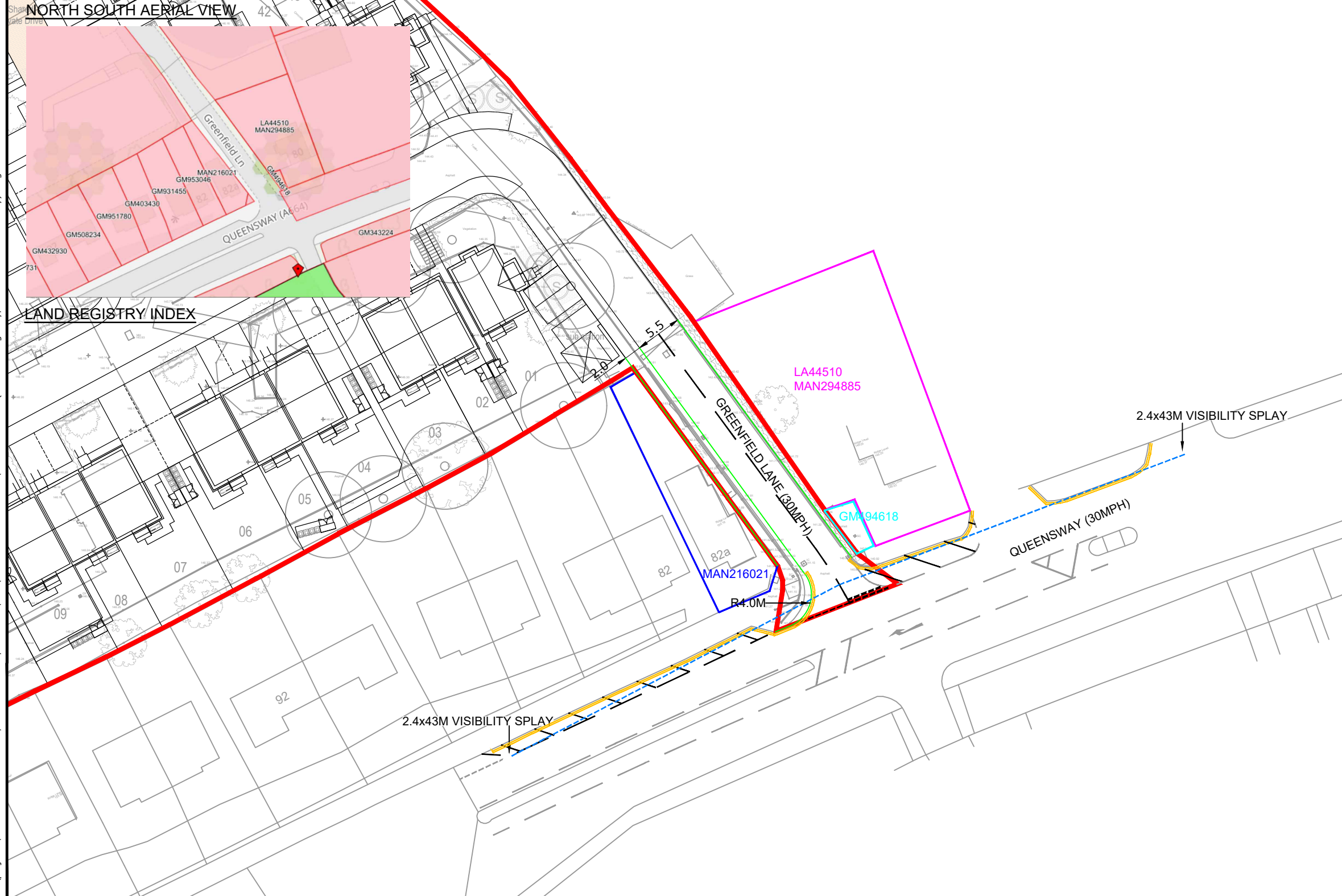
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NORTH SOUTH AERIAL VIEW



LAND REGISTRY INDEX



NOTES

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THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- TITLE LA44510/MAN294885
- TITLE MAN216021
- TITLEHM494618

LOCAL AUTHORITY: ROCHDALE COUNCIL
TOTAL AREA OF SITE: 1.34Ha



SITE LAYOUT NTS

A	PROPOSED SITE ACCESS UPDATED	SL	PW	JUN 2026
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MCI DEVELOPMENTS

PROJECT:

**DICKENS GREEN MILL,
MIDDLETON**

DRAWING TITLE:

**PROPOSED SITE ACCESS
(5.5M ACCESS, 2.0M SOUTHERN
FOOTWAY)**

SCALES:

1:500 @ A3

DRAWN: LB	CHECKED: PJW	DATE: JUN 2026
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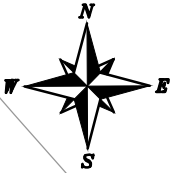
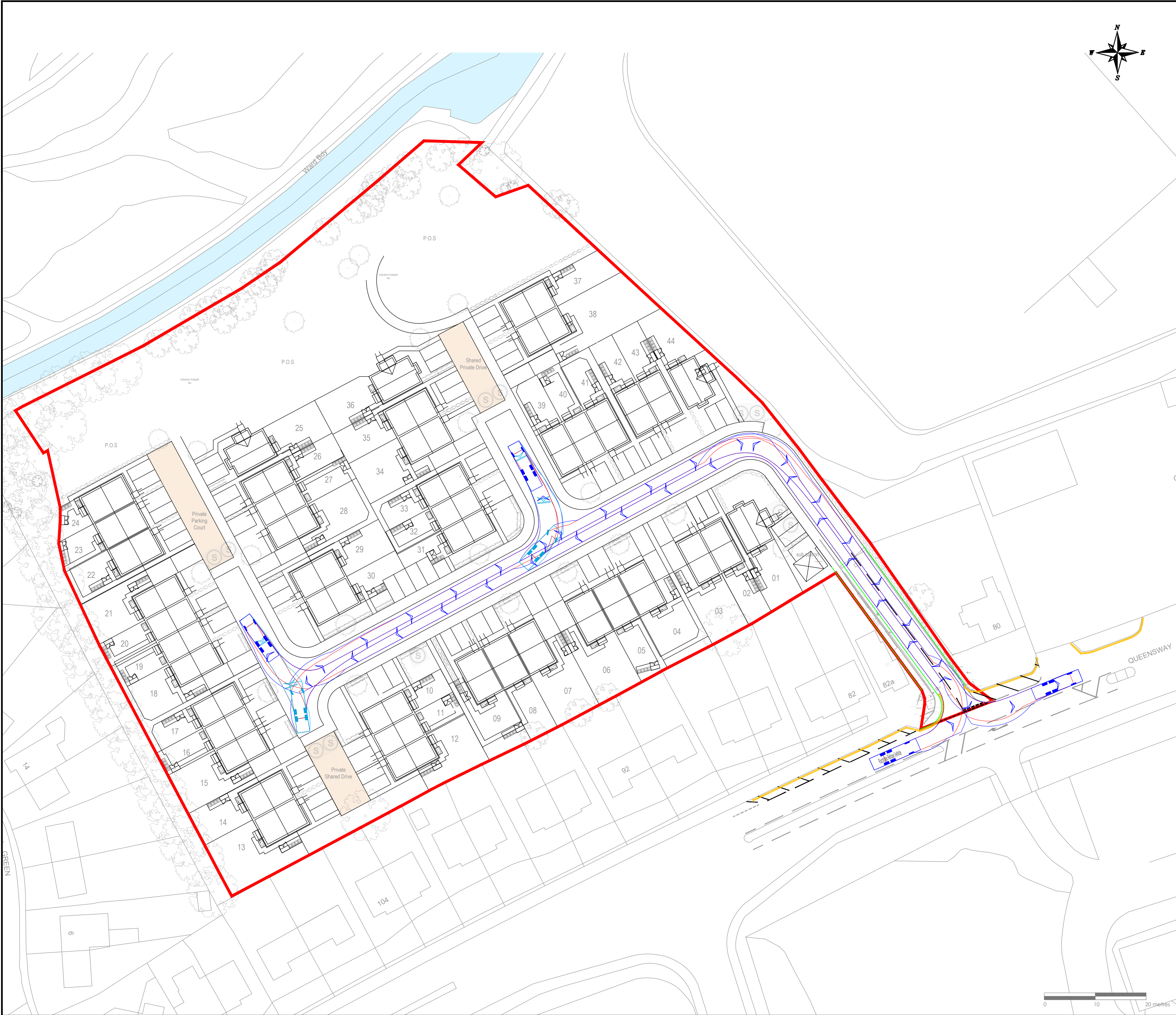
BTG Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@eddisons.com
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 5158-F02	REVISION: A
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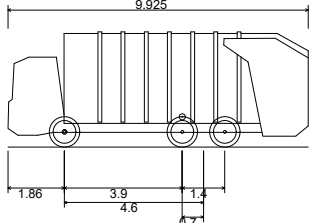


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NOTES

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THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.



Rochdale Refuse Vehicle
Overall Length 9.925m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

REV	A	PROPOSED SITE LAYOUT UPDATED	SL	PW	JUN 2026

CLIENT: MCI DEVELOPMENTS					
PROJECT: DICKENS GREEN MILL, GREENFIELD LANE, ROCHDALE					

DRAWING TITLE: SWEPT PATH ANALYSIS, REFUSE VEHICLE					
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SCALES: 1:500 @ A2					
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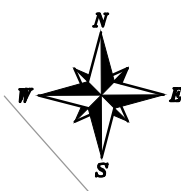
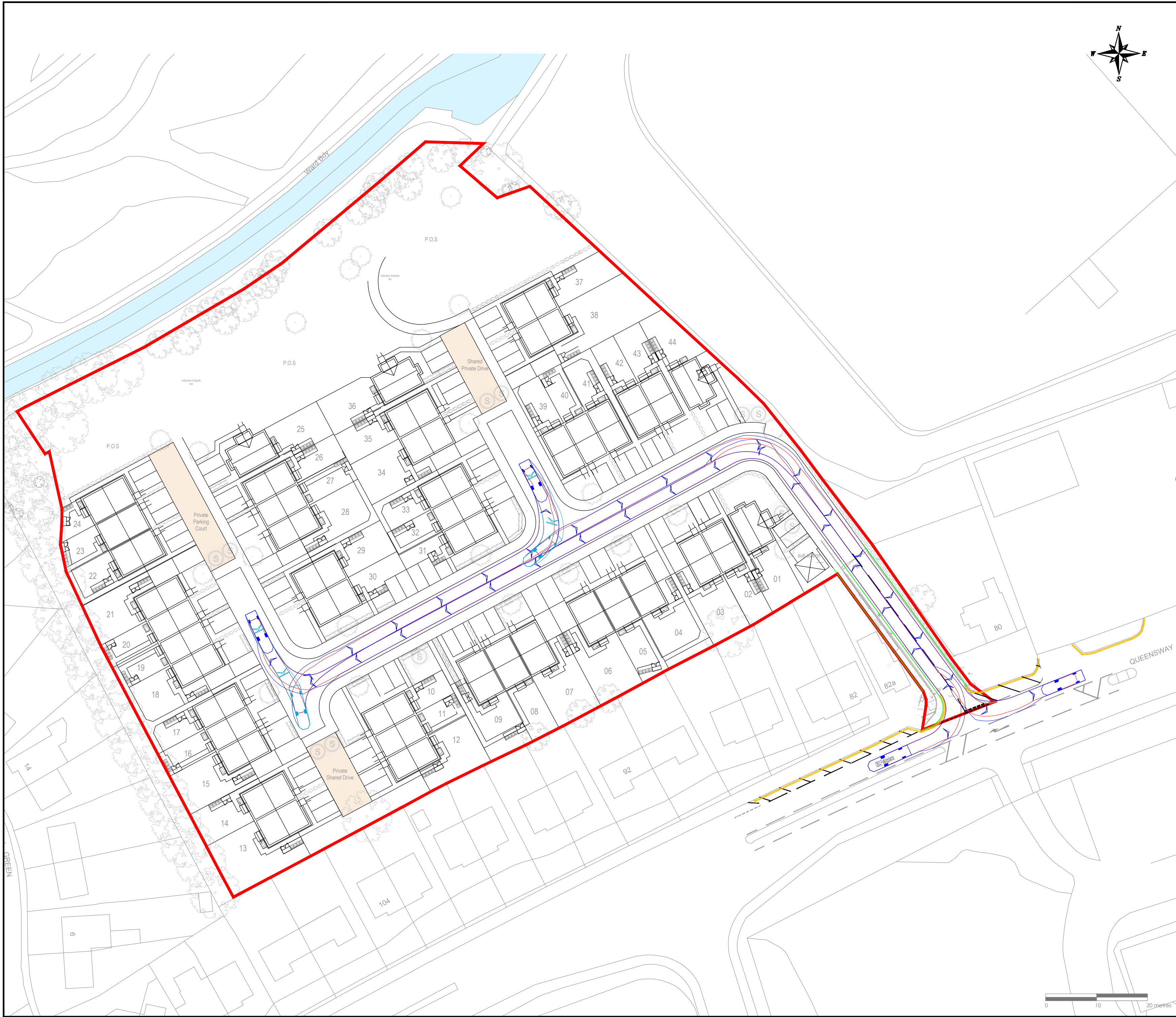
DRAWN: SL		CHECKED: PW		DATE: JUN 2026	
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DRAWING NUMBER: 5158-SP01				REVISION: A	
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NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

REV	PROPOSED SITE LAYOUT UPDATED	SL	PW	JUN 2026
	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

MCI DEVELOPMENTS

PROJECT:

DICKENS GREEN MILL,
GREENFIELD LANE, ROCHDALE

DRAWING TITLE:

**SWEPT PATH ANALYSIS,
FIRE APPLIANCE**

SCALES:

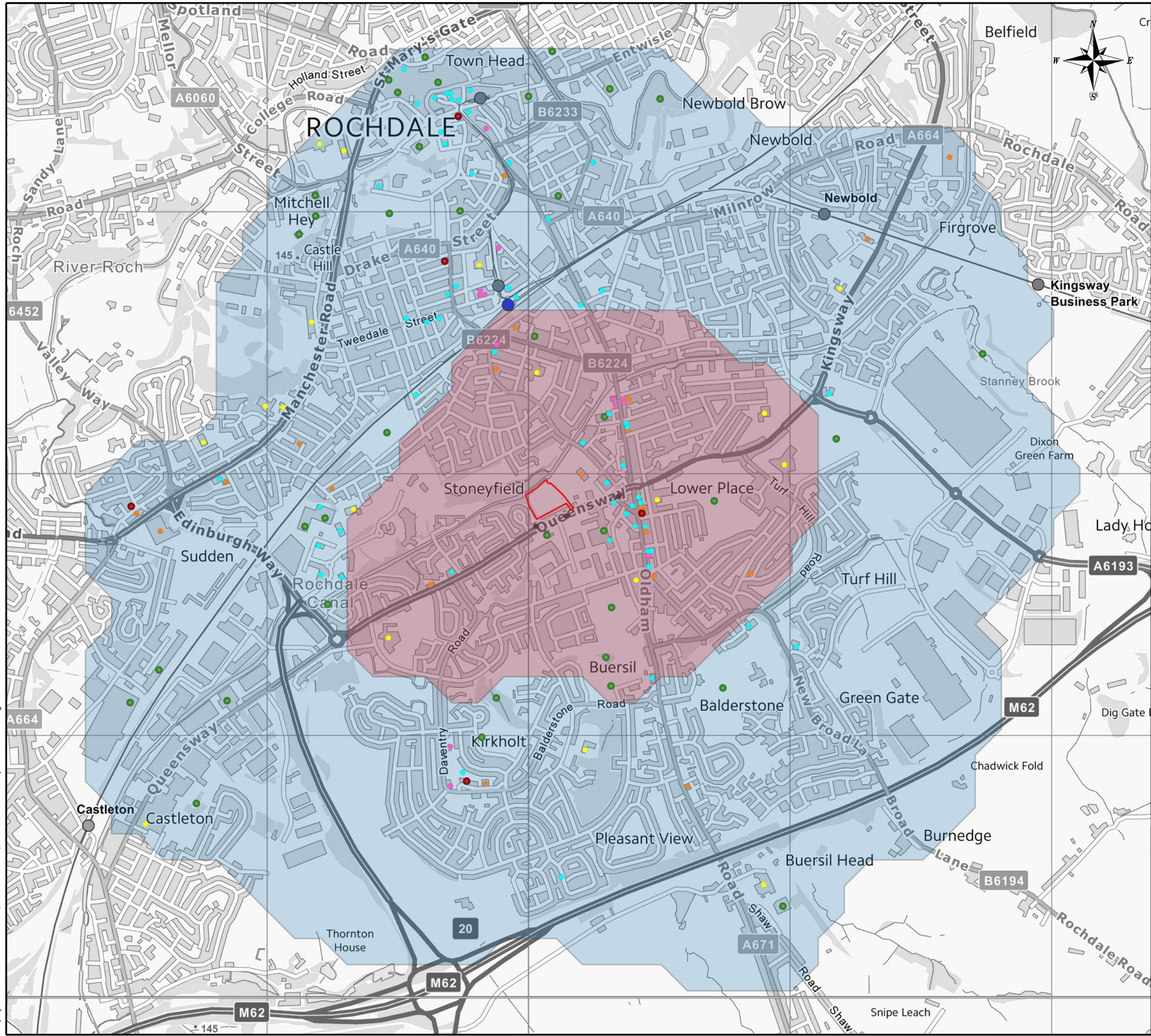
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DRAWN:	SL	CHECKED:	PW	DATE:	JUN 2026
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BTG Eddisons
340 Deansgate
Manchester
M3 4LY

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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	5158-SP02	REVISION:	A
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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Train Station
- Nearest Bus Stops
- Café/Takeaway/Public House
- Education
- Medical/Healthcare
- Post Box/Post Office
- Sport/Leisure/Park
- Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: MCI DEVELOPMENTS

PROJECT: DICKENS GREEN MILL, MIDDLETON

DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: SCALE @ A3

DRAWN: SC	CHECKED: PW	DATE: JUN 26
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M3 4LY
Email: info@eddisons.com
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 5158-03	REVISION: -
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Appendix 1

Pre-App Consultation Response from RMBC and TfGM



ROCHDALE
BOROUGH COUNCIL

Highways and Engineering Service

Economy and Environment

Consultation Response on behalf of Head of Highways and Engineering

Application Number: PRE-2026-0123

Date Received: 01 May 2026

Date of Response: 05 May 2026

[Proposal Outline:](#)

PROPOSED SITE ACCESS FOR THE 44 DWELLINGS

[Consultation Report:](#)

The site access appears to have 1.8m footway to the west and a carriageway of at least 5.5m which is adequate for a development of this size and nature. In order to be considered for adoption it will require drainage and street lighting to the appropriate standard.

The access point on to the main highway from Greenfield Lane is existing but will need increase junction protection due to type and frequency of traffic we would expect. This may conflict with the recently submitted planning application at 80 Queensway.

[Officer Recommendation:](#)

Subject to the introduction of junction protection we would have no objection to the proposals but without junction protection in the form of double yellow lines we would object to these proposals due to insufficient visibility at the site access. Traffic Regulation Orders are subject to a separate decision-making process and not guaranteed alongside planning consent. As such we are very wary to offer this application our support.

[Highways Sign off](#)

John Gillighan 05-05-2026

TfGM - Thank you for consulting TfGM on the application PRE/2026/0189 which is a pre application for Land off Greenfield Lane, Rochdale.

We have no site-specific comments on this application at this stage.

In the absence of a transport scoping note, I have provided the below, which are general comments of which TfGM would expect to be included within any future Transport Assessment for the site.

- A review of accident history for the latest five-year period which should include 2024, noting any patterns or trends.
- Describe existing baseline traffic conditions.
- Include any committed developments as necessary.
- Undertake traffic counts as necessary.
- Apply traffic growth factors as necessary.
- Undertake a TRICS assessment or similar for the proposed development. If this demonstrates that the development is expected to exceed 30 trips per hour, (the threshold at which TfGM typically consider further assessment work should be undertaken), then a trip distribution assessment should be undertaken and any junctions experiencing an increase of more than 30 vehicles per hour should be assessed accordingly.
- Discuss the requirements for any mitigation as necessary to support the development.
- Proposed access and servicing arrangements, including a detailed access plan drawing and accompanying swept paths. The access point(s) should be designed to ensure the provision of tactile paving and dropped kerbs, with sufficient sightline visibility in accordance with standards contained within Manual for Streets.
- If servicing is proposed internally, all service vehicles should be able to enter and exit the site in forwards gear, carrying out turning manoeuvres on site safely and appropriately.
- Proposed car parking arrangements in accordance with the Council's adopted standards.
- A review of traffic regulation orders surrounding the site, with a view to covering whether any additional restrictions are required. In particular to ensure that double yellow lines are implemented covering any site access point(s) and visibility splays.
- Site accessibility review with any improvements identified, ensuring good pedestrian and cycle links to the site from the surrounding area.
- Details of cycle parking provision. Cycle parking provision should accord with LTN 1/20.
- A Framework Travel Plan



Find out more at www.eddisons.com

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