

ROSSENDALE INFRASTRUCTURE DELIVERY PLAN



August 2018

Rossendale
BOROUGH COUNCIL

Infrastructure Delivery Plan

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Executive Summary

Much of the infrastructure in Rossendale, as in many parts of the country, dates from the Victorian era and has been progressively added to as new development comes forward. While utilities have an ongoing maintenance programme, additional growth brought forward by the Plan will necessitate new infrastructure investment. Much of this will be required on a case by case basis as new development comes on stream.

Education

A number of schools in the Borough, at both Primary and Secondary level are operating close to capacity. All but two of the Borough's Secondary Schools are close to capacity while Primary Schools in the South West of the Borough and in Rawtenstall/Crawshawbooth are expected to reach capacity in the first five years of the Plan period with Whitworth having very limited capacity. Improvements will be dealt with on a case by case basis but are likely to involve construction of new classrooms at some schools and probably a new school or school extension in Edenfield (around £4 million).

Transport

Improvements to strategic transport, in particular links to Manchester via the A56/M66, will be delivered in the second and third 5 year periods of the Plan and are dependent on Highways England/Transport for the North funding.

A number of key junctions in the Borough require interventions to accommodate Local Plan induced traffic in the second and third 5 year periods of the Plan. Of particular importance is the Gyratory in Rawtenstall which is likely to require a Major Scheme bid (in excess of £5 million)

Development of a commuter rail link is a long term project with further work required to justify investment. The cycle network in the Borough is currently undergoing significant investment.

Utilities

The Utilities infrastructure network through the Borough is subject to upgrades by the various providers as required. New infrastructure is generally installed on a case by case basis as required.

Community Infrastructure

Reductions in local government funding have reduced the level of community infrastructure. However there are no current plans to reduce provision and a number of previous proposed cuts, e.g. to Libraries, have been reversed.

Introduction

The Infrastructure Delivery Plan has been produced as part of the evidence base for the Local Plan

NPPF paragraph 122 states that Planning policies and decisions should support efficient use of land taking into account:

c) the availability and capacity of infrastructure and services-both existing and proposed-as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.

In addition to the NPPF, National Planning Policy Guidance (NPPG) states that “the Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.”

This Infrastructure Delivery Plan has identified the key infrastructure in the Borough. Obtaining investment plans is challenging because of how infrastructure planning is undertaken by different bodies. However, as this is a living document it will be updated on a regular basis.

The NPPG also states that “where the deliverability of critical infrastructure is uncertain then the plan should address the consequences”

The provision of new or improved infrastructure is dependent on a wide range of actors. Funding constraints for public sector organisations such as Lancashire County Council and the five year funding plans of other bodies such as United Utilities mean that infrastructure provision often needs to be programmed far in advance and meet a range of “best value” criteria.

The physical constraints of Rossendale mean that delivery of infrastructure can be significantly affected by the topography of the area. Flat or easy to develop land is at a premium. High levels of flood risk are a feature of the area. Because of the highly urbanised nature of the Borough it is challenging to introduce new infrastructure, such as bypasses or new roads without adversely affecting what is already built.

Infrastructure types

Education

Education provision is complex and is affected by a number of factors, not limited to physical location and facilities.

Section 14 of the Education Act 1996 dictates that Lancashire County Council's statutory obligation is to ensure that every child living in Lancashire is able to access a mainstream school place in Lancashire. The [Strategy for the provision of school places and school's capital investment 2015/16 to 2017/18](#) provides the context and policy for school place provision and schools capital strategy in Lancashire. The latest calculation of School Place provision is contained in the School Place Provision Strategy <https://www.lancashire.gov.uk/media/902273/school-place-provision-strategy-201718-to-201920.pdf>

Over the coming years, Lancashire County Council and its local authority partners will need to address a range of issues around school organisation in order to maintain a coherent system that is fit for purpose, stable, and delivering the best possible outcomes for children and young people.

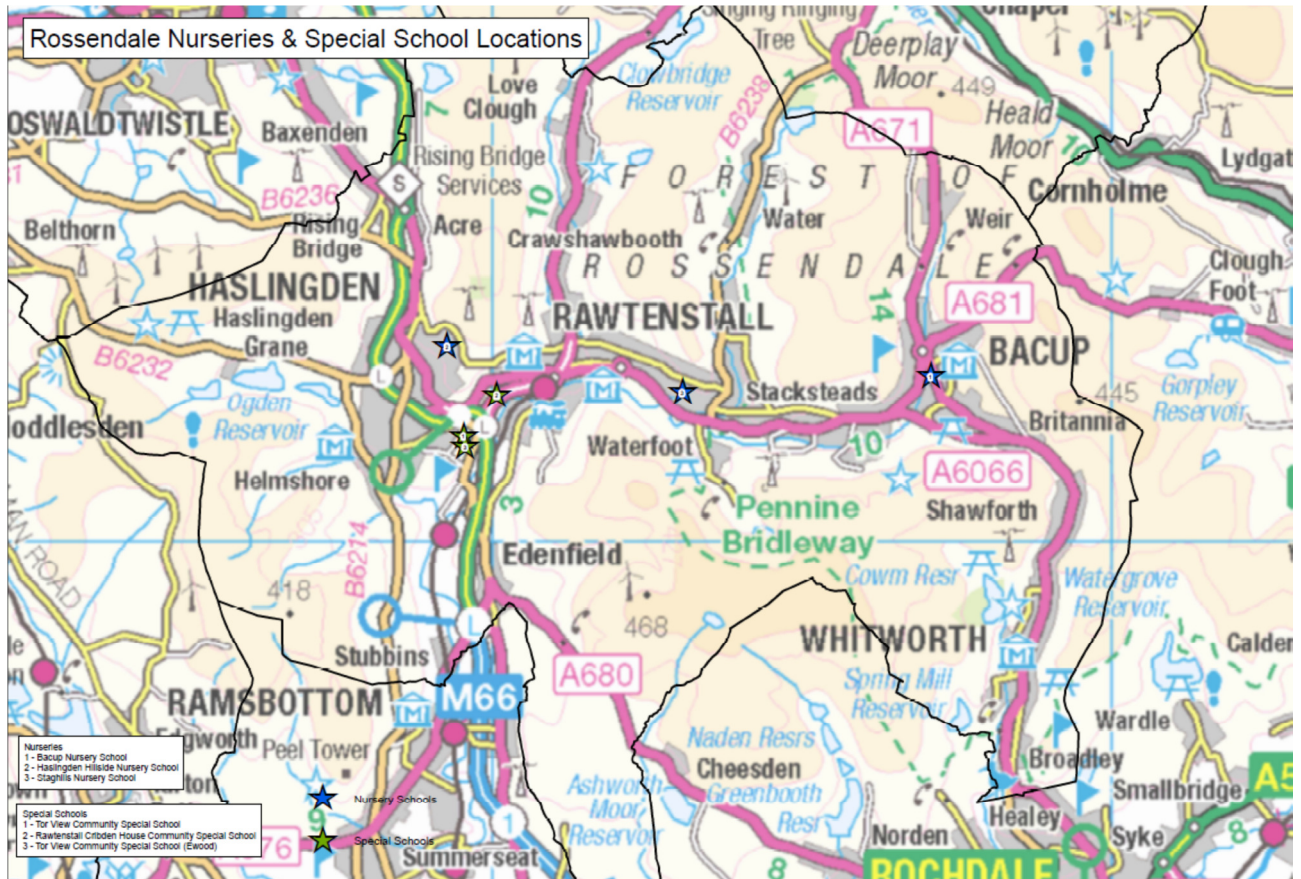
Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the demand of a new development there is the potential to have an adverse impact on the local community, with children having to travel greater distances to access a school place.

The School Planning Team produces an [Education Contribution Methodology document](#) which outlines the Lancashire County Council methodology for assessing the likely impact of new housing developments on school places, where necessary mitigating the impact, by securing education contributions from developers.

In order to assess the impact of a development the School Planning Team consider demand for places against the capacity of primary schools within 2 miles and secondary schools within 3 miles. These distances are in line with DfE travel to school guidance and Lancashire County Councils Home to School Transport Policy.

Planning obligations will be sought for education places where Lancashire primary schools within 2 miles and/or Lancashire secondary schools within 3 miles of the development are:

- Already over-subscribed,
- Projected to become over-subscribed within 5 years, or
- A development results in demand for a school site to be provided.



Nursery school provision across the district is made by both the public and private sector.

Some children have Special Educational Needs for which they access school provision outside of Lancashire. Special Educational Needs provision is managed by LCC's SEND Team.

Correspondence with Local Education Authorities in Bury and Rochdale indicates that there is a degree of cross-border flow between those authorities and Rossendale. This operates in both directions. There is little spare capacity in these areas to accommodate additional children from Rossendale.

Primary Schools

There are 31 primary schools across Rossendale, that are grouped by 5 key planning areas used when assessing planning applications

- **Bacup and Stacksteads**
- **Rawtenstall**
- **Haslingden**
- **Ramsbottom**
- **Whitworth**

Current data provided by Lancashire County Council School Planning Team indicate that there is a projected shortfall of primary school places across the Rawtenstall and Ramsbottom areas within the next 5 years of the local plan. The planning area of Whitworth shows a limited number of places remaining across schools in that planning area.

The shortfall is calculated from the information provided by Rossendale Borough Council through the 5 year housing land supplied to LCC School Planning Team annually indicating the number of dwellings and the location across the district to be delivered.

LCC assume that all dwellings will be delivered within 5 years. The information is received annually and reviewed throughout the year allowing School Planning to produce new forecasts. Latest data is reported back to Rossendale planning officers through regular contact meetings to understand the effect on the provision of education across the district.

LCC have indicated that if the planned level of development proposed at Edenfield goes ahead they may require either a school extension or a new school. The cost of a new School would be in the region of **£4 million**. Any standalone new primary school (i.e. not a multi-site element of an existing school) brought forward would be a Free School and not maintained by education authority.

LCC would initially look to provide expansions at existing school sites where appropriate. This has to be supported by the individual schools Board of Governors. Many but not all schools in the Borough have the physical capacity to expand. A new school classroom costs around £2,500-£3 000 per m² to construct but depends on the topography, ground conditions and nature of the existing buildings. Therefore, for an average 55m² classroom the build cost would be **around £140-£165 000**.

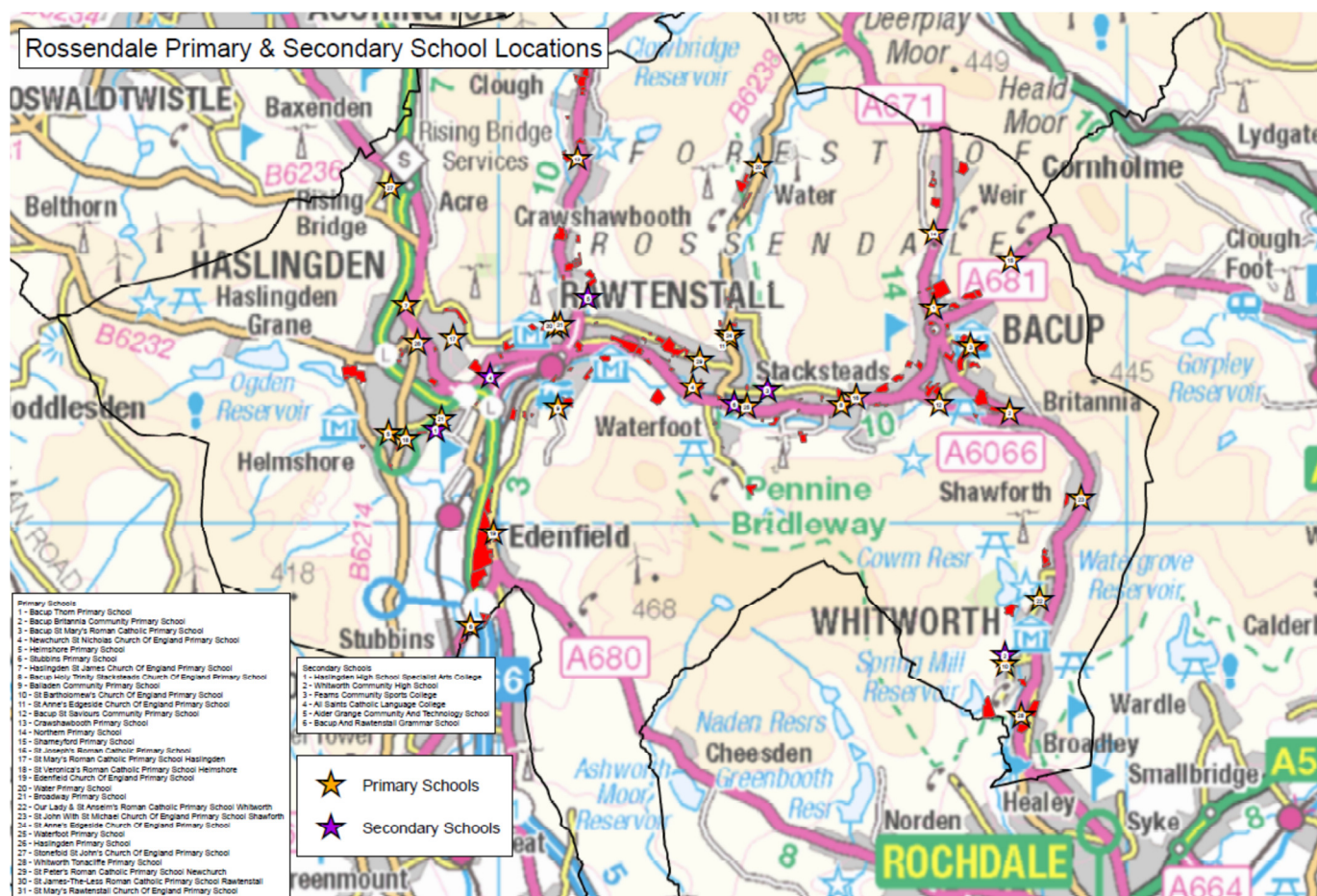
If the number of strategic housing sites in one area exceeds the available places across the primary schools, LCC will look to the district council to secure land and/or financial contributions from the developer to meet the need for a

new primary school. It is probable that new classrooms will be required within the Plan period.

Secondary Schools

Currently there are 6 secondary schools across the district, this includes Haslingden High School and Sixth Form and Bacup and Rawtenstall Grammar School (BRGS). Secondary schools currently show a surplus across the district, however this reflects the district, and not individual schools potentially operating at capacity.

Demand at some schools such as Alder Grange and Haslingden are regularly fully subscribed. BRGS is a selective Grammar school where demand is higher than the number of places available however ability to expand on the site is limited, Fearn's is the main High School with available space.



Parental choice has an important influence on school provision. Parental choice of popular schools, not necessarily those closest to home, means that high performing schools fill up much more quickly than less popular locations.

School admissions policies also have an impact on the availability of places within a local area.

Currently LCC have indicated they are not actively looking for additional secondary schools sites and continue to monitor the housing to be brought forward to understand the impact across secondary schools in Rossendale.

DfE legislation prescribes that a completely new school should be a “Free School”, i.e. not under the control of the Local Education Authority.

Expansion of existing schools by adding extra classroom base is usually regarded as the best solution by LCC recognising that infrastructure is already in place and costs kept lower. Expansion does depend on a full feasibility of the schools, ability to expand and the school willing to expand, at both primary and secondary level.

DfE section 77 guidelines advising local authority maintained schools and academy trusts regarding the protection, loss or change of use of playing fields. Prior written consent from the Secretary of State for Education will be required to expand a school after feasibility has been undertaken.

Sixth Form

There is no additional need for Sixth Form provision within the local Plan as it is anticipated there will be sufficient spare capacity across the district and beyond. Currently provision is split between the Sixth Form Colleges at BRGS; Alder Grange and Haslingden High School as well as Colleges in Accrington, Burnley, Bury and Rochdale.

Education Specialist Needs

Schools for children with special educational needs exist at Tor View and Cribden House in Haslingden. Other private provision in this sector is made through Belmont School in Rawtenstall and Rossendale School near Turn.

Vocational training facilities and post sixth form education is all provided outside the Borough. There are limited evening classes available, including via the Maden Centre in Bacup.

No post 16 provision is planned to occur over the next 15 years.

Transport

The valley nature of the Borough and the high degree of urbanisation along main roads means that there is little option for widening or making junction improvements to the existing network. The main A681 corridor between Rawtenstall and Bacup is all 30mph which increases the peripherality of the east of the Borough. For the section from Toll Bar through Stacksteads no alternative parallel route is available. Any roadworks along the corridor cause significant delays. This is also an issue on other routes with considerable peak hour congestion on the route through Crawshawbooth into Rawtenstall. Traffic on Grane Road into Haslingden seeking to access the A56 is also heavy. Grane Road acts as a “rat run” between the A56 and the M65 at Blackburn with continuous speed monitoring introduced in Spring 2018.

Localised congestion occurs in a number of locations in the area that is challenging to resolve, primarily because of the topography and built up nature of the area. Significant congestion occurs in the peak periods around Rawtenstall especially on the Gyratory which is expected to reach capacity by 2023; at the bottom end of Bank Street and at Tup Bridge junction. Waterfoot roundabout and Toll Barr, Stacksteads are also sites of significant congestion.

Current projects being undertaken by LCC as Highway Authority include roadworks as part the Townscape Heritage Initiative (THI) for Bacup, notably around St James Square. The total cost of this scheme is around **£750 000**. LCC are contributing over half this figure. It has also funded a new Bus Station in Rawtenstall at a cost of **£3.5 million** which will be opened in Spring 2019.

The local road network links into the Strategic Road Network (SRN) which in the case of Rossendale is the A56/M66 corridor. This forms a strategic link to the rest of the country. It suffers from peak hour congestion and lack of resilience when any blockages occur. Performance is forecast to continue to deteriorate over the Plan period.

A number of Studies have been undertaken to identify transport issues:

East Lancashire Transport Masterplan- this strategic document produced by Lancashire County Council identifies congestion on the A56/M66 corridor and recommended preparing a discrete study. This was prepared by consultants Jacobs and published in December 2016. This is discussed below.

A56/M66 Corridor Study –The A56/M66 is of strategic importance to the Borough as it forms the key link between Rossendale and Manchester, the Regional Centre plus the M60/M62. It is also the main corridor for accessing

the rest of East Lancashire. It is used by thousands of workers accessing jobs in Greater Manchester as well as individuals coming to work in Rossendale.

As well as looking at the performance of the road for private vehicles this Study examined public transport options. This included improving the timings/reliability of the X43/X41 express bus route and examining the potential for the East Lancashire Railway (currently a heritage operation) to be used as a commuter rail operation. The lack of a link to the national rail network is perceived by many local people and businesses as a constraint on the growth potential of the Borough. There is already a reduced rate pass allowing residents to use the ELR to shop in Bury, etc but this is not functional for journeys to work. The Jacobs Study indicated that an investment in excess of £50 million would be required to bring forward a functional rail link together with the need for an ongoing annual subsidy in excess of £500 000.

Options for a rail link continue to be kept under review by the Borough Council and different options investigated with partners. It is recognised that this is a long term project over the life of the Plan.

The Study recommended that the following options should be progressed.

Type	Potential Option
Highway Options	Junction improvements on the A56 (between the M65 and M66) in order to reduce congestion and improve journey times
	Upgrade the M66 to a 'Smart' Motorway
	Improvements at Simister Junction (M60/M62 J18)
Bus Options	Junction improvements and bus priority measures on the A56 between the M60 and central Manchester (or on alternative routes into central Manchester if X43/X41 services are diverted), in order to improve X43/X41 service journey times and journey time reliability.

Improvements at Rising Bridge by signalling the roundabout there have recently been completed by Highways England. Full grade separation between the A56 and the Accrington-Haslingden road (i.e. a bridge) will be expensive (**£30-40 million**) and unlikely to score highly enough to feature in the next national Roads Investment Strategy 2020-2025 though is likely to need attention by the following RIS investment period and would be essential if a full “Expressway” is to be developed.

Highways England is currently modelling different options for improvements to Simister Island (M60 Junction 18 in Bury). This is a key pinchpoint for traffic from Rossendale seeking to access the wider national motorway network.

Subject to funding being obtained it is currently expected that work on this scheme will commence in approximately autumn 2023.

There is currently no proposal for upgrading the M66 to a Smart Motorway and this would need to be considered for funding as part of next Roads Investment Strategy (RIS) which covers the period 2020-2025. However the route is one of those being looked at in the **Transport for the North (TFN) Central Strategic Corridor Study** which will feed into the overall TfN Strategic Plan. This Study is now due to report back in Autumn 2018 with the Strategic Plan being published in early 2019.

The identification and prioritisation of Highway England improvements fall within the scope of preparations for the second Roads Investment Strategy (RIS2). Highways England will develop outline proposals for RIS2 during 2018, which will then be subject to an efficiency review by the Office of Rail and Road (ORR). Taking ORR's advice on board, an agreed RIS2 will then be published in 2019. At this stage, the content of RIS3 (2025-30) isn't known, with evidence-gathering preparations beginning for this from 2022 onwards.

Highways England would be likely to resist the construction of new accesses onto its network in Rossendale in line with Circular DfT Policy Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'. This is because the scale of development would not be classified as strategic development in national terms. Some existing junctions onto the A56, such as at Carrs Industrial estate, are substandard. Options for an "Expressway" (dual carriageway with very limited accesses) are likely to be promoted and are being considered as part of TfN work being undertaken by consultants WSP.

There are geotechnical issues with the A56 embankment in Edenfield that would need to be addressed in any adjacent development proposals.

Rossendale Highway Capacity Study

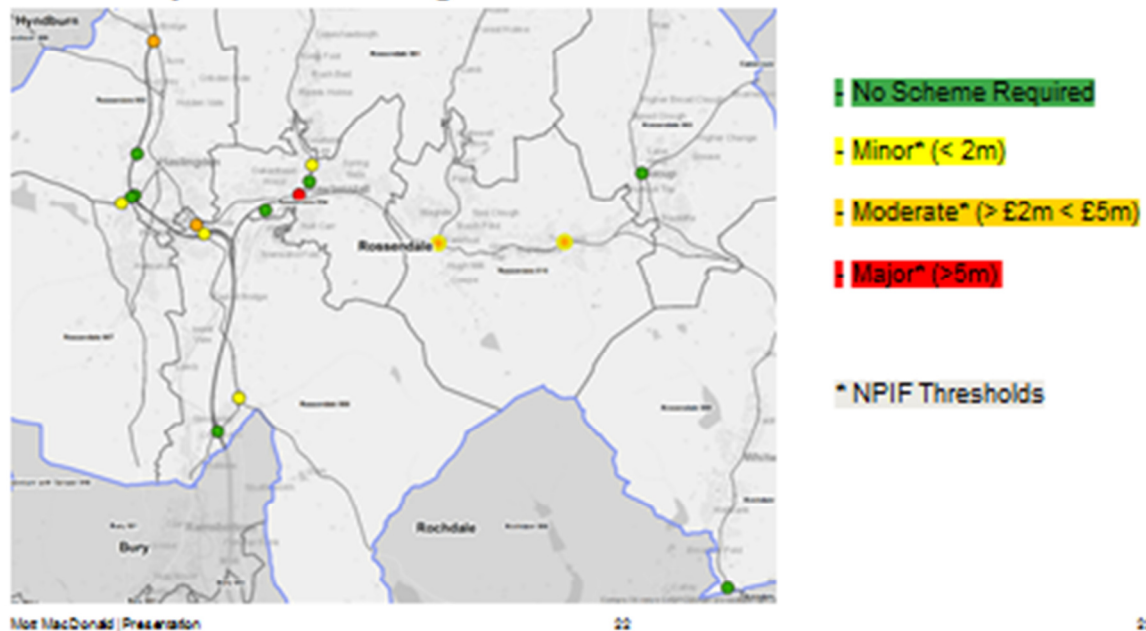
Mott McDonald was employed by Rossendale Borough Council to undertake a Study of 15 key junctions in the Borough to identify if they were capable of accommodating Local Plan induced traffic growth. Stage 1 of the work identified which junctions were likely to reach operational capacity on one or more of their arms within the Plan period due to Local Plan induced growth. Those junctions which were examined in detail in Stage 2 were:

- The Gyratory in Rawtenstall and associated junctions on St Mary's Way

- The A56 roundabout at Bentgate, Haslingden
- Tesco Haslingden roundabout
- Rising Bridge junction A56 (marginal as to whether Local Plan derived)
- Waterfoot
- Toll Bar, Stacksteads
- Edenfield

Each of these junctions was subjected to more detailed analysis of what physical alterations could be achieved. A map showing the location of these junctions and anticipated indicative costs is shown below.

Summary – Outline Mitigation Costs



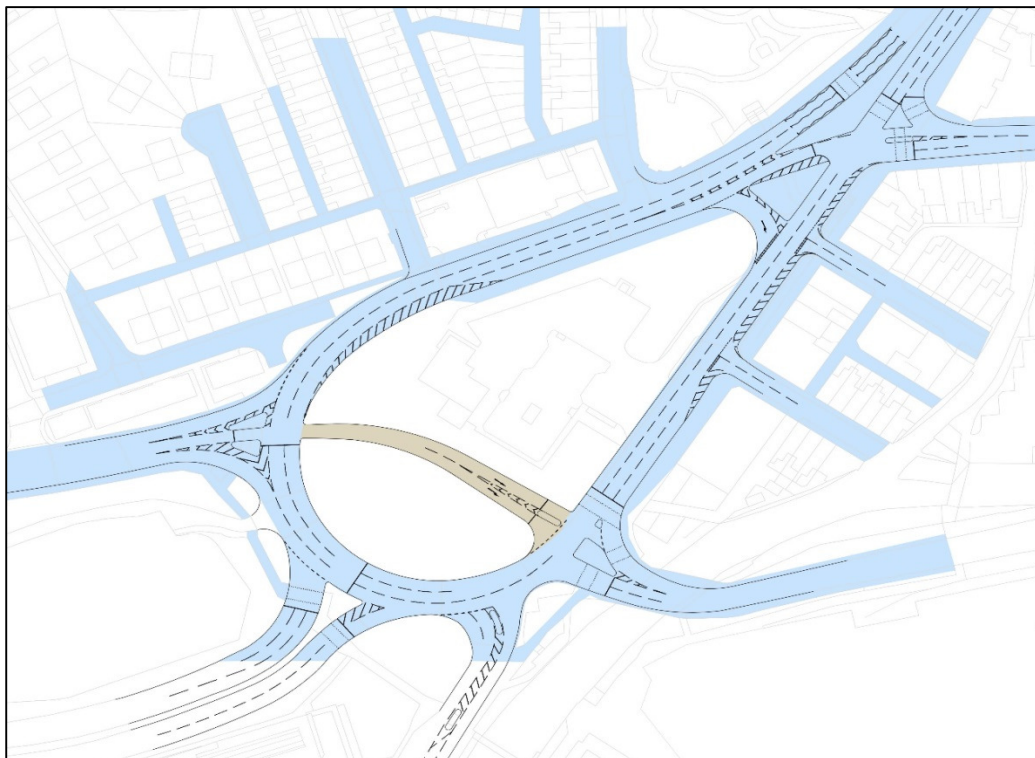
The anticipated costs are shown in the Table below.

Junction	Costs (without land/utilities/demolition, etc costs)
Gyratory, Rawtenstall	
• Do minimum option	£0.9 million
• Roundabout option (not preferred)	£3.2 million
• Works and signalisation	£6 million
Waterfoot signalisation	£0.8 million
Toll Bar, Stacksteads	£0.9 million
Edenfield mini-roundabout	£0.2 million

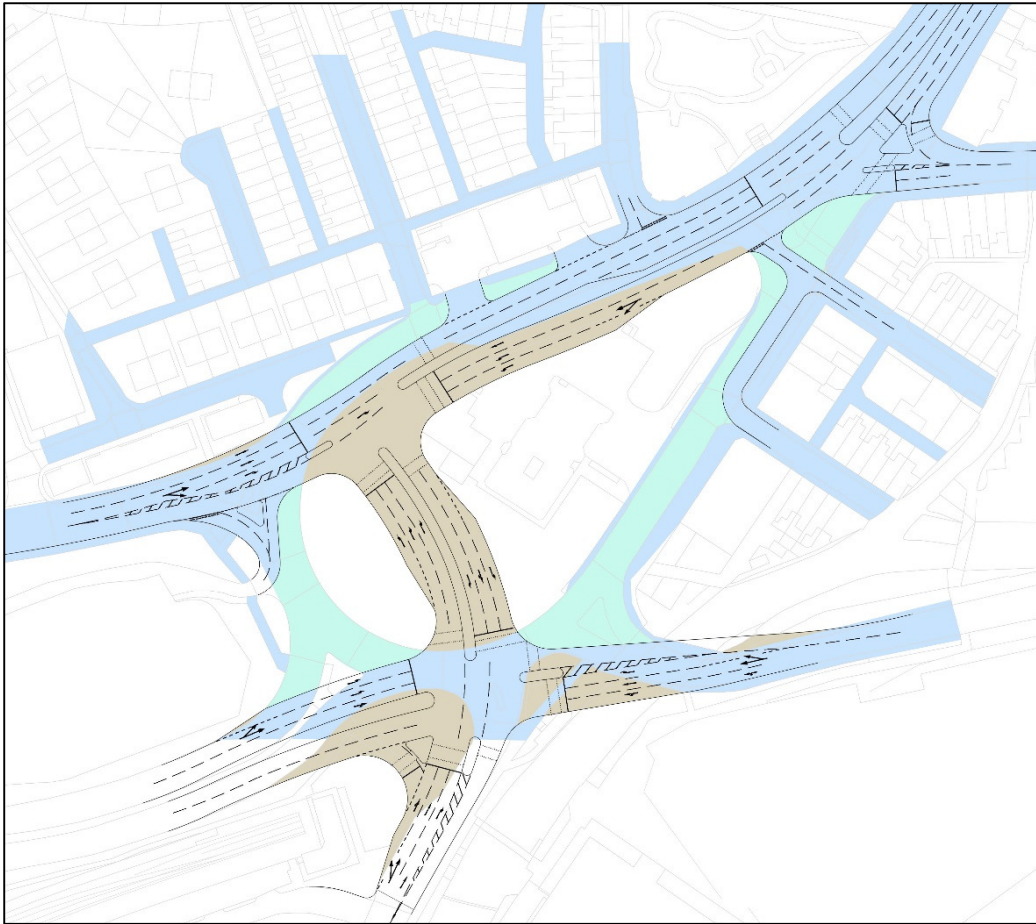
A56 Bentgate	£0.2 million
Tesco Haslingden roundabout	£0.5-£1 million

The key junction in Rossendale is the Gyratory roundabout in Rawtenstall as much of the traffic from the east of the Borough and parts of the north flow through it and it is a key point in east-west trips. The two preferred options are shown below:

Gyratory-Do-Minimum



The Gyratory is expected to be able to function acceptably in the first five years of the Plan but beyond that intervention would be required if Local Plan development proposals are to progress. Addressing the issue of the Gyratory is therefore essential for years 5-15 of the Local Plan Housing Trajectory. Anything other than a “do minimum” option is likely to be a major scheme bid of in excess of £10 million including the cost of relocating the Fire Station. There are a number of potential funding options including incorporation within LTP4 though it is recognised there are a number of other schemes across Lancashire seeking funding. A multi-agency bid into other funding pots is also possible. Possible options are identified in Appendix 2.



Gyratory- Signalisation and other works

The schemes at Edenfield, Toll Bar and Waterfoot are challenging to implement because of the constrained urban environment. All the junctions are likely to become at capacity towards the end of the Plan period. Further work is being undertaken by the developers' consultants to look at options for Edenfield. The most difficult junction to address is Toll Bar which is likely to require a comprehensive approach wider than highway interventions to operate satisfactorily.

The results of the Study are currently being discussed with Lancashire County Council and Highways England to ensure that the analysis and solutions identified are acceptable to all parties.

It should be noted that the work that has been undertaken will not address baseline growth and queuing related to this though in some cases it will improve the operation of junctions above what it would have been.

Access to employment sites study

Mott McDonald has undertaken further work on behalf of the Council to identify potential access points to proposed employment sites. This work is currently ongoing.

Cycling

Rossendale was identified as the location for construction of the majority of the East Lancashire Strategic Cycle Network in the East Lancashire Transport Masterplan developed as part of Local Transport Plan 3 (LTP3). This obtained £3.5 of Government Growth Fund money as well as match funding in excess of £1 million from Lancashire County Council. The focus of the spending has been on upgrading National Cycle Route 6 from the border with Bury at Stubbins to the border with Hyndburn at Rising Bridge and the “Valley of Stone Greenway” from Rawtenstall station to Rochdale. Both these routes use significant lengths of former railway line and deliver significant health and tourism as well as transport benefits. They are expected to be completed by the first year of the Plan period. It is estimated that **£1-1.5 million** will be spent on completing this work in 2019/2020. Highways England are expected to contribute to all the costs of the NCN cycleway alongside the A56 in Haslingden.

A number of complementary cycle routes are proposed which would be implemented post 2020. The costs for these have been estimated as below but funding has not been confirmed. It would most likely come from the Local Transport Plan or alternative funding streams. Initial consultation on Local Transport Plan 4 is expected to occur in Autumn 2018

- Valley of Stone – NCR6 link - **£520 000**;
- NCR6 – Haslingden town centre - **£69 000**
- Valley of Stone – Bacup town centre **£452 000**; and
- Rawtenstall railway station – New Hall Hey retail park - **£100 000**
- Rawtenstall-Dunnockshaw –not available

Air Quality Management Areas have been declared at Bacup Road/Bury Road junction in Rawtenstall and Haslingden Sykeside roundabout due to NOX emissions from vehicles. A Management Plan has been developed and Rosso Bus has purchased a number of low emission vehicles which help to reduce the impacts.

Utilities

Water and sewerage

Rossendale Council continues to engage in meaningful dialogue with the water and wastewater provider for Rossendale, which is United Utilities. United Utilities has explained that it works on 5 year investment periods. This contrasts with the longer development plan period. The current investment period for United Utilities is the period 2015-2020. The next investment period will be 2020-2025. Final submissions to OFWAT, the Regulator, are expected by the end of 2018. The outcome of the bid may impact on investment in strategic infrastructure that traverses the Borough.



United Utilities has identified no in principle concerns regarding proposed developments. United Utilities has, however, highlighted that the full impact of any development proposal cannot be fully determined until more details are known about the nature of a development, for example, the supply of water required. This is particularly relevant to employment uses where the supply of water required is dependent on the nature of the industry and the occupier. With regards wastewater, it is particularly important to know whether foul and

surface water will connect to the public sewer. This detail normally only becomes available at the planning application stage and technical details stage. When more detail is known regarding development proposals, it may be necessary to coordinate the delivery of development with infrastructure improvements through planning condition. It is also important to note that not all development comes forward on allocated sites and therefore the cumulative impact of development can be different in reality as a result of windfall sites.

Rossendale is the location for a number of functional reservoirs which supply various locations. The reservoirs include the Grane Reservoirs near Helmshore; Clowbridge near Loveclough; Cloughbottom above Water and Cowm in Whitworth, which supplies Rochdale; and Cowpe Reservoir near Waterfoot. These reservoirs and their associated water catchments are an important resource for Rossendale and beyond.

United Utilities has highlighted the importance of good water catchment management both in terms of protecting public water supply but also protecting the water environment and ecological value. The importance of managing the impact on water catchment land will be relevant in the consideration of future development proposals on catchment land, such as wind farms.

United Utilities also wishes to highlight the associated network infrastructure. For example, large diameter water trunk mains are significant assets that will need to be carefully considered if they are within or near to a development sites both in terms of the construction process and in terms of the layout of a development site.

There are substantial numbers of private water supplies in the Borough, largely within rural areas.

Irwell Vale Waste Water Treatment Works serves the whole Borough. As noted above, there are no in principle concerns with the growth proposed within Rossendale at the wastewater treatment works for the forthcoming investment period for United Utilities. United Utilities are currently intending on introducing new measures at the works in 2023-25 to improve water quality on the River Irwell in order to meet the Water Framework Directive.

With respect to the public sewerage system, United Utilities has emphasised the importance of prioritising the use of Sustainable Drainage Systems (SUDS) and applying the surface water hierarchy in order to manage the impact on both public sewers and watercourses. United Utilities wishes to emphasise the importance of applicants engaging in early dialogue with both the lead local flood authority and United Utilities and giving full consideration to how they can ensure the most sustainable approach to drainage is secured. United Utilities encourages applicants to consider this in the land acquisition process to ensure the most sustainable approach available is secured and the cost of securing a sustainable approach is reflected.

On previously developed sites, United Utilities has highlighted the benefits of securing betterment in terms of surface water discharge. Any request for continued discharge to the combined sewerage system should be supported by clear evidence of existing connections so that it can be clearly concluded that flood risk is not increasing.

Managing flood risk is a significant issue in Rossendale with the floods of 2012 and 2015 being the most recent examples of this. Blocked culverts contribute to this. The Environment Agency has identified five culverts that most need attention and has assessed them for their business case. Improvements to Greave Clough and Spodden North are the highest scoring culverts with respect to the benefits they would deliver. Rossendale Council deals with culverts under its care on a case by case base. Flood Risk issues are discussed at the quarterly "Making Space for Water" meeting which involves all the key agencies including Lancashire County Council as Lead Local Flood Risk Authority. This list may therefore be updated or modified.

The Environment Agency is also considering further flood risk alleviation measures in the Irwell Vale area. Natural Flood risk management in the River Ogden and River Irwell corridors is being actively considered, linked into work with the multi-agency Irwell Management.

Environment Agency Proposed Culvert interventions

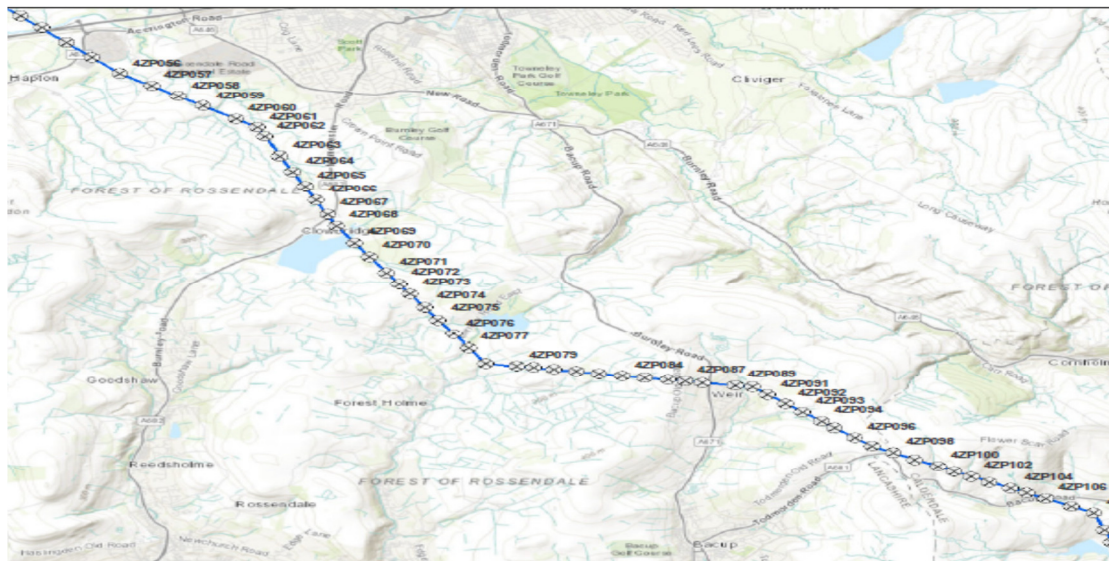
Location	Households Protected	Year	Cost
Rossendale District Level 2 (Waterfoot/Rawtenstall/Bacup/Shawforth)		2017 – 2019	90k
Greave Clough Brook Culvert Bacup	80	Beyond 2021	25k
North Street Culvert, River Spodden, Whitworth	70	Beyond 2021	25K
Limy Water Culvert, Rawtenstall	75	Beyond 2021	500k
Boundary Edge Brook, Rochdale	4	2019 – 2021	60k

Electricity

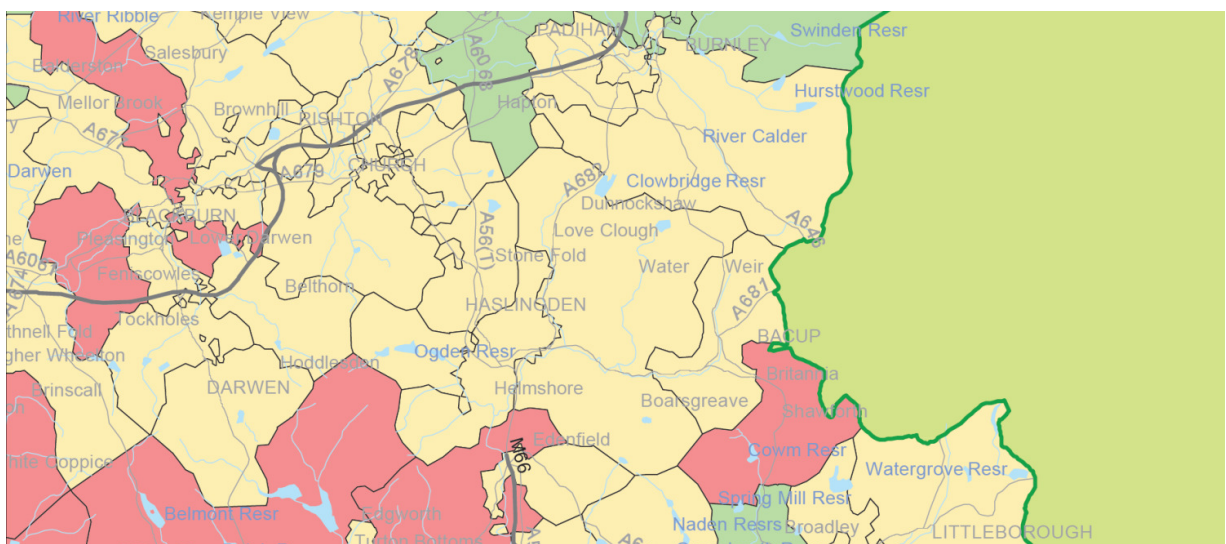
National Grid operates the national electricity transmission system across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. The company does not distribute electricity to individual premises directly. It is the role of local distribution companies to distribute electricity to homes and businesses. Specific development proposals within the Rossendale area are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to enhance supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.

There is one high voltage route which crosses the north of the Borough between Shawforth, Weir and Clowbridge Reservoir. Upgrading and maintenance work is currently occurring with renewal of towers programmed in the first five years of the Plan. Further work anticipated around the end of the Plan period.

Route of National Grid High Voltage Cable



The local electricity supply network is operated by Electricity North West. The network is generally performing adequately but there are a number of substations which are operating at capacity, e.g in Edenfield and which will require enhancement before more major development can be accommodated. There will also be locations where the existing cabling will become life-expired and will need replacing. Where energy intensive industrial use is proposed this may require localised upgrading of the network.



Indicative Heat Map of Electricity Substation capacity

Gas

National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. This consists of around 4,300 miles of pipelines and 26 compressor stations connecting to eight distribution networks.

New gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.

A high pressure gas pipeline managed by Cadent, which is the overall gas distribution network operator in the North West, runs through the west of the Borough with a governor to the south of Helmshore. This is close to the point where there is a junction where the pipeline splits with one branch running towards Salmesbury and the other towards Ramsbottom. The pipeline runs roughly parallel to the A56 before leaving the Borough north of Rising Bridge.

There are no known plans to enhance the network in the Borough but routine maintenance may be required.

Telecommunications

The Government is committed to roll out high speed broadband across the country with the aim of 95% of all customers being connected by 2018 and all customers having access to basic broadband. The ability to connect partly depends on the capacity of the nearest cabinet. Openreach, which is the national provider, is committed to upgrade cabinets without high speed broadband where more than 30 new houses would link into it or where they are approached by the local community via Community Fibre Partnerships.

The Government, working with Lancashire County Council and Openreach, is working on delivering high speed rural broadband as part of a wider programme known as Broadband Delivery UK.

While large parts of Rossendale have good mobile reception there are some significant gaps in coverage which are exacerbated by the topography of the area. An example of this would be the Whitworth area for the Vodafone/O2 network and Stacksteads for EE. Mobile operators have short term rolling plans for improving coverage, including the construction of new or higher masts

Health

Health provision in Rossendale is delivered through the East Lancashire Clinical Commissioning Group (CCG) which “purchases” services through clinical providers such as East Lancashire Hospitals NHS Trust.

Location of GP Practices	Number of Practices	Before closed list	Year 1 Pop increase	Year 2 Pop increase	Year 3 Pop increase	Year 4 Pop increase	Year 5 Pop increase
Rawtenstall	3	364	125	125	114		
Bacup	1	202	125	77			
Whitworth	1	936	125	173	285	353	
Haslingden	3	848	125	125	136	272	190
Waterfoot	1	340	125	125	90		
TOTAL	9	2,690	625	625	625	625	190

Rossendale is served by nine GP practices spread across the Borough. These vary in size from large multi-doctor facilities to practices with a small number of doctors. In addition to doctors a range of services are provided by nurse practitioners. Government recommendations are that each individual GP should serve a maximum of 1 600 patients.

At the projected rate of population increase (assuming an equal distribution of growth) all the GP practices would be full in the first five years of the Plan. In practice the distribution of growth is likely to put the greatest pressure of growth on Bacup and Rawtenstall. The capacity of GP practices outside the area, e.g., in Ramsbottom were the proposed growth of Edenfield to progress, would also be a factor. CCG’s in both Bury and Rochdale report anticipated capacity pressures on their services within the first five years of the Plan.

All the GP practices in the Borough have the ability to expand physically to accommodate growth though it would be necessary to go through a process to secure funding. While the NHS would provide up to 75% of the necessary finance the remainder needs to be met by the practice itself. This can in practice be a significant issue involving many 10’s of thousands of pounds. However delivering a service to meet the needs of a growing population is not just about building provision, but also attracting suitably qualified Health professionals to deliver an expanded service. The recruitment and retention of suitably skilled staff is a significant issue both nationally and in the Rossendale area.

There are 7 dentists within Rossendale. 4 of these are currently willing to take on additional NHS patients.

There are no Hospitals within Rossendale with the nearest Accident and Emergency Unit being located in Blackburn. Burnley General in particular also plays an important role. Fairfield in Bury and Rochdale Hospital also perform complementary roles in parts of the Borough. A number of locality wide services are available from both Rawtenstall and Bacup Primary Care Centres.

Mental health care issues are a significant issue in Rossendale. Mental health care services are provided by Lancashire Care NHS Trust as well as by a variety of outreach facilities.

As with much of the country Rossendale faces the challenge of an ageing population. Lancashire County Council plays a major role in delivering adult social care alongside the CCG. Delivery of this function is facing financial pressures with the potential to affect both the provision of new facilities and the quality of care.

Communication with Heywood Middleton and Rochdale CCG indicates that GP's in the areas of Rochdale closest to Rossendale are operating close to capacity. The same is true in Bury with over 1 500 Lancashire residents registered with practices in Bury.

Emergency services

Ambulance

The North West Ambulance Service currently has a base in Stacksteads. It currently has no identified need for expansion or substantial change

Police

Lancashire Police currently serve the valley from Waterfoot Police station but have shut the public counter. Waterfoot has become a "drop-in" base for staff with services managed from Burnley. In the medium term the future of the facility may be subject to review.

Fire

There are no current plans to alter facilities but there is a recognised need to improve the performance of the Gyrotory in Rawtenstall, within which Rawtenstall Fire Station is located. Should the more expensive signalised option be required would require relocation of the existing fire station as there is still an identified need for such a facility in the Borough. The cost of

relocating Rawtenstall Fire Station (minus land and utility costs, etc) would be **£4.5 million**.

Both Rawtenstall and Bacup have 2 engines manned by permanent crews plus retained fire-fighters (those in other employment but on call for emergencies). Haslingden has one engine maintained by a retained crew. There are also Fire Stations in Ramsbottom and Accrington.

Community Facilities

Libraries

The Library service in Rossendale was subject to a review in 2018.

Crawshawbooth Library has now become an Independent Community Library as part of the wider Community Centre. Bacup and Whitworth Libraries along with Rawtenstall and Haslingden will be retained. Investment to improve the physical condition of Whitworth Library will be required.

Community Centres

There are a number of Community facilities within the valley. These have however been affected by cuts in central and local government funding. A number of facilities offer a range of services including the examples listed below:

- Crawshawbooth Community Centre
- Edenfield Community Centre
- Haslingden Link and Children's Centre, Bury Road, Haslingden
- Whitewell Bottom Community Centre
- The Maden Centre, Bacup
- The Riverside, Whitworth
- The Doals, Weir

Lancashire County Council runs Youth Club facilities at The Old Fire Station in Rawtenstall and Market Street in Whitworth.

A number of other voluntary sector facilities exist. Churches and Mosques, for example, form an important resource for a range of community activities to occur. Operation of these facilities relies on the active support of volunteers and in some case the availability of short term grants for external bodies to fund staff and activities.

Sports Facilities

Rosendale Leisure Trust operates Leisure Centres at Haslingden and Marl Pits in Rawtenstall plus Whitworth Swimming Pool. The Trust is currently developing a Leisure Strategy which will identify future investment priorities. This will be discussed with key partners such as Sport England and Lancashire Sport.

There are a range of other Sports Facility providers such as Fearn's High School and Whitworth High School as well as private providers such as Haslingden and Rawtenstall Cricket Clubs.

The Council is responsible for maintenance of Playing Pitches at a number of locations including at Maden Recreation Ground in Bacup. The Council's Playing Pitch Strategy recommends that investment should be focussed on key locations.

Rawtenstall Ski Slope is a Community Interest Community that is currently investing in new facilities.

Appendix 1 Health Facilities

General Practice and Dentistry in Rossendale

In June 2016 the nine Rossendale GP Practices were consulted on their current patient capacity levels. The collective position is that their existing workforce could absorb no more than an additional 2,690 patients, before all of the practices would consider closing their patient lists to new registrations.

If on average, for each new home there will be 2.35 occupants, then this will mean potentially an additional 9,400 people requiring a GP registration in Rossendale, over the 15 year period of development. Assuming that there is an even spread of new homes throughout the valley each year (266 new homes equating to 625 patient registrations annually) then all of the GP Practices in Rossendale, without investment in both infrastructure and workforce will have reached capacity between two to five years.

Table 1 – Estimated patient capacity projection of Rossendale GP Practices

Location of GP Practices	Number of Practices	Before closed list	Year 1 Pop added	Year 2 Pop added	Year 3 Pop added	Year 4 Pop added	Year 5 Pop added
Rawtenstall	3	364	125	125	114		
Bacup	1	202	125	77			
Whitworth	1	936	125	173	285	353	
Haslingden	3	848	125	125	136	272	190
Waterfoot	1	340	125	125	90		
TOTAL	9	2,690	625	625	625	625	190

All nine of the Rossendale practices have expressed a willingness to expand their practices. A population increase of 9,400 patients over the 15 year period (2019 to 2033) would necessitate additional medical manpower coming into the locality of approximately 4.30 wte GPs, an additional 1.20 wte Nurse Practitioners, 1.90 wte Nursing - General Grade and 1.0 wte Health Care Assistants

The cost of new clinical rooms varies between £60k and £120k therefore the estimated cost of accommodating the above workforce increases (additional 8.4 clinicians) would be between £540k and £1.1m.

A similar exercise was completed, with the co-operation of NHS England and approximately half of the Rossendale Dental Practices, with NHS contracts, would be willing to expand. The estimated cost of this increase would collectively be between £240k and £480k.

There are no guaranteed NHS funding streams for either the staffing or the premises cost involved in any GP Practice or Dental Practice expansion described above. On a national basis the Department of Health occasionally request bids from GP Practices who want to expand, but there is no guarantee that such funding will be available in the future or that a Rossendale GP Practice would be successful should such a scheme be run again.

Appendix 2: Funding Opportunities for Road Schemes

Scheme Scale	Private Sector Directly Delivered Funding	National Government			LEP/ LTP funding Local Government		Highways England	
Minor	✓				✓	✓		✓
Moderate			✓	✓				
Major		✓	✓				✓	
	Developer Contributions (S106)/ Sale of Development Land	Housing Infrastructure Fund	Local Growth Fund	National Productivity Infrastructure Fund	Local Transport Plan grant	LCC Funding & Borrowing	Future Roads Investment Strategy	HE Designated Fund Packages (Growth Housing Fund)
	Negotiated as part of planning application process. Funds from five developers only can be secured per scheme	Marginal viability funding (open to single and lower tier authorities) up to £10mil Must demonstrate ability to fast track housing delivery		unlock economic and job creation opportunities enable the delivery of new housing developments	New schemes could be identified for next LTP period. (>2021) Schemes that meet LCC's transport priorities are favoured.	Funding through own resources and through the use of prudential borrowing, where this is affordable	Must demonstrate that no other funding package is available, and that smaller scale schemes cannot deliver the required growth. Must be of strategic importance to the region	Match funding package as part of the overall RIS settlement. Used on schemes on or linked to the motorway & trunk road network. Must demonstrate no other ability to deliver scheme. Must be initiated by developers