

Proposed Residential Development at Site of Former Oakenrod School in Rochdale – Highway Technical Note 1 (HTN1)

1 Introduction

- 1.1.1 Egg Transport Planning has been commissioned to advise on a planning application which seeks permission to develop a site in Rochdale for residential purposes.
- 1.1.2 The application site is located on land to the south of the B6222 Bury Road in the Oakenrod area of Rochdale. The site previously accommodated Oakenrod Primary School, which has since been demolished, and the land is now vacant.
- 1.1.3 The site benefits from planning permission for a residential development of 52 dwellings. The permission was granted in 2025 (ref: 22/01068/FUL) and the planning application was accompanied by a Transport Statement (TS) and Travel Plan which was produced by the transport planning consultancy SCP.
- 1.1.4 Egg Transport Planning has been commissioned by Stonebond Properties to assist with an application made under Section 73 of the Town and Country Planning Act. The application seeks permission for a revised residential layout that varies from the 2025 permission by reducing the number of dwellings and altering the alignment of the internal access road. The scheme now proposed 46 dwellings, all of which are proposed as affordable housing.
- 1.1.5 This Highway Technical Note (HTN1) has been prepared to advise Rochdale Council, as the Local Planning Authority and Local Highway Authority, of the highway and transport implications of the revised layout. It draws on the data contained within the Transport Statement and Travel Plan prepared by SCP and should be read alongside those documents.

2 Existing Conditions

- 2.1.1 The site is located around 1km south-west of Rochdale town centre, on a parcel of land that sits to the south of Bury Road and to the west of Oakenrod Bridge (postcode OL11 4EE). The site location is shown on **Figure 2.1**.

Figure 2.1 – Site Location (source SCP TS)



2.2 Extant Planning Permission

- 2.2.1 In 2025, planning permission was granted (ref: 22/01068/FUL) to develop the site as a residential development for 52 dwellings. The approved layout is contained in **Appendix A** and shows that the development would have been served by an improved access junction that is located in the north-eastern part of the site.
- 2.2.2 The layout of the access is shown in the SCP's drawing 'SCP/220751/D01' which is contained in **Appendix B**. This shows that the junction could provide visibility splays of 2.4m x 43m in both directions, which accord with the design standards set out in Manual for Streets (MfS) for a road with a 30mph speed limit.
- 2.2.3 The internal access road would have had a 5.5m wide carriageway, with 2m wide footways on both sides of the road and a turning head. The SCP TS included drawings showing the swept paths of a large refuse collection vehicle (length 11.3m) accessing the site.

2.3 Highway Safety

- 2.3.1 The SCP TS also assessed the safety of the local highway network over a five-year period, although it is unclear which years were included. The study area included a section of Bury Road extending approximately 150m from the centre of the site's northern boundary.
- 2.3.2 The SCP TS summarises that only two accidents took place within the study area over a five-year period, both of which resulted in injuries classed as slight. It concludes that the roads in the vicinity of the site do not have any recurring highway safety problems that could be affected by the development proposals.
- 2.3.3 To determine whether the findings of the SCP TS remain, the crashmap website (www.crashmap.co.uk) has been used to assess the most recently available accident data. To ensure consistency, the same study area has been used.
- 2.3.4 An extract from the crashmap website showing the accident record over the most recently available 5-year period (2020 to 2024) is shown on **Figure 2.2**.

Figure 2.2 – Extract from Crashmap Website (5 Years)



- 2.3.5 As shown on **Figure 2.2**, the crashmap data shows that no accidents have occurred in the study area over a 5 year period. This analysis supports the conclusions of the SCP TS that highway safety is not an area of concern.

3 Proposed Development

3.1 Overview

3.1.1 The planning application seeks permission to develop the site with a layout that differs from that which was approved under ref: 22/01068/FUL. The proposed site layout would deliver 46 houses with following breakdown of bedrooms:

- 2 bedroom – 17 dwellings;
- 3 bedroom - 23 dwellings; and
- 4 bedrooms – 6 dwellings.

3.1.2 The layout would also feature a water pumping station in the north-eastern part of the site, close to the access junction. The proposed site layout is contained within **Appendix C**.

3.2 Access Arrangements

3.2.1 The latest plans would not involve any changes to the approved access junction, the layout of which is shown on the SCP drawing in **Appendix B**. The junction would provide adequate visibility splays for the posted 30mph speed limit on Bury Road.

3.2.2 The topography of the site means that there is currently a fairly steep slope down into the site from Bury Road. The highway works will aim to regrade the access junction to make the first section of the access road less steep and details of this will be submitted as part of the S278 detailed design process.

3.2.3 The internal access road would be 5.5m wide and would feature 2m wide footways on both sides of the carriageway.

3.2.4 The layout features a parking court to the rear of plots 5 and 6 which would serve plots 4 to 7 and 10. Plots 9, 11, 12, 13, 14, 15 and 16 would be accessed via a shared private drive which would be 6m wide. Plots 19 to 22 and 23 to 26 would also be accessed via small sections of shared private drive.

3.3 Car Parking

3.3.1 Relevant car parking standards are set out in the Rochdale Core Strategy (October 2016). These state that for developments outside of the town centre, each house should provide 2 car parking spaces.

- 3.3.2 Applying the parking standard to the proposed development of 46 dwellings would require a total of 92 spaces. The proposed layout would provide 72 spaces, which is below the maximum provision identified by the standard.
- 3.3.3 The site is close to a range of services and amenities that could be accessed on foot. Rochdale town centre is also around 1km from the site, giving future residents access to employment, retail and public transport connections. As a result, residents are likely to be less reliant on private cars than they would be in less accessible locations within the borough.
- 3.3.4 Data from the 2021 census has been used to establish local car ownership levels. The census dataset 'RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household' has been used and filtered to only include people residing in flats. Data has been extracted for the census area (super output areas - lower layer), 'Rochdale 009C'. The extent of this census area is shown on **Figure 3.1**.

Figure 3.1 – Extent of Census Area 'Rochdale 009C'



- 3.3.5 The car ownership data and analysis is contained in **Appendix D**. The results show that within the census area, the car ownership levels of people living in houses is low, with only around 1.08 cars per household.
- 3.3.6 Applying this to the proposed develop of 46 dwellings, it can be forecast that the residents would own around 50 vehicles.

- 3.3.7 The parking provision is therefore considered adequate to serve the likely parking demands generated by the houses.
- 3.3.8 In the unlikely event that parking demand were to exceed supply, there would be scope for some residents and visitors to park on-street within the site.
- 3.3.9 The parking spaces for plots 36 to 45 are adjacent to the carriageway, with the footway set back behind the parking spaces. The carriageway has a width of 5.5m, which is narrower than the 6m parking aisle width that is normally required. To assist drivers manoeuvring into and out of these spaces, the spaces would be 3m wide as requested by the Local Highways Authority. Swept paths of a large car accessing these parking spaces are shown in **Drawing 2649-SK1**.

3.4 Refuse Collection

- 3.4.1 Refuse would be collected from the kerbside. Swept paths of a large refuse collection vehicle, measuring 11.3m in length, accessing the site and using the turning head are shown on **Drawing 2649-SK1**.

3.5 Trip Generation

- 3.5.1 The SCP TS contains a forecast of the likely trip generation of the permitted development, based on trip rates derived from the TRICS database. An extract from the SCP TS is shown on **Figure 3.2**.

Figure 3.2 – Trip Generation Forecast from SCP TS

Table 5.2 - Estimated Trip Generation- 52 Units				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	8	21	18	10
Cycles	0	1	1	1
Pedestrians	3	11	6	3
Pub. Trans.	1	3	2	0

- 3.5.2 The SCP TS states that the permitted scheme would generate 29 two-way vehicle movements in the AM peak hour and 28 two-way vehicle movements in the PM peak hour. This equates to around 1 additional two-way vehicle movement every 2 minutes in both the AM and PM peak hours. The SCP TS concludes that this level of traffic would not have a material impact on the operation of the local highway network, particularly when distributed on the wider highway network.

- 3.5.3 The SCP forecast is based on a development of 52 units and the current proposals would provide a development of 46 units. The proposed development is therefore likely to result in a lower number of trips being generated by the site. If the permitted scheme is considered as the 'baseline', the updated layout could result in a betterment in terms of traffic impacts.

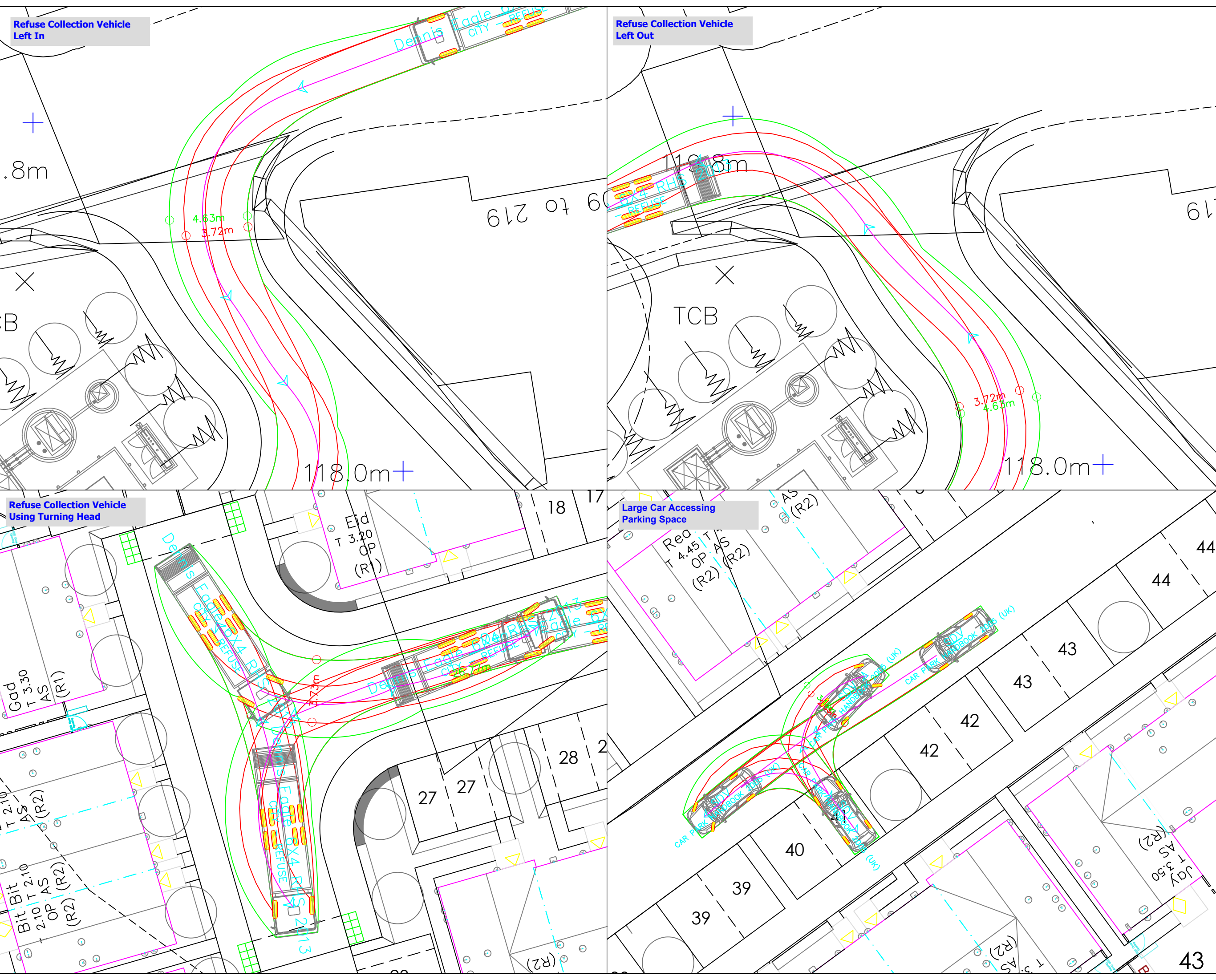
4 Summary and Conclusions

4.1.1 The transport implications of the proposed development are summarised below:

- the site currently benefits from planning permission for a residential scheme of 52 units which was secured under planning ref: 22/01068/FUL;
- the proposed layout would deliver 46 dwellings which is less than the approved scheme;
- the site access junction is approved and accords with relevant design standards;
- the layout of the site access road accords with design guidance and can accommodate the largest vehicle to access the site;
- the proposed site layout would provide safe and suitable routes for pedestrians;
- the proposed site layout would provide a level of parking which could serve the demands generated by residents and visitors and there would not be a need for drivers to park off-site; and
- in terms of trip generation, the traffic impacts would be lower than those generated by the permitted scheme;

4.1.2 Overall, the development would not have a severe impact on the operation of the highway network or a material impact on highway safety. The proposals are therefore in accordance with the transport-related policies of the NPPF, and it is considered that there is no transport-related reason to object to the planning application.

Drawings



11.30
1.67 4.83

Dennis Eagle 6X4 RHS 2013
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 32.1

4.80
0.90 2.90

SDV
meters
Width : 1.80
Track : 1.80
Lock to Lock Time : 6.0
Steering Angle : 37.8

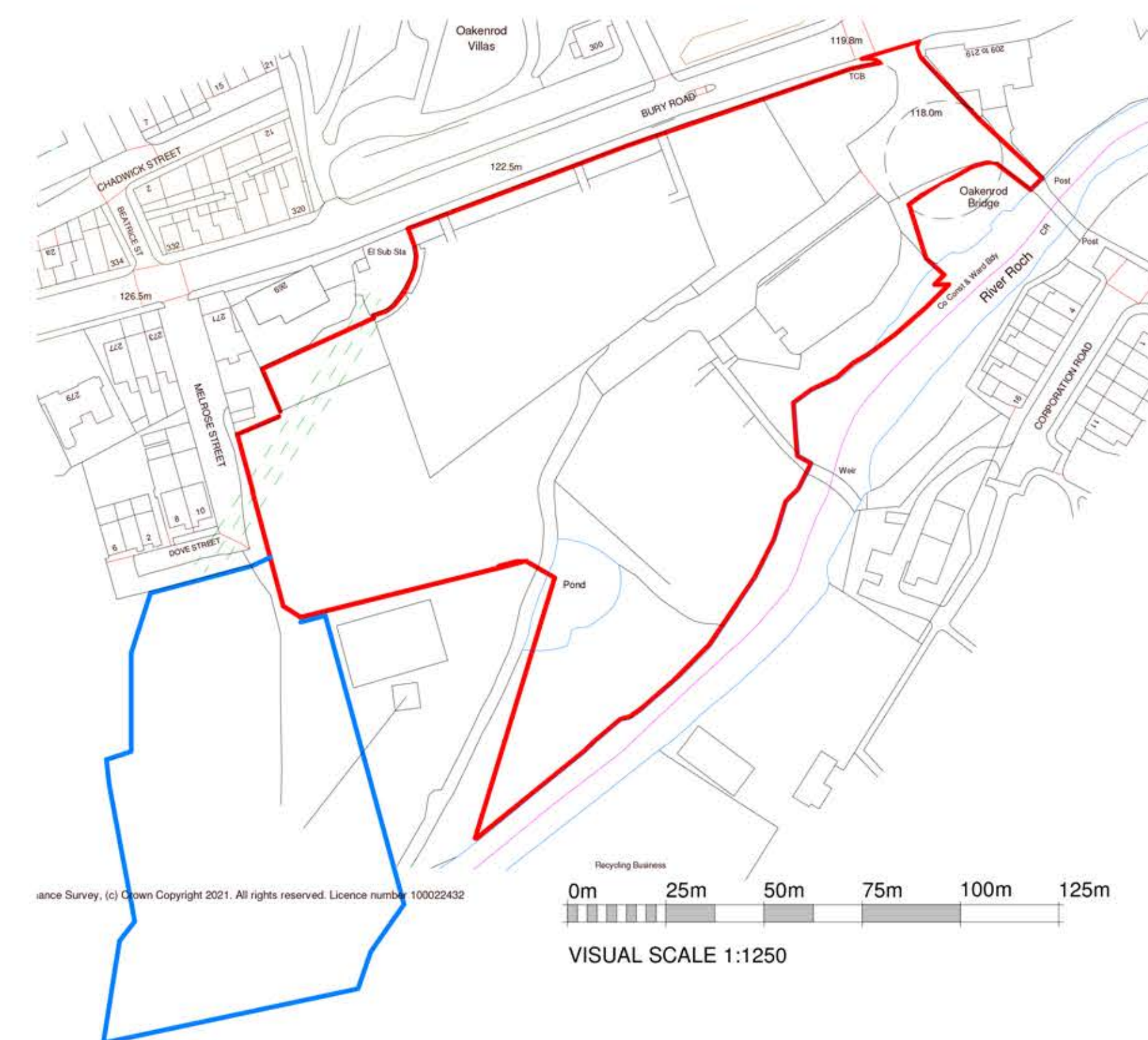
Appendix A – Approved Site Layout

Schedule of Accommodation

	No	ft
Type A 1 Bed 2 Person Units	04	515/550
Type B 2 Bed 4 Person House	12	800
Type C 3 Bed 5 Person House	14	950
Type D 4 Bed 6 Person House	08	1200
Type E 3 Bed Split Level House	06	1189
Type F 3 Bed Split Level House	08	1292
Total	52	Units



Site Plan



LOCATION PLAN

nicol thomas

Rev	Date	Description
A	22.04.22	Road Layout Revised
B	05.05.22	Plot Substitutions
C	01.07.22	Plot schedule updated
D	26.07.22	Red line boundary updated around car park

nicol thomas
architects project managers construction cost consultants CDM co-ordinators
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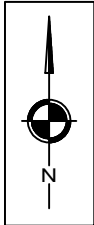
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To Do-
Drive widths and paths to complete
Boundaries to complete
Levels and sections to complete.

Client	Hallmark Developments
Job	Oakenrod, Rochdale
Drawing title	Site Layout
Project number	M4832 P(20)100 Rev D
Scale	As indicated @ A1
Date	11/10/21
Drawn by	AS
Checked by	GRF

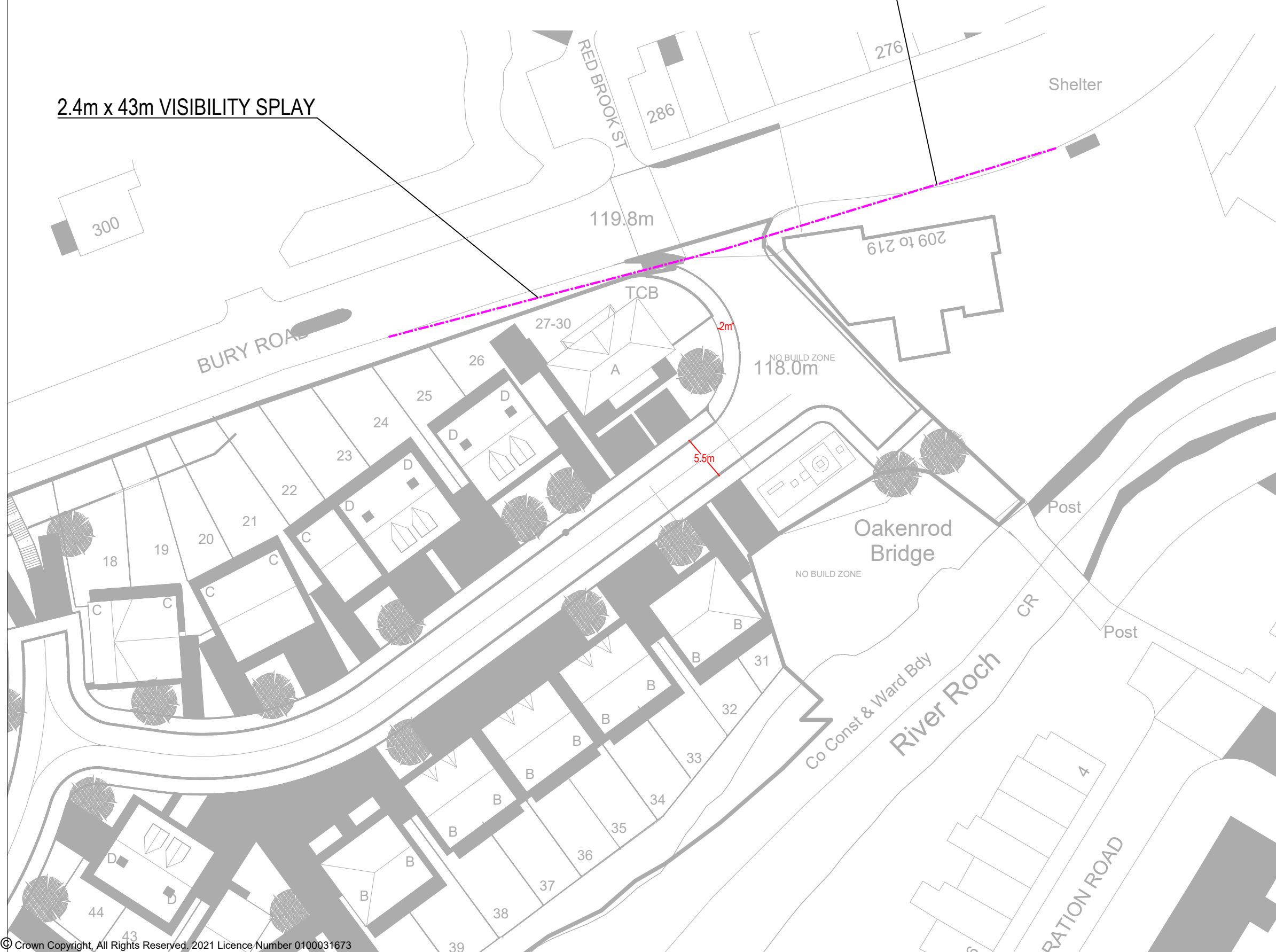
01.07.22

Appendix B – Approved Junction Layout



2.4m x 43m VISIBILITY SPLAY

2.4m x 43m VISIBILITY SPLAY



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
HALLMARK DEVELOPMENTS (NW) LTD

Project Title:
OAKENROD, ROCHDALE

Drawing Title:
VISIBILITY SPLAYS

Drawn By:	AM	Date:	15.11.2022
Checked:	PT	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/220751/D01	Rev.	-
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Appendix C – Proposed Site Layout



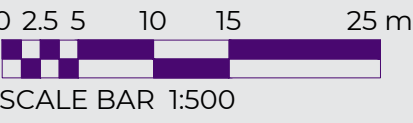
- Legend (Feasibility Layout)**
- Site boundary
 - 1800 concrete post & close boarded panel fence
 - 600 wall / 1200 close boarded fence (feature wall detail)
 - Indicative retaining wall (Subject to external works design)
 - Easement
 - Pump Station (15m Standoff)
 - Bin storage area
 - Bin collection point
 - Front door (1200 level threshold)
 - Rear door (level threshold where stated on external works)
 - Tarmac highway (carriageway)
 - Tarmac highway (footpath)
 - Alternative Surface Treatment
 - Shared drives to be constructed to withstand a **12.5 kN load** to allow fire appliance access
 - Existing trees to be retained
 - Indicative landscaping (refer to landscaping layout)
 - Indicative landscaping (refer to landscaping layout)
 - Managed landscaping area
 - Proposed Attenuation Basin
 - EA Easement (10m)

ACCOMMODATION SCHEDULE							
Housetype	Number	Mid	End	Det	SqFt	Bed Nos.	Occupation Total SqFt
Bittern	8	4	4	0	761	2	3p 6088
Tern	9	8	1	0	850	2	4p 7650
Curlew	3	0	3	0	960	3	4p 2880
Gadwall	6	0	5	1	1012	3	4p 6072
Eider	3	0	2	1	1012	3	4p 3036
Jay	11	0	11	0	1050	3	5p 11550
Redwing	6	2	4	0	1218	4	6p 7308
SITE TOTAL	46						44584
Gross OM Area	4.39				Acres		
Nett OM Area	2.42				Acres		
Coverage	18.423				SqFt/Acre		
Density	19.0				UPA		

Road Measures

5.5m Adopted Highway
Private Shared Drive

230m
505m²



NORTH



Stonebond.

Project Title:
Bury Rd (Oakenrod), Rochdale
Project Number:
MAN038
Drawing Title:
Feasibility Layout

Scale:
1:500 @ A1
Date:
Oct 2025

Revision Notes:
Easement realigned to the northwest of the site. Extra Unit included.

Drawing Number:
SBP-ZZ-ZZ-DR-A-09-040

Rev:
P07

Appendix D – Census Statistics on Car Ownership

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 7 August 2026]

population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01005590 : Rochdale 009C
number of people aged 17 years or over in household Total

Number of cars or vans	Total	Whole house or bungalow	
Total		559	534
No cars or vans in household		143	129
1 car or van in household		239	231
2 or more cars or vans in household		177	174

Cars	Houses	Cars x Houses
0	129	0
1	231	231
2	174	348

	Houses	Cars
Total	534	579

Car Ownership
1.084