

Your ref: PL/2026/0738

Our ref: ROC/26/317

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

9th September 2026

Location: **BOWLEE PLAYING FIELDS, HEYWOOD OLD ROAD, MIDDLETON,
MANCHESTER, M24 4SD**

Development: **Demolition and replacement of community centre to provide
Community Sports and Wellbeing Hub (Hybrid Use Class F2/E(d)) comprising
community sports and wellbeing facilities; football club training and
community pitches; drainage and earthworks; provision of cricket nets; with
associated hard and soft landscaping, parking, storage container, lighting,
enclosures and boundary treatments**

Dear Anna Hayes

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for the demolition and replacement of a Community Centre at Bowlee Playing Fields, off Heywood Old Road in Middleton.

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 Highways 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

The TS provides personal injury collision data (PIC) of the section of Heywood Old Road approximately 250m from the site access. It is considered that this study should be expanded further along Heywood Old Road.

II. Trip Generation

In terms of existing vehicle trip movements, the site could be expected to generate 119 two-way vehicle movements during the weekend peak hour 13:00-14:00, and 59 two-way vehicle movements during the weekday peak hour 17:00-18:00.

The development trip impact has been analysed based on the net change in trips on a weekend peak and a weekday evening peak. This is a suitable approach to reflect when the peak of trip generation would be generated by the site. The TS assessed net changes in trips for the following time periods: weekend 13:00-14:00, weekend 10:00-11:00, weekday 17:00-18:00 and weekday 19:00-20:00.

The net increases in trips are reported ranging from 8 to 155 vehicle trips within an hour. However, based on the timetable provided in Appendix D, the weekend peak seems to occur during 09:30-10:30, which equates to 183 two-way vehicle trips in an hour. The net changes should be reviewed and updated to ensure the traffic impact is fully assessed.

The TS states that the net increase of vehicle trips exceeds 30 two-way movements per hour. TfGM requires further assessments on capacity for junction(s) that would experience an increase of more than 30 vehicle movements, using appropriate modelling software.

The TS needs to assess multi-modal trip generation including walking, cycling and public transport trips. Evidence is needed to support the assumption of "minimum 10% of all users will use public transport or active travel modes" used in trip generation and impact assessment.



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The TS provides a car park accumulation exercise to demonstrate the proposed 250-space car park can accommodate the anticipated parking demand.

III. Distribution of the Site Traffic and Assessment of Forecast Flows

Further assessment of traffic flows is required. This includes existing traffic flows supported by traffic survey data, site traffic distribution to the highway network and traffic flows with the proposed development. Traffic flows should be presented in traffic diagrams for each peak period.

IV. Junctions to be Assessed

As the development would generate an increase of more than 30 vehicle movements, junction assessment is required for the site access as a minimum. The TS needs to include capacity assessments for junction(s) that would experience an increase of more than 30 vehicle movements.

V. Access Arrangements

The existing access is located on Heywood Old Road with sufficient sightline visibility. The TS states that the existing access will be retained for the proposed development.

The TS provides swept path analysis of a 16.5m articulated vehicle entering and leaving the site, and a refuse vehicle manoeuvring inside the proposed car park. Swept path analysis of a refuse vehicle entering and leaving the site should be provided to demonstrate the vehicle manoeuvre to and from Heywood Old Road. Design of the access, car parking and servicing arrangement should be in accordance with Rochdale Borough Council's standards.

VI. Traffic Regulation Orders

TfGM would suggest that it may be beneficial for a review of the Traffic Regulation Orders in the vicinity of the development to be undertaken. This should cover the potential for introducing additional parking restrictions, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.



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VII. Other

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

Site Accessibility

I. Public Transport

The nearest bus stops are located within a few minutes' walk to the site on Windermere Road and Wood Street. These stops provide services to Langley, Piccadilly Gardens and Bury at regular intervals. The stops on Heywood Old Road have services to Heywood and Middleton at hourly intervals.

II. Active Travel

In order to maximise the benefits of the site's location and 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 high quality walking and cycling links which connect to existing and future walking and cycling infrastructure.

Given the proximity to the surrounding neighbouring properties, it is important that the site builds on the extensive public rights of way (PRoW) network in the vicinity of the site, making sure access to PRoW's is safe and direct.

The TS confirms that:

- 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.
- Within the site, pedestrian routes will provide a minimum width of 2m, with appropriate identification of crossings where routes navigate through the car park.

Additionally, it is recommended that:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.



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- Footway resurfacing and renewal undertaken as appropriate.
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.
- Tactile paving with dropped kerbs should be installed across both sides of all the site access points and at junctions surrounding the site.

III. Cycle Parking

It is important to ensure that there is adequate infrastructure and facilities to encourage users of the site to travel by sustainable modes.

Cycle parking is proposed in secure, covered shelters within the site. Space will be provided for 20 bicycles with areas identified to provide additional cycle parking should supply exceed demand.

TfGM would note that all cycle parking should be to LTN1/20 standard.

Changing rooms with showers and lockers, should be provided for staff.

IV. 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, discounted 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.



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Yours faithfully

Landuse Team
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