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Your ref: 2022/0451
Our ref: 2022/0451/HDC2/RH
Date: 25/08/2023

Location: Land West of Market Street Edenfield Bury Lancashire
Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

With regard to your re-consultation letter dated 28th June 2023 I have the following comments to make based on all the information provided by the applicant to date and after undertaking a number of site visits.

Lancashire County Council as Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. The County Council is also committed to reducing congestion and delay and improving highway links both locally and strategically. With this in mind the present and proposed traffic networks have been considered which are influenced by this proposal.

Introduction

The proposals as submitted form part of the allocated site H66 'Land West of Market Street, Edenfield' within the Rossendale Local Plan 2019 to 2036. The submitted layout plan shows 238 dwellings, which will be accessed via a new junction located on Market Street.

The site is located within the village of Edenfield, bounded by Market Street to the east and the A56 to the west.

A total of 400 dwellings have been identified within the Rossendale Local Plan for the wider site. It is envisaged that all these dwellings would be delivered over three separate land parcels:

- Land west of Market Street, (Taylor Wimpey)
- Land off Exchange Street (Anwyl Land)
- Land to the west of Blackburn Road, (Peel L&P and Richard Nuttall)

Summary

In our previous comments dated 24/02/2023 we stated that:

The proposed development is currently unacceptable to the LHA. The planning application fails to demonstrate that the proposed development can be fully and appropriately integrated into the local environment without a significant negative impact on the local and wider highway network, and that its impacts without appropriate mitigation would be unacceptable in terms of highway safety and sustainability. This is contrary to the National Planning Policy Framework (NPPF).

Our comments went on to list a number of areas of concern regarding the application, a number of these concerns have been addressed within the latest submitted documentation, however Lancashire County Council as the Highway Authority still have a number of concerns regarding the application as presented:

Details within the submitted 'Proposed Highway Improvement Plan' drawing number 3806-F04 Rev H:

1. A pedestrian refuge has been proposed on Market Street adjacent to Church Lane. A swept path for all expected traffic movements accessing and egressing Church Lane needs to be submitted to demonstrate that conflict will not occur.
2. There are concerns regarding the carriageway widths at the proposed junction of the Taylor Wimpey site. The submitted drawing indicates running lanes of 3.2m in both directions, which is acceptable. However, when taking into consideration the adjacent 2.0m wide parking bay the Highway Authority have concerns that the proposed 2.2m turning lane is not of adequate size. If a large vehicle such as a SUV/Van is parked within the bay it will encroach into the running lane, this will potentially cause a conflict between south bound traffic and vehicles within the turning lane. Therefore, to mitigate this a minimum of 2.5m is requested for the right turn facility.

This could be accommodated by a realignment of the carriageway edge to the west within the site's boundary, this would also create a small curvature to Market Street which would assist with traffic speed management.

3. The principle of a one-way feature on Exchange Street is acceptable in principle. The Highway Authority does however request that the existing footway alignment on the south side of Exchange Street at its junction with Market Street is amended. A small buildout within Exchange Street is requested to assist pedestrian movements across the junction and to guide vehicles entering Exchange Street around any parked cars.

In addition to the comments above the Highway Authority is willing to accept the following proposals at this stage of the application process with detail design being undertaken at section 278/38 stage.



1. Proposed gateway features at either end of Market Street. (These features will however need to be in keeping with the adjacent highway and not have a negative impact on visibility or highway safety)
2. 2.0m wide parking bays have been indicated in a number of locations along Market Street and Exchange Street. For the most part the Highway Authority is willing to accept the width of 2.0m, however as highlighted previously there are concerns regarding widths at the proposed junction of the Taylor Wimpey site.
3. The proposed traffic calming feature on Exchange Street is acceptable in principle this will however need to accommodate pedestrian movements within its design.
4. The existing bus stop located adjacent to the proposed new access on Market Street will potentially need to be relocated, this can be assessed as part of the section 278 works. Lancashire County Council would also request that the stop serving the south bound services located adjacent to Elizabeth Street is upgraded.

Details within the submitted 'Adoptable Highways Plan' drawing number MAN 0299 0178 A1P:

1. On the submitted 'Adoptable Highway Plan' Some of the private access drives have been shaded up to be adopted (Plots 125 – 126 and 127 - 131). Lancashire County Council would not adopt any private shared drives. The plan needs to be amended to indicate this.
2. Where there isn't a 2-metre-wide footway being provided, a half metre hard paved strip will be required, locally widened to 1 square metre where streetlights are located.

In addition to the above the following will need to be agreed as part of a section 38 design submission:

- Traffic calming measures throughout the site.
- Pedestrian crossing points with tactile paving.
- All surfacing materials.
- VRS assessment will be required adjacent to the attenuation pond(s).

Sustainable Travel

1. Service X41 now operates in partnership between Lancashire County Council and Transdev, the service is not fully commercially viable with the county council providing a subsidy to maintain the service levels. Therefore, to assist in securing the long-term viability of this service and to support sustainable travel from this site Lancashire County Council is seeking a section 106 contribution to support an appropriate evening and weekend service. This figure is likely to be in the region of £50,000 per year for 5 years.



2. As mentioned previously the existing bus stop located adjacent to the proposed new access on Market Street will potentially need to be relocated, this can be assessed as part of the section 278 works. Lancashire County Council would also request that the stop serving the south bound services located adjacent to Elizabeth Street is upgraded.
3. In line with government policy, I would expect the development to provide electric vehicle charging infrastructure at appropriate locations for each dwelling (consideration should also be given to electric vehicle charging infrastructure for the proposed car parking provision for existing residents of Exchange Street).
4. On a development of this size and nature Lancashire County Council Highways request that a Travel Plan is submitted. As part of this, we would normally request a section 106 contribution of £12,000 for a development of this size to enable Lancashire County Council to monitor and support the development, implementation and review of the Travel Plan for a period of up to 5 years.

The Travel Plan submitted as part of the planning application meets our submission criteria for an Interim Travel Plan. It is important that any Interim Travel Plan is adhered to, and a comprehensive Full Travel Plan is developed and implemented in line with the agreed timescales.

A Full Travel Plan when developed would need to include the following as a minimum:

- Contact details of a named Travel Plan Co-ordinator
- Results from travel survey
- Details of cycling, pedestrian and/or public transport links to and through the site
- Details of the provision of cycle parking.
- Objectives
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the Travel Plan.

In line with the development of a robust Full Travel Plan and the requested contribution to support bus services, The Highway Authority requests that funding is provided for PT bus tickets to destinations within Rossendale and the wider area (i.e. Manchester) for a 6months period per new household. Tickets can be broken down to more than one resident per household but totalling 6months and used within 6months of first occupation of each dwelling.

Conclusion

As part of the Local Plan process concerns/issues were identified regarding the impact the allocation would have on the existing highway network



Policy H66 states: Development for approximately 400 houses would be supported provided that:

1. The comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing;
2. The development is implemented in accordance with an agreed design code;
3. A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site. In particular:
 - i. Safe vehicular access points to the site are achieved from the field adjacent to no. 5 Blackburn Road and from the field opposite nos. 88 – 116 Market Street. Full details of access, including the number of access points, will be determined through the Transport Assessment work and agreed with the Local Highway Authority;
 - ii. Agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini roundabout near the Rawstron Arms. Measures to assist pedestrian and vulnerable road users will be required;

Progress has been made in addressing the concerns raised previously by the Highway Authority and within the Local Plan Process. However, there are still a number of concerns to be overcome, the Highway Authority requests that the listed concerns above are fully addressed by the applicant before the application is determined.

If you have any questions regarding my comments, please do not hesitate to contact me.

Yours sincerely

Rob Hancock
Highways and Transport

