



Bowlee Football and Community Wellbeing Hub,
Rochdale

Transport Statement

Client: Rochdale Borough Council and Rochdale AFC

i-Transport Ref: PWh/MS/ITM211060-001

Date: 30 July 2026

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITM211061-001	DRAFT	June 2026	MS	PWh
ITM21060-001a	FINAL	July 2026	MS	PWh

File Ref: M:\Projects\211060ITM - Bowlee Community Centre, Rochdale\Admin\Report and Tech
Notes\ITM211060-001a Bowlee Community Centre, Rochdale - Transport Statement.docx

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 i-Transport has been commissioned by Rochdale Borough Council and Rochdale AFC to provide transport and movement advice to assist with a proposal for redevelopment of the Bowlee Community Centre.
- 1.1.2 The site is located to the southwest of Rochdale town centre and is on the border with the borough of Bury. It is just north of Bowlee Community Park. The Local Planning Authority and Local Highway Authority is Rochdale Borough Council.
- 1.1.3 The site has an existing all modes access from Heywood Old Road and can also be accessed by active modes via various paths through Bowlee Community Park which link to the existing residential community to the south and east. Routes through the Community Park are also used for maintenance. The site area is shown indicatively in **Figure 1.1**.

Figure 1.1: Site Location



1.1.4 The site has historically been used for grassroots football by various teams in Rochdale with an associated clubhouse and parking.

1.1.5 The site provides four 11v11 pitches which have been subject to regular use on weekday evenings and weekends throughout the season. Infrastructure on the site does not currently provide for modern standards to support the community use.

1.2 Development Proposals

1.2.1 The proposed development will transform the site into a modern, managed sports and community facility, bringing together community football, health and fitness, community use and elite sports facilities within one coordinated hub.

1.2.2 The aim is to significantly improve the quality, reliability and capacity of sports provision at Bowlee.

1.2.3 As part of the development, the site will be divided into two main areas.

1.2.4 A northern area will be Council owned and operated with four pitches available for hire, two of which would be artificial grass. These could be used for full 11v11 matches or a combination of smaller matches (i.e. 5v5, 7v7, 9v9) with use organised through a formal booking system.

1.2.5 The northern area will also contain a new community fitness and wellbeing hub with health and fitness gym, cricket nets, changing rooms, community room, café and social space.

1.2.6 The southern area will be owned and operated by Rochdale AFC who will be using the facility as a modern, purpose built First Team training and community base, bringing elite and community operations together as part of the Club's long term sustainability strategy. It will incorporate an artificial grass pitch and grass pitch for use by the Club, and an improved community grass pitch.

1.2.7 In addition, a new two-storey building would be constructed providing community offices, changing and social space managed by the Club.

1.3 Scheme Development and Consultation

1.3.1 The design development process has been informed by regular communication and dialogue with a range of key stakeholders. Pre-application discussions have been coordinated with the Council alongside public consultation with the local community.

1.4 Scope of Report

1.4.1 This Transport Statement has been prepared with reference to local and national planning policy guidance, including the National Planning Policy Framework. It also refers to guidance provided by the Department for Transport (DfT) on 'Travel Plans, Transport Assessments and Statements' (2014).

1.4.2 The key objectives of this Transport Statement are to:

- Identify opportunities for non-car-based travel and socially inclusive transport links in line with current best practice and local and national policy;
- Establish the quantum of traffic demand likely to be generated by the proposed development;
- Assess the forecast demands on the local highway network, and make judgements about residual effect; and
- Determine suitable accessibility measures to maximise the development's accessibility, and connectivity, and to manage the characteristics associated with delivering this site in the context of planning policy.

1.4.3 Following this introductory section, the report is structured as follows:

- Section 2 – Site Accessibility and Connectivity;
- Section 3 – Proposed Development;
- Section 4 – Trip Generation and Impact; and
- Section 5 – Summary and Conclusions.

SECTION 2 Site Accessibility and Connectivity

2.1 Existing Site and Access

- 2.1.1 The site is located to the southwest of Rochdale town centre and is on the border with the borough of Bury. It is just north of Bowlee Community Park.
- 2.1.2 The site has an existing all modes access from Heywood Old Road with sightlines available for a distance in excess of 120m in either direction.
- 2.1.3 The access provides space at the give way to allow a vehicle to enter whilst another vehicle is waiting. The access then reduces in width to provide a consistent 4.8m carriageway leading into the site. This carriageway is shared by all road users in a low speed environment.
- 2.1.4 Additional active travel access is provided via various paths through Bowlee Community Park which links to the existing residential community to the east. These routes are also used by maintenance vehicles when required.
- 2.1.5 An area of hardstanding is provided within the site which is used for car parking in an informal manner (i.e. no formally marked spaces). A community building is provided adjacent to the car park (see **Image 2.1** and **Image 2.2**)

Image 2.1: Access and Car Park



Image 2.2: Community Building



- 2.1.6 The site has historically provided at least four full size grass football pitches which have been used for a range of full 11v11 matches, and a range of smaller matches (i.e. 5v5, 7v7, 9v9) at various times during the season, on weekends and weekday evenings.

2.2 Opportunities for Sustainable Travel

Active Travel

- 2.2.1 Along Heywood Old Road, there is a lit footway on the eastern side of the road. The footway measures approximately 2m wide and is separated from the road by a grass verge (see **Image 2.3** and **Image 2.4**). The speed limit is 40mph, reducing to 30mph north of the site access.

Image 2.3: Heywood Old Road (W)

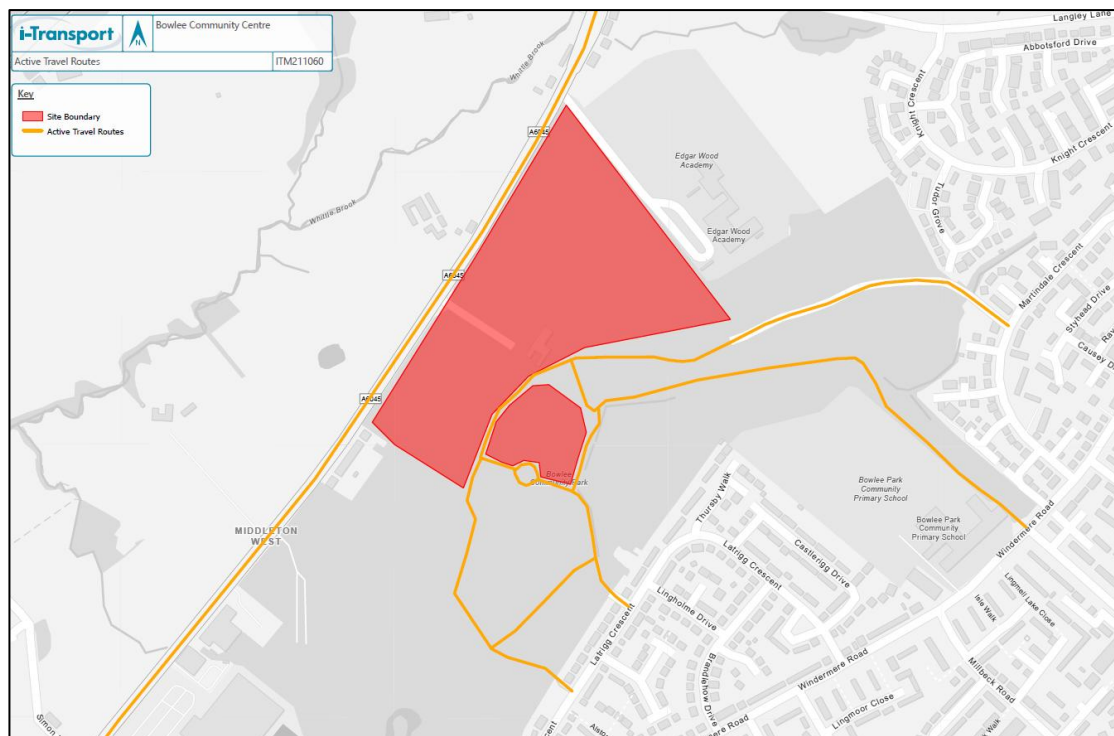


Image 2.4: Heywood Old Road (E)



- 2.2.2 On Heywood Old Road, there is an on-carriageway cycle lane on both sides of the road in the vicinity of the site.
- 2.2.3 A residential estate is located south and east of the site, where it is connected to Bowlee Community Park. Bowlee Community Park has many routes to connect to different areas of Middleton. **Figure 2.1** shows the main active travel routes to the existing community.

Figure 2.1: Key Active Travel Routes



2.2.4 The footpaths within the Country Park are paved and provide a width of c. 3m and are lit in parts (see **Image 2.5** and **Image 2.6**).

Image 2.5: Country Park Routes

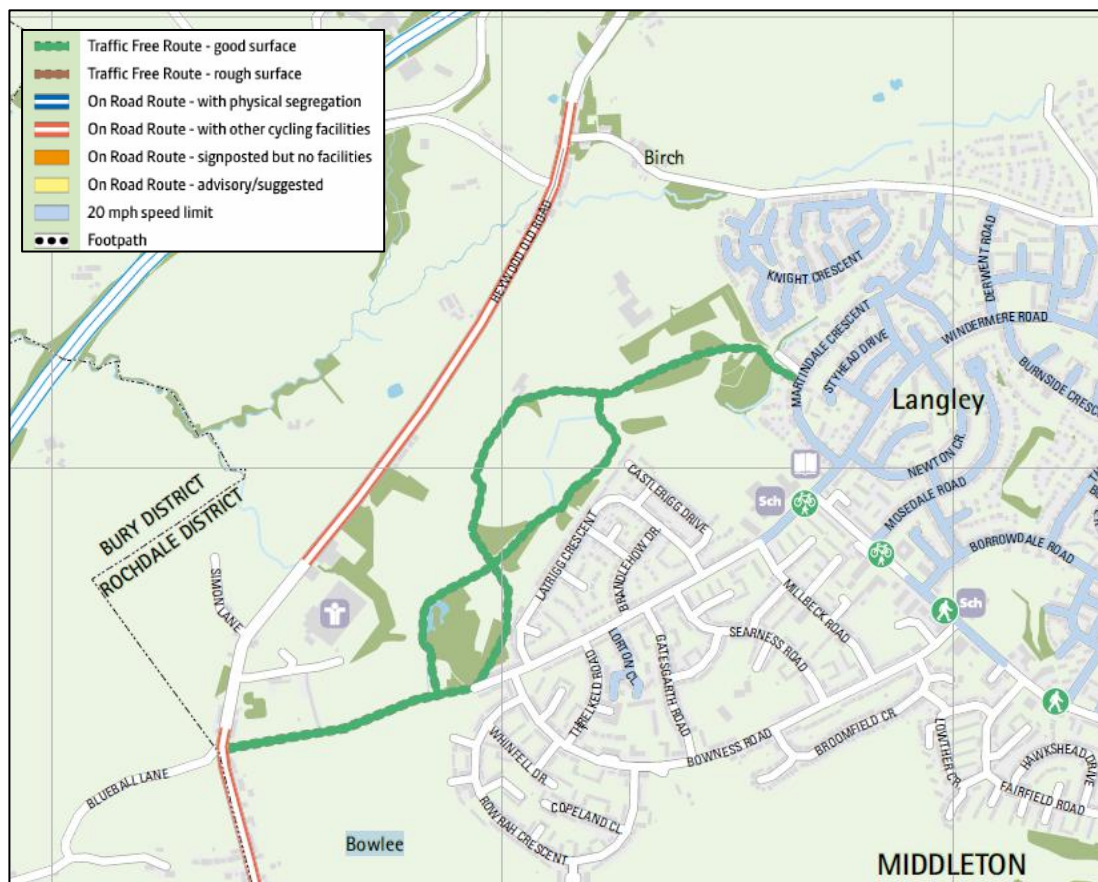


Image 2.6: Country Park Routes



2.2.5 The routes through the Country Park are identified in cycle maps produced by Transport for Greater Manchester (TfGM) as being traffic-free routes with good surfaces. An extract of TfGM's map is presented in **Figure 2.2**.

Figure 2.2: Extract of TfGM Cycle Map



2.2.6 Observations suggest that the active travel routes in the vicinity of the site are well used at various points across the day.

Shared Travel

2.2.7 The nearest bus stop to the site is approximately 600m south east of the site located on Windermere Road serving route 18. The bus stop is marked by an on carriageway bus cage as well as a flagpole.

2.2.8 Another bus stop is located 800m north of the site located on Heywood Old Road serving route 125. The stop is marked by a flag pole and has a shelter and associated seating.

2.2.9 A summary of the services is presented in **Table 2.1**.

Table 2.1: Bus Timetable Summary

Service No.	Route	Approximate Headway					
		Mon-Fri		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
18	Langley – Middleton – Harpurhey - Colly Hurst - Manchester	10 mins	15 mins	15 mins	15 mins	15 mins	30 mins
125	Heywood – Hopwood – Birch – Langley – Hollin - Middleton	60 mins	-	60 mins	-	-	-

Source: Transport for Greater Manchester

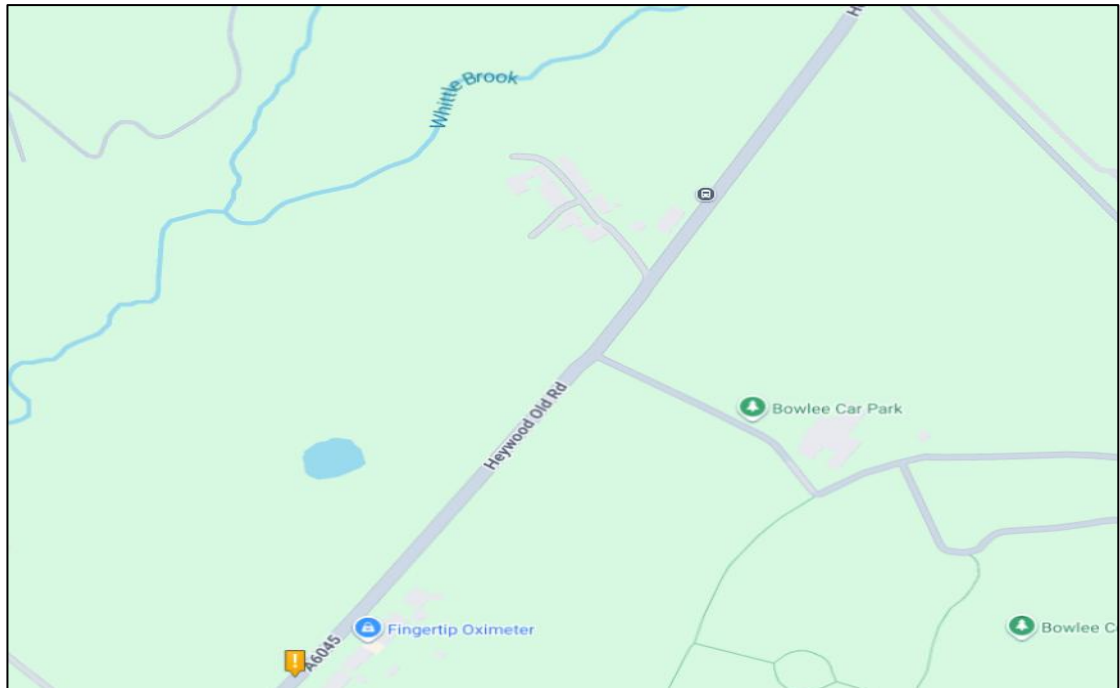
2.2.10 As shown in the table above, the level of bus provision allows for users of the facilities to arrive by bus from a variety of locations with a frequent service across the week.

2.3 Highway Safety

2.3.1 Heywood Old Road is a single carriageway with a speed limit of 40mph in the vicinity of the site access. It incorporates on-carriageway cycle lanes and pedestrian footways are separated from the carriageway with a grass verge. The route is lit and is identified as being a clearway with no stopping permitted, including on the grass verge and footway.

2.3.2 To investigate the road safety characteristics of the network in the vicinity of the site, personal injury collision data (PIC) has been reviewed using Crashmap for the most recently available 5-year period. A summary is presented in **Figure 2.3**.

Figure 2.3: Extract of Collision Map



Source: Crashmap

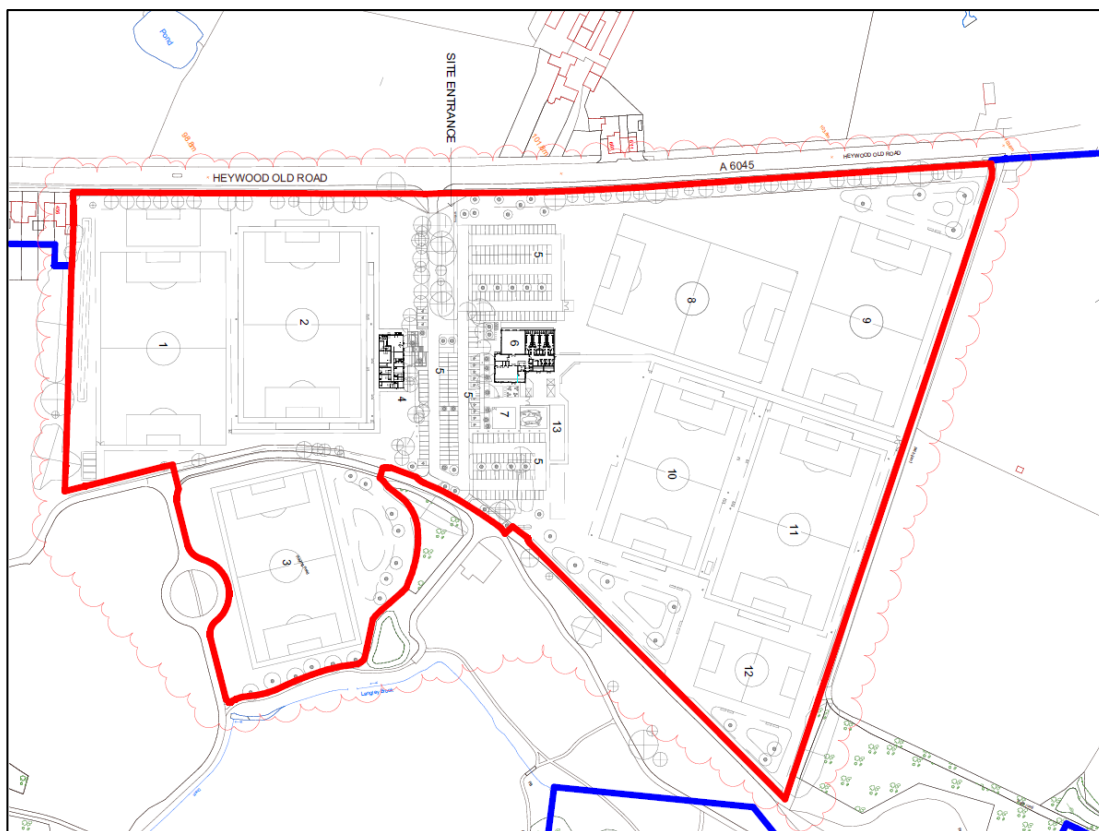
- 2.3.3 The available data suggests that there are no highway design features that might be contributing to the occurrence of accidents on the network in the vicinity of the site.

SECTION 3 Proposed Development

3.1 Proposed Use

- 3.1.1 The proposed development will transform the site into a modern, managed sports and community facility, bringing together community football, health and fitness, community use and elite sports facilities within one coordinated hub.
- 3.1.2 A northern area will be Council owned and operated with four pitches available for hire, two of which would be artificial grass. These could be used for full 11v11 matches or a combination of smaller matches (i.e. 5v5, 7v7, 9v9) with use organised through a formal booking system on weekday evenings and weekends.
- 3.1.3 The northern area will also contain a new community fitness and wellbeing hub with health and fitness gym, cricket nets, changing rooms, community room, café and social space.
- 3.1.4 The southern area will be owned and operated by Rochdale AFC who will be using the facility as a modern, purpose built First Team training and community base, bringing elite and community operations together as part of the Club's long term sustainability strategy. It would incorporate an artificial grass pitch and grass pitch for use by the Club, and an improved community grass pitch.
- 3.1.5 In addition, a new two-storey building would be constructed providing community offices, changing and social space managed by the Club.
- 3.1.6 An extract of the masterplan is shown in **Figure 3.1** with the full masterplan presented in **Appendix A**.

Figure 3.1: Extract of Site Masterplan

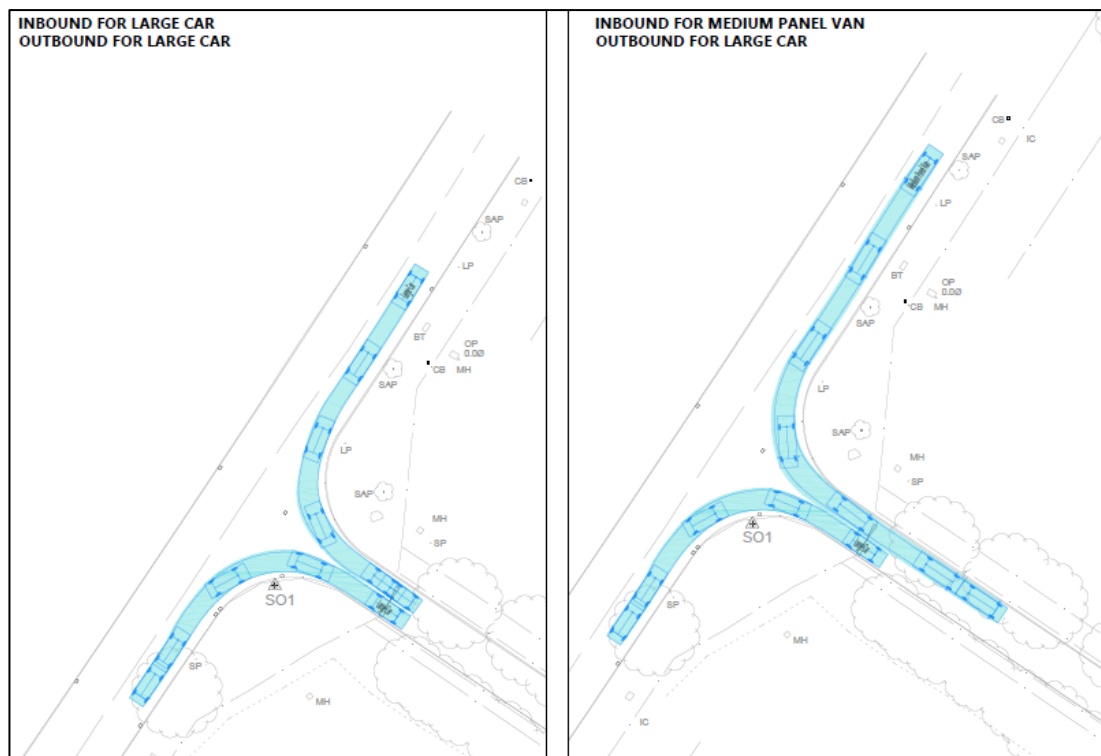


3.2 Access and Site Layout

Vehicular Access

- 3.2.1 The proposed site access is to be maintained as per its current provision. As previously noted, this provides width at the access to accommodate two-way movements, including at the give-way junction with Old Heywood Road. An indicative tracking exercise for the site access is presented in **Figure 3.2**.
- 3.2.2 An historic site security barrier will be repositioned to remove any localised pinch points and manage future access to the site.

Figure 3.2: Indicative Access Tracking



Active Travel Access

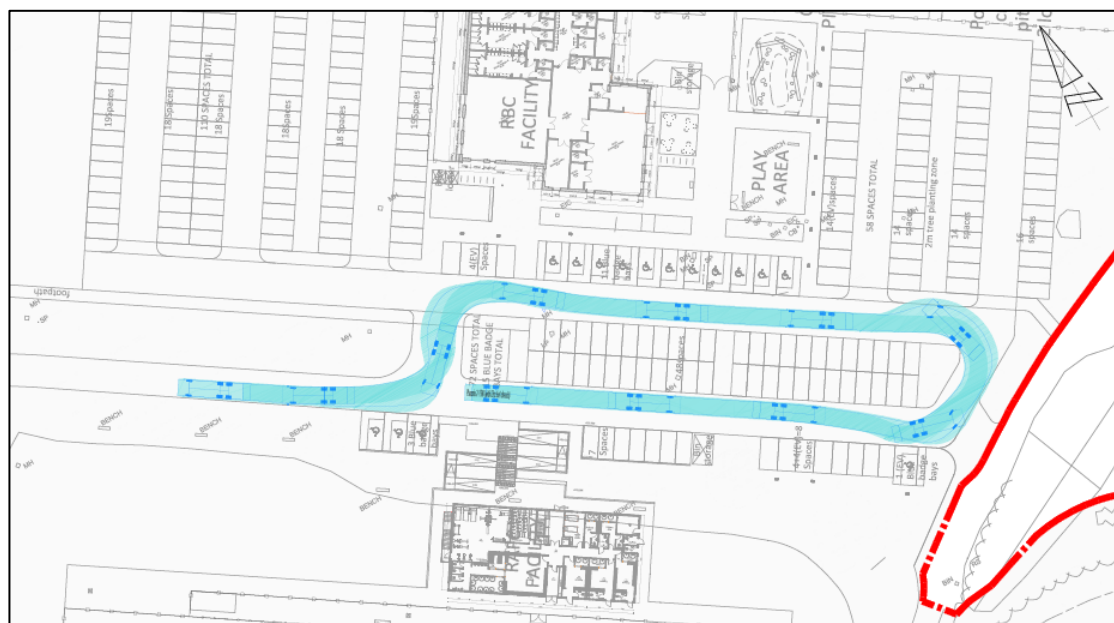
- 3.2.3 Active travel users will continue to have multiple ways to access the site via the existing paths through the Country Park which are unaffected by the development proposals.
- 3.2.4 A new active travel access is proposed from Old Heywood Road leading into the site, removing the need for users to share the existing carriageway with vehicles.
- 3.2.5 Within the site, pedestrian routes will provide a minimum width of 2m, with appropriate identification of crossings where routes navigate through the car park.

Parking

- 3.2.6 The main site access will lead to a new, formalised area of car parking for the proposed development.
- 3.2.7 Space will be provided for 250 cars with 14 disabled spaces close to the main building entrances. Consideration has been given to a number of the spaces being equipped with electric vehicle charging infrastructure (c. 10%).
- 3.2.8 The number of spaces has been informed by an assessment of anticipated user needs and is considered to be sufficient for the development demands. Further details on the car parking supply are provided in subsequent sections.

- ## Service Vehicle Access

- ### Figure 3.3: Indicative Refuse Vehicle Tracking



3.2.15 The existing site has previously accommodated maintenance vehicle access for the pitches and the network within the Community Park. Access to all existing maintenance routes will be retained.

3.2.16 The car park has also been designed with flexibility to accommodate a range of maintenance vehicles in a managed way, outside of development peak times. Additional vehicle tracking for maintenance vehicles is presented in **Appendix B**.

3.3 Travel Plan Strategy

3.3.1 A Travel Plan strategy has been considered, with reference to national and local guidance, with the aim of positively influencing how people travel to and from the site through the promotion of sustainable modes with appropriate information provision.

3.3.2 The objectives are:

- To reduce the number of vehicle trips, including single occupancy vehicle trips, made by users of the site;
- To enable people to make informed travel choices;
- To promote 'healthy travel' to the site (i.e. walking and cycling) and increase the number of users travelling by these modes;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the benefits of adopting sustainable travel patterns; and
- To reduce the impacts of car-based travel to/from the site on the surrounding highway network and on the environment.

3.3.3 Travel information will be available on a development website which users can access in advance of their visit. This will include a plan showing local facilities and the routes available in the vicinity, bus timetables, details of local taxi operators and details of local car share clubs (as appropriate).

3.3.4 Active travel and shared travel trips can be promoted for users visiting the site. In addition to the development website, leaflets and posters can be made available in public areas and a simple information pack can be sent with each booking for use of the site.

3.3.5 Inherent within the Travel Plan strategy is a simple monitor and manage approach. The aim would be to monitor all aspects of mobility, transport and travel behaviour at specified intervals.

- 3.3.6 As part of this, consideration will be given to an initial baseline survey, supplemented with a review of site booking information, conducted within 6 months post first occupation of the site.
- 3.3.7 A Travel Plan Coordinator will be appointed. The Travel Plan Coordinator will be in post, and provided with the means to undertake their duties, prior to first occupation.
- 3.3.8 The Travel Plan Coordinator will ensure that there is ongoing communication to highlight sustainable travel opportunities, along with raising awareness of the range of measures and initiatives promoted by the site at various points throughout the year.

SECTION 4 Trip Generation and Impact

4.1 Existing Trip Movements

4.1.1 As previously noted, the site has accommodated regular trip movements associated with the use of the existing grass pitches on weekends and weekday evenings during the football season.

4.1.2 Each pitch could theoretically accommodate 28 users made up of 14 players on each team. Assuming that each of the four pitches were fully utilised for 11v11 matches, there would be a total of 112 users making use of the existing facilities at any one time.

4.1.3 To determine how these users might travel to and from the site, including when they might travel, a first principles approach has been adopted. The following assumptions have been incorporated into the assessment:

- Saturday/Sunday 11v11 matches kick off at 1100hrs and 1400hrs;
- Weekday evening 11v11 matches kick off at 1800hrs (start and end of season);
- All pitches fully utilised at the same time;
- Arrivals will be in the hour immediately prior to kick off;
- Departures will be in the hour immediately after full time;
- Minimum 10% of all users will use public transport or active travel modes; and
- Estimated 1.7 occupants per car – (data from National Travel Survey Table NST0905a)

4.1.4 **Table 4.1** shows the potential existing site weekend development trip generation on a Saturday and Sunday. This would likely occur in the interval between matches in the morning and afternoon.

Table 4.1: Existing Site Indicative Weekend Vehicle Trip Movements

Time	Saturday/Sunday		
	Arrivals	Departures	Two-Way
1300-1400hrs	59	59	119

4.1.5 As presented in **Table 4.1**, during the peak, there could be 119 two-way trips associated with the existing pitches on the site.

4.1.6 It should be noted that there would also be the potential for some use of the existing site on weekday evenings but this would be limited to late summer and spring for 11v11 matches due to daylight hours, and summer for training and other smaller matches (i.e. 5v5, 7v7, 9v9).

4.1.7 **Table 4.2** shows the potential existing site weekday evening development trip generation in the network peak based on all four pitches being used for 11v11 matches.

Table 4.2: Existing Site Indicative Weekday Evening Vehicle Trip Movements

Time	Saturday/Sunday		
	Arrivals	Departures	Two-Way
1700-1800hrs	59	0	59

4.1.8 As presented in **Table 4.2**, during the peak on a weekday evening, there could be 59 two-way trips associated with the existing pitches on the site.

4.2 Proposed Trip Movements

4.2.1 As per existing operations, the site is anticipated to generate more trip movements on a weekend than a weekday evening.

4.2.2 A timetable for the potential use of the development has been provided by FMG Consulting which has been used to inform this assessment. This includes a variety of smaller matches (i.e. 5v5, 7v7, 9v9) and 11v11 matches, plus use of the health and fitness gym (i.e. general equipment and classes) and cricket nets, all coordinated through a managed booking system. This is likely to represent peak development activity which would be on a weekend. The timetable is presented in **Appendix C**.

4.2.3 Again, to determine how users might travel to and from the site, including when they might travel, a first principles approach has been adopted. The following assumptions have been incorporated into the assessment:

- Development operation on a weekend between 0900-1600hrs;
- Development operation on a weekday evening between 1600-2200hrs;
- One full size pitch can accommodate 4x 5v5 matches with a total of 56 users;
- One full size pitch can accommodate 2x 7v7 matches with a total of 40 users;
- One full size pitch can accommodate 1x 9v9 matches with a total of 24 users;
- One full size pitch can accommodate 1x 11v11 matches with a total of 28 users;
- Arrivals will be in the hour immediately prior to kick off;

- Departures will be in the hour immediately after full time;
- Health and fitness gym can accommodate 52 users (32 gym, 20 class);
- Gym equipment assumed to be fully occupied plus hourly classes fully occupied;
- Café use would be ancillary providing facilities for users of the site;
- Minimum 10% of all users will use public transport or active travel modes; and
- There will be 1.7 occupants per car – (data from National Travel Survey Table NST0905a)

4.2.4 **Table 4.3** shows the proposed development weekend trip generation associated with the 11v11 full matches and other uses (i.e. health and fitness gym, cricket nets).

Table 4.3: Proposed Site Indicative Weekend Vehicle Trip Movements

Time	Saturday/Sunday		
	Arrivals	Departures	Two-Way
1300-1400hrs	87	40	127

4.2.5 As presented in **Table 4.3**, during the weekend, there could be 127 two-way trips associated with the pitches. When accounting for the existing site use on a weekend, the net change in vehicular trip movements could be in the region of 8 two-way trips.

4.2.6 As previously noted, the proposed development will allow for the subdivision of pitches to accommodate a range of smaller matches (i.e. 5v5, 7v7 and 9v9). This is likely to be coordinated on a weekend morning for a couple of hours between 1000-1200hrs with trip movements summarised in **Table 4.4**.

Table 4.4: Proposed Site Indicative Weekend Vehicle Trip Movements

Time	Saturday/Sunday		
	Arrivals	Departures	Two-Way
1000-1100hrs	53	87	140

4.2.7 When accounting for the existing site use on a weekend morning, the net change in vehicular trip movements at this time could be in the region of 81 two-way trips.

4.2.8 In addition to the activity on weekends, **Table 4.5** shows the proposed development weekday evening peak development trip generation based on pitches being subdivided to provide 5v5 matches, plus a fully occupied health and fitness gym and cricket nets.

Table 4.5: Proposed Site Indicative Weekday Evening Vehicle Trip Movements

Time	Weekday Evening		
	Arrivals	Departures	Two-Way
1700-1800hrs	62	57	120

4.2.9 As presented in **Table 4.5**, during the peak on a weekday evening, there could be 120 two-way trips associated with the pitches and health and fitness gym. When accounting for the existing site use on a weekday evening, the net change in vehicular trip movements in the network peak hour could be in the region of 60 two-way trips.

4.2.10 The proposals would allow for an extended period of use during weekday evenings. This may result in a short period of increased traffic movements between 1900-2100hrs which is summarised in **Table 4.6**.

Table 4.6: Proposed Site Indicative Weekday Evening Vehicle Trip Movements

Time	Weekday Evening		
	Arrivals	Departures	Two-Way
1900-2000hrs	92	62	155

4.2.11 As presented in **Table 4.6**, during the weekday evening after the network peak, there could be 155 two-way trips associated with the pitches, plus a fully occupied health and fitness gym and cricket nets.

4.3 Judgement of Effect

4.3.1 The indicative analysis of trip patterns associated with the development proposals highlights that peak activity would continue to be on a weekend.

4.3.2 Movements are likely to peak between 1000-1200hrs on a weekend morning when the pitches are subdivided into a number of smaller pitches. Whilst this is likely to represent an increase in movements for a short period when compared with existing operations, this is only a short period and at a time which would not conflict with the network peak periods.

4.3.3 In addition, the analysis of trip patterns on a weekday evening highlights a small potential increase in movements during the network peak hour. Activity will continue after the network peak hour, but this would be at a time when network flows are likely to be lower.

4.3.4 As previously noted, the site access provides adequate sightlines and geometry which is sufficient for the development demands, and there are no known road safety issues on the local network.

- 4.3.5 From the access, there are routes options available to provide links to the existing community, which will assist in limiting the potential trip impacts at any one location.
- 4.3.6 Overall, the changes in demand on a weekend and weekday evening would be unlikely to significantly adversely change the existing characteristics of the local highway network in the vicinity of the site.

Car Parking Accumulation

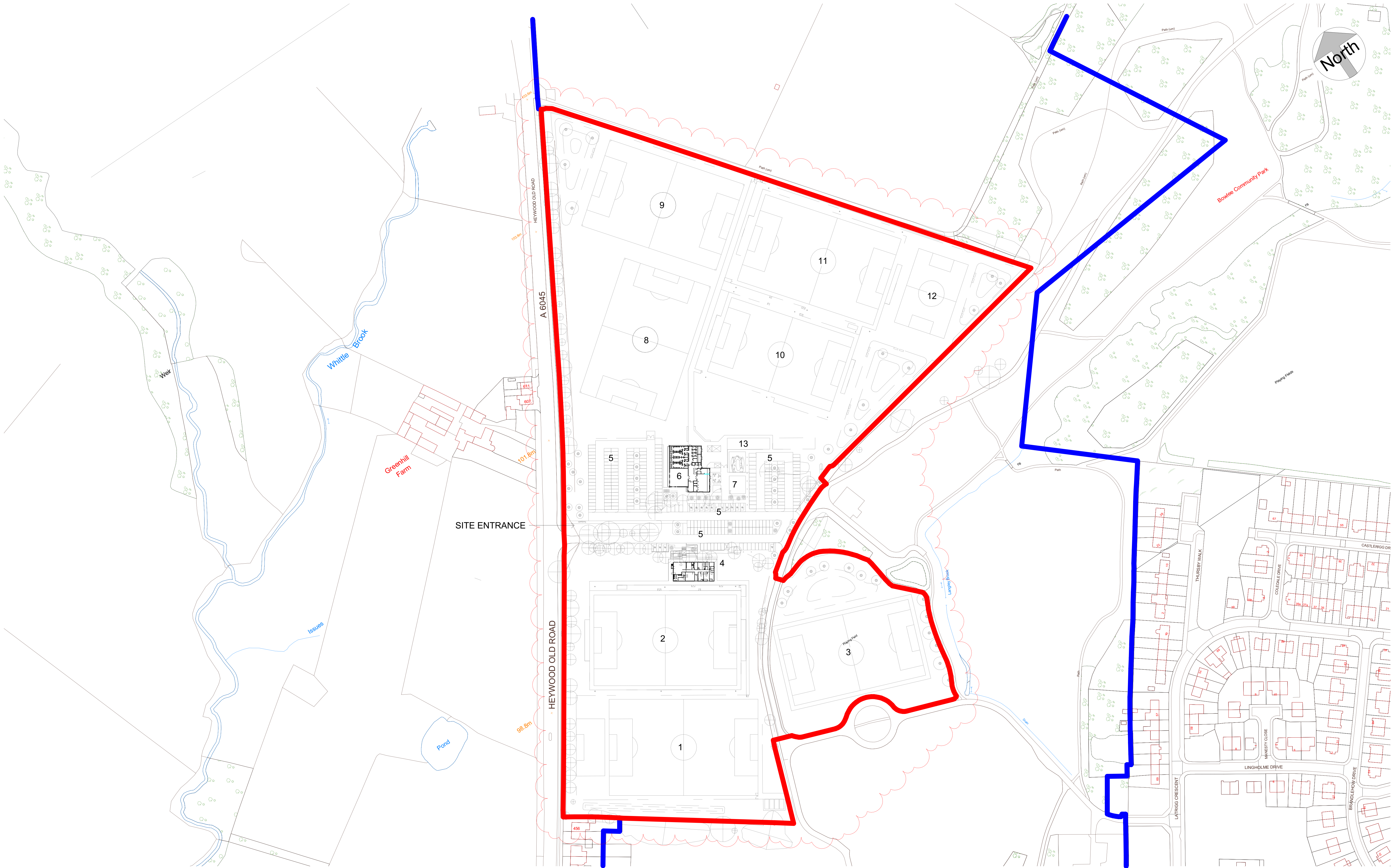
- 4.3.7 As part of design development, consideration was given to the proposed parking supply to ensure it is sufficient for the development demands.
- 4.3.8 An indicative parking accumulation exercise is presented in **Appendix D** which demonstrates that demand on a weekend is likely to peak for a short period at around 170 spaces. This represents approximately 70% capacity thereby providing some flexibility to assist with the identification of spaces.

SECTION 5 Summary and Conclusion

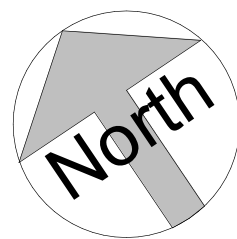
- 5.1.1 i-Transport has been commissioned by Rochdale Borough Council and Rochdale AFC to provide transport and movement advice to assist with a proposal for redevelopment of the Bowlee Community Centre.
- 5.1.2 The site is located to the southwest of Rochdale town centre and is on the border with the borough of Bury. It is just north of Bowlee Community Park.
- 5.1.3 The site has an existing all modes access from Heywood Old Road and can also be accessed by active modes via various paths through Bowlee Community Park which link to the existing residential community to the south and east. Routes through the Community Park are also used for maintenance.
- 5.1.4 The proposed development is going to be split into two sections with the northern section operated by Rochdale Borough Council. The southern section of the site is to be utilised by Rochdale AFC.
- 5.1.5 A northern area will provide four pitches available for hire, two of which would be artificial grass. These could be used for full 11v11 matches or a combination of smaller matches (i.e. 5v5, 7v7, 9v9) with use organised through a formal booking system on weekday evenings and weekends.
- 5.1.6 The northern area will also contain a new community fitness and wellbeing hub with health and fitness gym, cricket nets, changing rooms, community room, café and social space.
- 5.1.7 The southern area will be owned and operated by Rochdale AFC who will be using the facility as a modern, purpose built First Team training and community base, bringing elite and community operations together as part of the Club's long term sustainability strategy. It would incorporate an artificial grass pitch and grass pitch for use by the Club, and an improved community grass pitch.
- 5.1.8 In addition, a new two-storey building would be constructed providing community offices, changing and social space managed by the Club.
- 5.1.9 Access for pedestrians, cyclists and vehicles will remain as per existing arrangements for the existing site. Vehicles, pedestrians and cyclists can use the access points on Heywood Old Road. Pedestrians and cyclists can also access the site via Bowlee Community Park.
- 5.1.10 Improved parking is to be provided within the site with space for disabled, cycle, motorcycle and electric vehicle charging. Parking supply is sufficient for the development demands.

- 5.1.11 Swept path analysis demonstrates that there is suitable manoeuvring space within the site for emergency vehicles and service vehicles, and that the access road has adequate width to accommodate two cars passing each other.
- 5.1.12 There are opportunities for users of the site to travel by sustainable modes of transport – including walking, cycling and by bus.
- 5.1.13 In conclusion, the proposed development satisfies the key transport tests that are set out in national and local policy with appropriate opportunities for sustainable travel to and from the site and safe and suitable access for all users still available.
- 5.1.14 Overall, the evidence presented leads to the conclusion that the proposed development will not significantly adversely change the characteristics of the local highway network in terms of operation and road safety.

APPENDIX A. Proposed Site Plan



Proposed Location Plan
1 : 1250



- 1 Full Size Grass Training Pitch (Rochdale AFC to operate)
- 2 Full Size 3G Community Training Pitch (Rochdale AFC to operate)
- 3 Playing Field with Full Size Grass Pitch
- 4 Rochdale AFC Clubhouse
- 5 Car Parking

- 6 Community Health and Wellbeing Hub Building
- 7 Outdoor Play Area
- 8 Full Size Grass pitch
- 9 Full Size Grass Pitch
- 10 Full Size 3G Community Pitch

- 11 Full Size 3G Community Pitch
- 12 Grass Training Pitch
- 13 Two Lane Cricket Training Nets

operated by Your Trust on behalf of Rochdale Borough Council

Rev	Date	By	Description
A	22.04.26	DAS	Enabli supplied redline boundary added + draft cricket net location added for discussion.
B	05.05.26	DAS	Updated to reflect changes to DRAFT redline boundary and labels added.
C	05.05.26	DAS	Redline boundary adjusted and planning blue line added following comment from Enabli.
D	24.06.26	TT	Proposed Landscaping and pitches plan incorporated.
E	22.07.26	TT	Proposed Landscape plan updated

Client:
Rochdale Borough Council
Project:
Bowlee

Drawing:
Proposed Location Plan

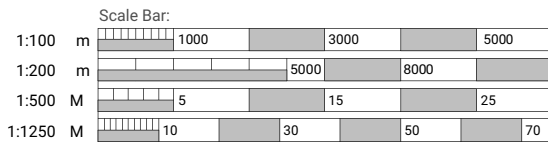
Workstage:
Design
POZ Project Number: Status: Author: ZD Rev: E Scale at A1: As indicated Approved: DAS

Drawing No.:
BOWLEE-POZ-XX-XX-D-A-11000

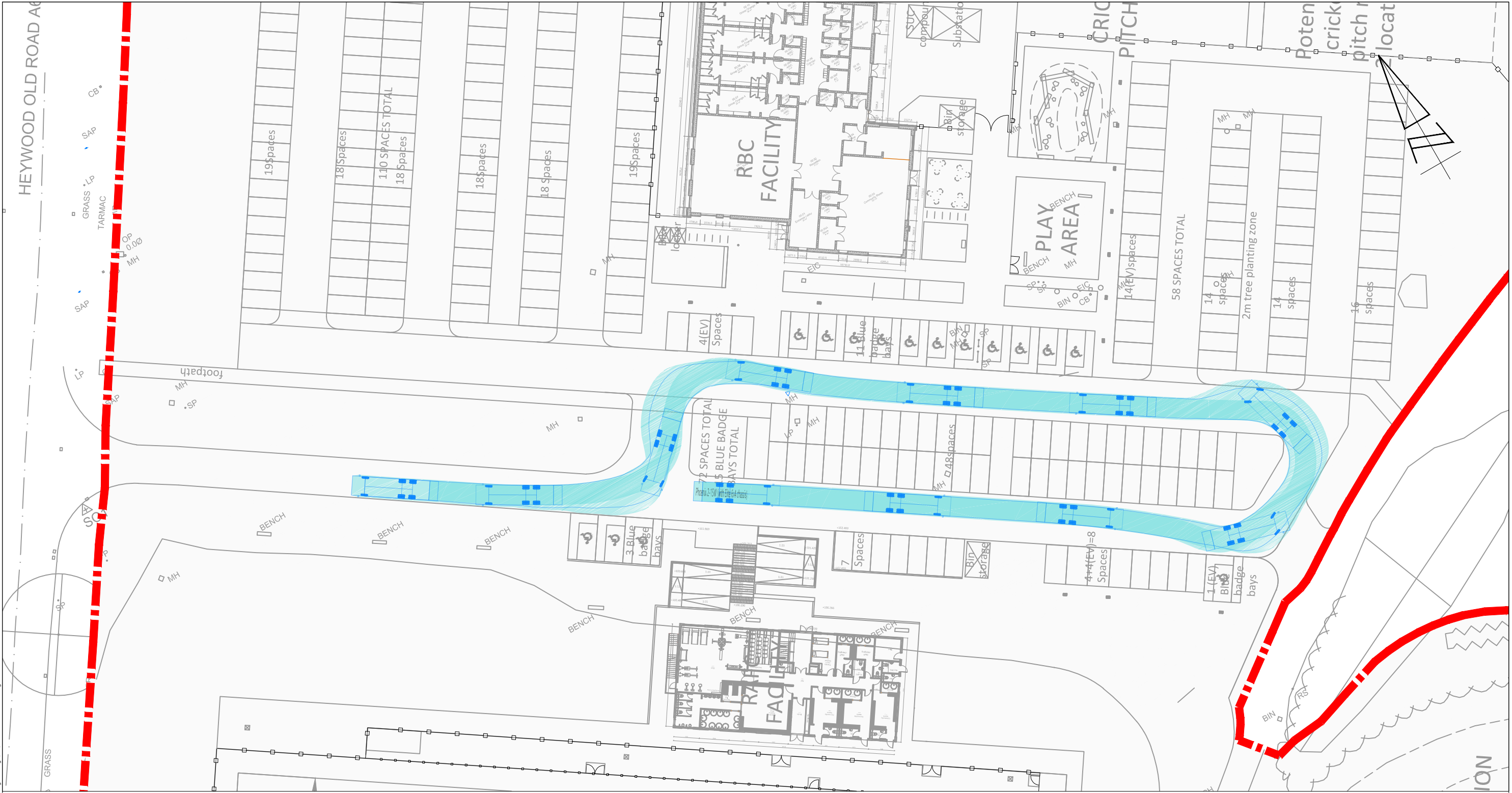
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web: www.pozzoni.co.uk
Altrincham | Brighton

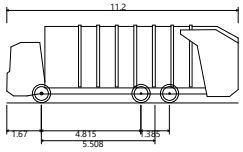
DO NOT SCALE. The Contractor is to check all dimensions and conditions on site before commencing.
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APPENDIX B. Indicative Vehicle Tracking



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Phoenix 2-15W (with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

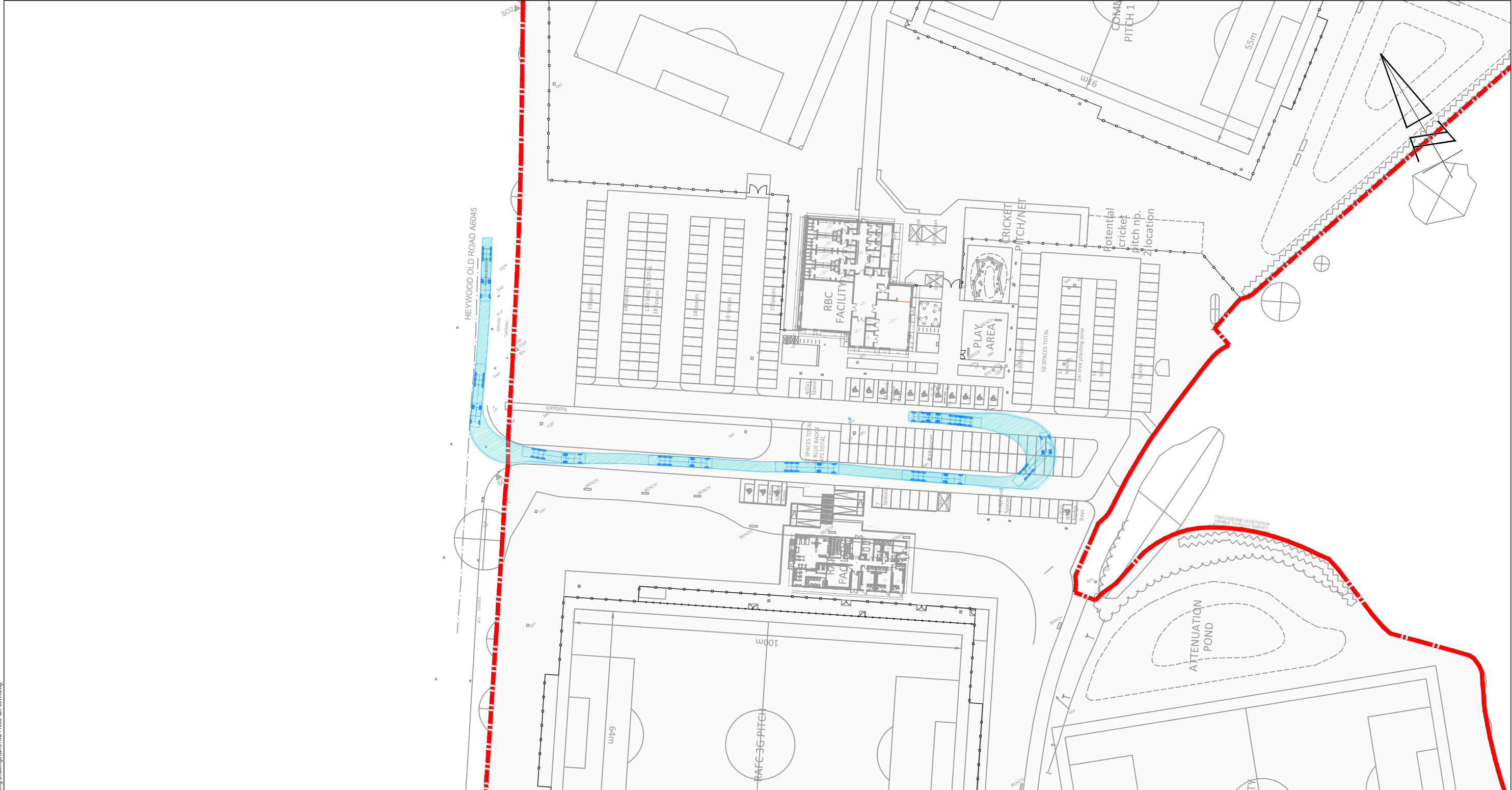


King's House, 40 King Street West
Manchester, M3 2WY
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REV	DATE	BY	DESCRIPTION	CHK	APD
A	28.07.26	MS	UPDATED SITE LAYOUT	JD	PWh
STATUS: FOR INFORMATION					

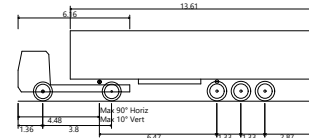
TITLE: SWEEP PATH ANALYSIS - REFUSE VEHICLE	
PROJECT: BOWLEE COMMUNITY CENTRE, ROCHDALE	CLIENT: ROCHDALE BOROUGH COUNCIL & ROCHDALE AFC

DRAWN: JB	CHECKED: PWh	APPROVED: PWh
PROJECT No: ITM211060	SCALE @ A3: 1:500	DATE: 14.07.26
DRAWING No: ITM211060-GA-004	REV: A	



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SCALE BAR @ 1:1000



FTA Design Articulated Vehicle (2016) - including wing mirrors
Overall Length 16.48m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m



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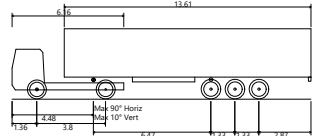
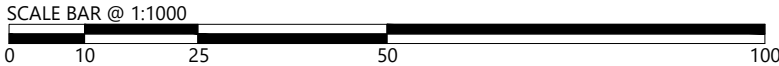
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	28.07.26	MS	UPDATED SITE LAYOUT	JD	PWh
STATUS: FOR INFORMATION					

TITLE: SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE INBOUND			DRAWN: JB	CHECKED: PWh	APPROVED: PWh
PROJECT: BOWLEE COMMUNITY CENTRE, ROCHDALE			PROJECT No: ITM211060	SCALE @ A3: 1:1000	DATE: 14.07.26
CLIENT: ROCHDALE BOROUGH COUNCIL & ROCHDALE AFC			DRAWING No: ITM211060-GA-007	REV: A	



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FTA Design Articulated Vehicle (2016) - including wing mirrors
Overall Length 16.48m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m

 King's House, 40 King Street West Manchester, M3 2WY Tel: 0161 830 2172 www.i-transport.co.uk				TITLE: SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE OUTBOUND		DRAWN: JB	CHECKED: PW h	APPROVED: PW h
REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: BOWLEE COMMUNITY CENTRE, ROCHDALE	SCALE @ A3: 1:1000	DATE: 14.07.26
A	28.07.26	MS	UPDATED SITE LAYOUT	JD	PW h	CUSTOMER: ROCHDALE BOROUGH COUNCIL & ROCHDALE AFC	DRAWING No: ITM211060-GA-008	REV: A
STATUS: FOR INFORMATION								

APPENDIX C. Indicative Timetables

APPENDIX D. Full Car Park Accumulation

Saturday / Sunday	Pitches		Gym		Class		Accumulation
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
08:00-08:30	0	0	0	0	0	0	0
08:30-09:00	59	0	8	0	11	0	78
09:00-09:30	0	0	8	0	0	0	87
09:30-10:00	70	0	8	8	11	0	167
10:00-10:30	0	59	8	8	0	11	97
10:30-11:00	25	0	8	8	11	0	133
11:00-11:30	0	55	8	8	0	11	68
11:30-12:00	28	0	8	8	11	0	106
12:00-12:30	0	40	8	8	0	11	55
12:30-13:00	15	0	8	8	11	0	80
13:00-13:30	0	13	8	8	0	11	57
13:30-14:00	59	0	8	8	11	0	127
14:00-14:30	0	15	8	8	0	11	102
14:30-15:00	0	0	8	8	11	0	112
15:00-15:30	0	15	8	8	0	11	87
15:30-16:00	0	0	0	8	0	0	78
16:00-16:30	0	59	0	8	0	11	0
	Pitches		Gym		Class		

Weekday	Pitches		Gym		Class		Accumulation
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
3:30-4:00	30		0	0	0	0	30
4:00-4:30			8	0	11	0	49
4:30-5:00	30		8	0	0	0	87
5:00-5:30		30	8	8	11	0	68
5:30-6:00	35		8	8	0	11	92
6:00-6:30		30	8	8	11	0	73
6:30-7:00	65		8	8	0	11	127
7:00-7:30		35	8	8	11	0	103
7:30-8:00	65		8	8	0	11	157
8:00-8:30		65	8	8	11	0	103
8:30-9:00	30		8	8	0	11	122
9:00-9:30		65	8	8	11	0	68
9:30-10:00			8	8	0	11	57
10:00-10:30		30					

