

Local Plan – Regulation 24
Second Tranche Consultation on Examination Library 8
Responses Received
Part F of H– Respon•^• F to JÎ



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Table Showing Actions, Policies & Allocations
Addressed in Responses

Not consulted on
in Second Tranche

Comment Reference	Page Number	Name	Status	Action Reference	Site Allocation or Policy Reference	Objection / Support
T2 - 1	10	Gail Kershaw	Resident	9.2	H7	Objection
T2 - 2	11	Colin Hill	Statutory Consultee	4.1	Tooters Quarry	N/A
T2 - 3	12	Highways England	Landowner / Developer / Planning Agent	15.6	NE1	N/A
T2 - 4	13	Equality and Human Rights Commission	Statutory Consultee	N/A	N/A	N/A
T2 - 5	14	Sharon Simcock	Resident	6.1	N/A	N/A
T2 - 6	17	CM McDermott	Resident	13.2	H69	Objection
T2 - 7	19	John Newcombe	Statutory Consultee	16.2	ENV6	N/A
T2 - 8	22	Anthony Greenwood	Landowner / Developer / Planning Agent	8.9	NE4	N/A
T2 - 9	23	L & M Wilson	Resident	19.5	H39	Objection
T2 - 10	24	Caroline Holt	Resident	15.9	NE4	Objection
T2 - 11	28	Natural England	Statutory Consultee	N/A	N/A	N/A
T2 - 12	29	Tom Winstanley	Resident	10.7	H39	Objection
T2 - 13	30	Jeremy Dodd & Celia Thomas	Resident	10.7	H39	Objection
T2 - 14	31	Shelia & Matt Goodwin	Resident	10.7	H39	Objection
T2 - 15	33	Jade	Resident	10.7	H39	Objection
T2 - 16	34	Chantelle Jeziorski	Resident	10.7	H39	Objection
T2 - 17	35	Roman Jeziorski	Resident	10.7	H39	Objection
T2 - 18	36	Nicholas Cousins	Resident	10.7	H39	Objection
T2 - 19	39	Alan Heyworth	Resident	10.7	H39	Objection
T2 - 20	41	Yvonne Peach	Resident	10.7	H39	Objection
T2 - 21	42	Peter & Kay Livesey	Resident	10.7	H39	Objection
T2 - 22	43	J Egan	Resident	10	N/A	Objection
T2 - 23	44	Kris Archer	Resident	10.7	H39	Objection

T2 - 24	45	Rachel Coaker	Landowner / Developer / Planning Agent	N/A	N/A	N/A
T2 - 25	46	Sharon Simcock	Resident	12.1	H59	Objection
T2 - 26	47	Dr Falmai Binns	Resident	16.2	ENV6	N/A
T2 - 27	48	Peter Martin	Resident	10.7	H39	Objection
T2 - 28	49	Lynn Cavanagh	Resident	10.7	H39	Objection
T2 - 29	50	Shareene Wright	Resident	10.7	H39	Objection
T2 - 30	51	Carlo Latronico	Resident	9.1	H5	Objection
T2 - 31	52	Sandra Navesey	Resident	10.7	H39	Objection
T2 - 32	53	Peter Riley	Resident	10.7	H39	Objection
T2 - 33	54	Edna Crowther	Resident	10.7	H39	Objection
T2 - 34	55	Hourigan Connolly (Mr Teague & Mr Skillin)	Landowner / Developer / Planning Agent	8.1 and 8.7 / 8.12	SHLAA16268 - Land at Elm Street	Objection
T2 - 35	71	Homes England	Statutory Consultee	N/A	N/A	N/A
T2 - 36	72	Hourigan Connolly	Landowner / Developer / Planning Agent	10.8	H40	Support
T2 - 37	73	David Graham	Resident	9.1	H5	Objection
T2 - 38	75	Dorothy Graham	Resident	9.1	H5	Objection
T2 - 39	76	John Atherton & Lynne Lomax	Resident	10.8	H40	Objection
T2 - 40	105	Grane Residents' Association	Statutory Consultee	16.1	H47, ENV5	Objection
T2 - 41	126	Marie-Louise Charlton	Resident	16.1	H47, ENV5	Objection
T2 - 42	130	Paul & Alison Nixon	Resident	10.7	H39	Objection
T2 - 43	131	Trevor Pritchard	Resident	10.7	H39	Objection
T2 - 44	132	CR & E McGinley	Resident	10.7	H39	Objection
T2 - 45	133	Suzanne Haworth & Chris Firth	Resident	15.9	NE4	Objection
T2 - 46	136	Sarah & Andrew Hardman	Resident	9.1	H5	Objection
T2 - 47	142	Charles Ault & Beverley Hartley	Resident	10.7	H39	Objection
T2 - 48	145	Elizabeth Tighe	Resident	10.7	H39	Objection
T2 - 49	146	Sport England	Statutory Consultee	4.3	N/A	N/A
T2 - 50	146	Sport England	Statutory Consultee	11.3	H52	Support

T2 - 51	146	Sport England	Statutory Consultee	17.1	N/A	Support
T2 - 52	148	D Burns	Resident	9.1	H5	Objection
T2 - 53	149	Emma Lawson	Resident	10.7	H39	Objection
T2 - 54	150	Lindsay Jayne Humphreys	Resident	10.7	H39	Objection
T2 - 55	152	Valerie Balshaw	Resident	10.7	H39	Objection
T2 - 56	153	Natasha Uttley	Resident	9.1	H5	Objection
T2 - 57	154	Sally Dewhurst	Resident	9.1	H5	Objection
T2 - 58	157	Ian Boucher	Resident	9.1	H5	Objection
T2 - 59	158	Barrie Clinch	Resident	10.7	H39	Objection
T2 - 60	160	Tracey McMahon	Resident	9.1	H5	Objection
T2 - 61	162	Matthew Ramsden	Resident	9.1	H5	Objection
T2 - 62	164	Mr & Mrs G Oates	Resident	9.1	H5	Objection
T2 - 63	165	Barbara Rose	Resident	9.1	H5	Objection
T2 - 64	166	Deborah Brown & Andrew Morris	Resident	9.1	H5	Objection
T2 - 65	167	Beverley Cook	Resident	15.9	NE4	Objection
T2 - 66	169	Christine Smithies	Resident	9.1	H5	Objection
T2 - 67	170	Patricia Simcock	Resident	10.7	H39	Objection
T2 - 68	171	Lindsay Rose	Resident	9.1	H5	Objection
T2 - 69	172	Dean Rose	Resident	9.1	H5	Objection
T2 - 70	173	Elizabeth & John Finn	Resident	9.1	H5	Objection
T2 - 71	175	Chris Higginbotham	Resident	15.9	NE4	Objection
T2 - 72	176	Rajender Singh	Resident	10.7	H39	Objection
T2 - 73	177	Chris Allen	Resident	10.7	H39	Objection
T2 - 74	178	Sally Turner	Resident	9.1	H5	Objection
T2 - 75	184	Chris Turner	Resident	9.1	H5	Objection
T2 - 76	190	Jason Norris	Resident	9.1	H5	Objection
T2 - 77	204	K Abbott	Resident	9.1	H5	Objection
T2 - 78	218	George & Jaimie Weir	Resident	9.1	H5	Objection
T2 - 79	220	Wesley Mort	Resident	9.1	H5	Objection

T2 - 80	221	Sonia Lofthouse	Resident	9.1	H5	Objection
T2 - 81	227	Jonathan Lofthouse	Resident	9.1	H5	Objection
T2 - 82	233	Nina Mort	Resident	9.1	H5	Objection
T2 - 83	234	Jason & Sarah Menzies	Resident	9.1	H5	Objection
T2 - 84	236	Jack Norris	Resident	9.1	H5	Objection
T2 - 85	242	Dorothy Norris	Resident	9.1	H5	Objection
T2 - 86	248	Robert Belshaw	Resident	10.7	H39	Objection
T2 - 87	249	Michael Abbott	Resident	9.1	H5	Objection
T2 - 88	254	Christine Abbott	Resident	9.1	H5	Objection
T2 - 89	259	Jean Howarth	Resident	4.1	Tooters Quarry	Objection
T2 - 90	260	Chris Howarth	Resident	4.1	Tooters Quarry	Objection
T2 - 91	261	Jake Nixon	Resident	10.7	H39	Objection
T2 - 92	262	Steve Holt	Resident	15.9	NE4	Objection
T2 - 93	264	Hive Land & Planning (Anwyl Land)	Landowner / Developer / Planning Agent	2.2, 14.3	H72	
T2 - 94	402	James Cooper	Resident	10.7	H39	Objection
T2 - 95	403	Cllr Margaret Pendlebury	Statutory Consultee	N/A	H74	Objection
T2 - 96	404	Lancashire Badger Group	Statutory Consultee	N/A	N/A	N/A
T2 - 97	415	Emma Anforth	Resident	7.2	N/A	Objection
T2 - 98	417	Anne Makin	Resident	10.7	H39	Objection
T2 - 99	418	David & Janice Walkden	Resident	10.7	H39	Objection
T2 - 100	419	Freda Camps	Resident	10.7	H39	Objection
T2 - 101	420	Harold Lord	Resident	10.7	H39	Objection
T2 - 102	421	Ian & Patricia Jacqueline Boswell	Resident	10.7	H39	Objection
T2 - 103	424	James A Attwood	Resident	10.7	H39	Objection
T2 - 104	427	Janette Cassidy & Gary Slynn	Resident	10.7	H39	Objection
T2 - 105	428	S Cook	Resident	10.7	H39	Objection
T2 - 106	430	Robert & Lorraine Benson	Resident	11.3	H52	Objection
T2 - 107	431	Rachel O'Leary & Mark Chapleo	Resident	4.1	Tooters Quarry	Objection

T2 - 108	432	Historic England	Statutory Consultee	10.8	H40	N/A
T2 - 109	432	Historic England	Statutory Consultee	14.3	H72	N/A
T2 - 110	432	Historic England	Statutory Consultee	15.8	NE3	N/A
T2 - 111	432	Historic England	Statutory Consultee	15.3	M1	N/A
T2 - 112	432	Historic England	Statutory Consultee	9.1	H5	N/A
T2 - 113	432	Historic England	Statutory Consultee	14.4a	H73	N/A
T2 - 114	432	Historic England	Statutory Consultee	20.1	N/A	N/A
T2 - 115	432	Historic England	Statutory Consultee	20.2	N/A	N/A
T2 - 116	436	Darren Hall	Resident	16.1	H74	Objection
T2 - 117	438	Danielle Dunn	Resident	9.1	H5	Objection
T2 - 118	439	Emma Bird	Resident	16.1	H74	Objection
T2 - 119	442	Peter Jacques	Resident	10.7	H39	Objection
T2 - 120	443	J Nicholass	Resident	N/A	H74	Objection
T2 - 121	444	Kirsten Black	Resident	16.1	H74	Objection
T2 - 122	447	Carol Black	Resident	16.1	H74	Objection
T2 - 123	450	Steve Black	Resident	16.1	H74	Objection
T2 - 124	453	Paula Maxwell	Resident	16.1	H74	Objection
T2 - 125	456	Victoria Maltby	Resident	N/A	H74	Objection
T2 - 126	458	Sam McManus	Resident	16.1	H74	Objection
T2 - 127	461	Angela Hardaker	Resident	N/A	H74	Objection
T2 - 128	462	Lisa Postins	Resident	N/A	H74	Objection
T2 - 129	463	Manchester Airport	Statutory Consultee	N/A	N/A	N/A
T2 - 130	464	Caroline Rigby	Resident	16.1	H74	Objection
T2 - 131	467	Bryan Bancroft	Resident	10.7	H39	Objection
T2 - 132	468	Mark Benson-Brown	Resident	4.1	Tooters Quarry	Objection
T2 - 133	469	Anthony Hodbod	Resident	8.2	H74	Objection
T2 - 134	473	Stephen Newton	Resident	9	H4, H5, H13	Objection
T2 - 135	475	Anna Duxbury	Resident	8.1	SHLAA16268	N/A
T2 - 136	476	Mr & Mrs J Horsfall	Resident	8.1	SHLAA16268	N/A

T2 - 137	480	Paul Williams	Resident	8.1	SHLAA16268	N/A
T2 - 138	484	Ian Francis	Resident	20.2	H39	N/A
T2 - 139	486	Shelia Goodwin	Resident	20.2	H39	N/A
T2 - 140	487	Charles Ault & Beverley Hartley	Resident	20.2	H39	N/A
T2 - 141	488	Celia Thomas & Jeremy Dodd	Resident	20.2	H39	N/A
T2 - 142	489	Allan Boon	Resident	20.2	N/A	Objection
T2 - 143	490	Andrew Kyme	Resident	15.9	NE4	Objection
T2 - 144	493	Nicholas Cousins	Resident	20.2	H39	N/A
T2 - 145	495	Janet Boon	Resident	10.6, 10.7, 10.9	H29, H39, H41	Objection
T2 - 146	496	Shelia Newton	Resident	9.1	H5	Objection
T2 - 147	499	Grane Residents' Association	Statutory Consultee	4.3, 8.2, 8.7, 8.8	H74	Objection
T2 - 148	502	Hourigan Connolly (B&E Boys)	Landowner / Developer / Planning Agent	N/A	H32	N/A
T2 - 149	507	Debby Macy	Resident	9.1	H5	Objection
T2 - 150	512	Sarah Goggins	Resident	10.7	H39	Objection
T2 - 151	513	Joanne Starbuck Ashton & Francois Kinowski	Resident	10.7, 20.2	H39	Objection
T2 - 152	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	1.4	N/A	Support
T2 - 153	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	2.2	N/A	Support
T2 - 154	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	4.3	N/A	N/A
T2 - 155	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	6.1	H72	Support
T2 - 156	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	14.1-14.4	H72	Support
T2 - 157	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	17.1	N/A	N/A
T2 - 158	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	19.4	Clod Lane site	

T2 - 159	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	20.1	N/A	Support
T2 - 160	514	Pegasus Group (Taylor Wimpey Ltd)	Landowner / Developer / Planning Agent	20.2	H72, H74	Objection
T2 - 161	585	Gillian Fielding	Resident	15.9	NE4	Objection
T2 - 162	586	Gavin Pilling	Resident	10	N/A	Objection
T2 - 163	587	Marie-Louise Charlton	Resident	N/A	H74	Objection
T2 - 164	591	Pete Ackerley	Resident	10.7	H39	Objection
T2 - 165	593	LCC School Planning Team	Statutory Consultee	1.3	N/A	N/A
T2 - 166	593	LCC School Planning Team	Statutory Consultee	20.2	N/A	N/A
T2 - 167	596	Campaign to Protect Rural England	Statutory Consultee	1.4	N/A	Support
T2 - 168	596	Campaign to Protect Rural England	Statutory Consultee	2.2	N/A	Support
T2 - 169	596	Campaign to Protect Rural England	Statutory Consultee	3	N/A	Objection
T2 - 170	596	Campaign to Protect Rural England	Statutory Consultee	8	N/A	N/A
T2 - 171	596	Campaign to Protect Rural England	Statutory Consultee	9	N/A	N/A
T2 - 172	596	Campaign to Protect Rural England	Statutory Consultee	16	N/A	N/A
T2 - 173	601	Ms Barker	Resident	N/A	N/A	Support
T2 - 174	602	CBRE (United Utilities)	Landowner / Developer / Planning Agent	10.1	H28	Support
T2 - 175	602	CBRE (United Utilities)	Landowner / Developer / Planning Agent	13.2	H69	Support
T2 - 176	609	Rob Wells	Resident	N/A	N/A	N/A
T2 - 177	610	Hollins Strategic Land	Landowner / Developer / Planning Agent	N/A	H13	
T2 - 178	631	Ian Francis	Resident	10.7	H39	Objection
T2 - 179	655	Bacup & Stacksteads Neighbourhood Forum	Statutory Consultee	N/A	N/A	N/A
T2 - 180	656	Hazel Ball	Resident	15.7, 15.8	NE2, NE3	Objection
T2 - 181	657	Phill Rawlins	Resident	N/A	N/A	N/A
T2 - 182	658	Cllr Sue Brennan	Statutory Consultee	4.1, 14	N/A	Objection
T2 - 183	659	Planware Ltd (McDonald's Restaurants Ltd)	Landowner / Developer / Planning Agent	N/A	R5	Objection

T2 - 184	689	Edenfield Community Neighbourhood Forum	Statutory Consultee	4.3	N/A	Objection
T2 - 185	696	Edenfield Community Neighbourhood Forum	Statutory Consultee	5.2	N/A	Objection
T2 - 186	705	Edenfield Community Neighbourhood Forum	Statutory Consultee	6.1	N/A	
T2 - 187	712	Edenfield Community Neighbourhood Forum	Statutory Consultee	7.2	N/A	Objection
T2 - 188	714	Edenfield Community Neighbourhood Forum	Statutory Consultee	14.1-14.4	H70	Support
T2 - 189	714	Edenfield Community Neighbourhood Forum	Statutory Consultee	14.1-14.4	H71	Objection
T2 - 190	714	Edenfield Community Neighbourhood Forum	Statutory Consultee	14.1-14.4	H72	Objection
T2 - 191	714	Edenfield Community Neighbourhood Forum	Statutory Consultee	14.1-14.4	H73	Support
T2 - 192	733	SK Transport Planning (Edenfield Community Neighbourhood Forum)	Landowner / Developer / Planning Agent	14.3	H72	Objection
T2 - 193	818	Edenfield Community Neighbourhood Forum	Statutory Consultee	15.1, 15.2, 15.6-15.10	NE1, NE2, NE3, NE4, NE5	Objection
T2 - 194	823	Edenfield Community Neighbourhood Forum	Statutory Consultee	15.1, 15.3-15.5	M1, M2, M3	Objection
T2 - 195	826	Edenfield Community Neighbourhood Forum	Statutory Consultee	15.1 Appendix E	NE1, NE2, NE5	Objection
T2 - 196	831	Edenfield Community Neighbourhood Forum	Statutory Consultee	19.4	Clod Lane site	Support
T2 - 197	834	Edenfield Community Neighbourhood Forum	Statutory Consultee	19.8	N/A	
T2 - 198	842	Edenfield Community Neighbourhood Forum	Statutory Consultee	20.1	N/A	Objection
T2 - 199	850	Edenfield Community Neighbourhood Forum	Statutory Consultee	EL6.016	N/A	Objection
T2 - 200	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	N/A	N/A	N/A
T2 - 201	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	2.2	N/A	Support
T2 - 202	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	4.3	H47, H72	Support
T2 - 203	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	5.2	N/A	
T2 - 204	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	11.1-11.3	H47	
T2 - 205	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	14.1-14.4	H72	Support

T2 - 206	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	19.4	Clod Lane site	Objection
T2 - 207	855	Turley (Peel L&P)	Landowner / Developer / Planning Agent	20.2	N/A	
T2 - 208	884	K Abbott	Resident	N/A	N/A	Objection
T2 - 209	885	Lancashire Fire & Rescue Service	Statutory Consultee	7.2	N/A	Objection
T2 - 210	897	Hourigan Connolly (B&E Boys)	Landowner / Developer / Planning Agent	11.3	H52	N/A
T2 - 211	898	Mr Dickinson (LATE)	Resident	10	H43, H44, H45	Objection
T2 - 212	900	Arlene Harris (LATE)	Resident	N/A	H74	Objection

This land is a community amenity it is widely used by Adults and children for all kinds of activities. It is a safe place for children to play between Hawthorne Meadows and Goodshaw Avenue and is used all year round. Petitions against this development are circulating as the area is unsuitable on many levels. The owners of the houses at the top of Church st. park on the Lane as Church street itself is always completely full on both sides. Local people walk up the path to access Goodshaw Church and the walks from there. It would be a travesty if this green oasis was lost to development. We need to keep these urban green spaces that are safe for children to meet and play without parents having to take them. My own children found independence by doing just that! There were loads of children sledging and playing on there just last week. There will be many objections to this development and campaigns to stop it are being arranged as I write.

Sent from my iPhone

I wonder if you would be kind enough to provide an update on the Travellers site situation following the end of the consultation period in Feb 2020.

I cannot find a subsequent report to determine whether the proposed site at Tooters quarry site is still being considered

Kind Regards

Colin Hill
Town Clerk and Responsible Financial Officer
Todmorden Town Council
Tel [REDACTED]
Email :- [REDACTED]
Web address :- www.todmorden-tc.gov.uk

Contact hours Mon - Thur 9am to 4pm
Friday - Closed

PLEASE NOTE THE OFFICES ARE CURRENTLY CLOSED AND PHONE LINE NOT ACCESSED.
CONTACT BY EMAIL AND PERSONAL MOBILE [REDACTED]

FAO: Forward Planning Team, Rossendale Borough Council

Thank you for your email.

At this stage in the consultation, Highways England has no comments to make other than that reference to Highways England-owned land is made within the Schedule of Actions document with reference to site NE1 (Extension to Mayfield Chicks) in terms of the land falling within the site allocation.

Highways England has not been made aware of this previously and as such it cannot be assumed that consent could be granted for the use of this land in connection with development. Therefore, at this stage we request that any land in the ownership of Highways England within this proposed site allocated is removed from proposed allocation NE1.

Kind regards,

Warren Hilton, Assistant Spatial Planner

Highways England | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web: www.highwaysengland.co.uk.

Dear Sirs

Case 1697644

Thank you for your email dated 29 January 2021.

The Commission does not have the resources to respond to all consultations but does make its views known to Parliament about current legal and policy issues which impact on equality and human rights. You can read about the Commission's work in our [Business Plan](#).

Public authorities have obligations under the Public Sector Equality Duty (PSED) in the Equality Act 2010 to consider the effect of their policies and decisions on people sharing particular protected characteristics. We provide advice for public authorities on how to apply the PSED; you will find our technical guidance [here](#).

Kind regards

Correspondence Team

[REDACTED]
Equality and Human Rights Commission
Fleetbank House, 2-6 Salisbury Square
London, EC4Y 8JX

equalityhumanrights.com



NOTE: Please do not edit the subject line when replying to this email.

Hi

Please can you tell me why we are all classed as separate areas. This causes a problem with people. Due to it was years ago we were separate councils but you break us up again. Rossendale is one.

Also see a lot of food & drink in each area. There are too many take-aways in some areas thanks to planning. Also Bars on Bank St. Not everyone does food & drink. We need shops & I mean shops for all. Don't say High

Also why is the Bus Station not finished. I have already spoke to LCC. Also as anyone checked the paths since you own them I believe Surrounding paths. Also the garden area have chatted with LCC for the Square. Why can't we reuse plants, grass etc that already there. Wooden Benches as they dry out quicker after it rains. Small fence from skate boarder's & bmx riders you will just get it destroyed.

This is another issue teenagers. They are bored you have nothing for them. The old picture house turning to apartments. This could have been a Lazer Quest etc Not sure if you notice we have a lot of drug crime in Rossendale. We need to get these teenagers focus down a different path. They need your help.

The gym near ELR why ? Haven't we enough Gym's . Why do you keep giving permission to the same things all the time. That could have help ELR & National Rail. Oh I forgot RBC not interested in National Rail. Which could bring more visitors & businesses to the valley. Also less traffic on the roads.

Not going to mention the houses you have planned. Which will destroy more green land & rights of way. Also trees.

Money is only thing RBC are interested in. Just like the Partnership RBC have.

It not what RBC want it what the public like to have. So talk to the public. Then again I don't think RBC is interested in what the public. After reading the document EL6.015 from your website.

Regards
Mrs Sharon Simcock

Retail Hierarchy	Location	Role and Function of the Centre
Town Centre	Rawtenstall	Provide for the Borough's primary shopping needs, particularly non-food. The main focus for other town centre uses too in the Borough – professional and financial services; offices; entertainment; sport; leisure; arts; culture; tourism; and health
District Centres	Bacup Haslingden	Provide for the shopping needs of the residents in the locality, primarily convenience and food shopping. Also will be the focus of other local town centre uses including professional and financial services; offices; entertainment (including food and drink); tourism; sport; leisure; arts; culture; and health
Local Centres	Crawshawbooth Waterfoot Whitworth	Provide primarily for every-day shopping needs, together with other local services including financial services, food and drink, leisure and tourist facilities and local health services.
Neighbourhood Parades	Edenfield, Helmshore, Stacksteads and Facit	To provide for top-up shopping and local services such as food and drink.

Hi Help join New Hall Hey to the local shops.

Reading these plans here another option.

Being in a partnership with Together Housing Association & Barnfield. You must be making some money.

Rawtenstall

Instead of turning the square in to a garden area. Why can't we have shops how they use to be before the Valley Centre was built.

The Lord St part that is not in use. With Lord St a main focal point but pedestrianized. Shops built like on Bank St. You could have wooden benches on Lord St, hanging baskets & plants. Plus shops & I mean shops for everyone. So no one going out of town. People can shop more local. Like affordable clothes/shoe shops. Plus other shops round that area.

Lot people have suffered depression through Covid. Be great to see some craft shops etc

Try bring a connection between local & New Hall Hey by spreading shops to the train station not just bars. Vice versa from the train station..

Market in Rawtenstall. I have asked LCC for a bus stop for the X43 Manchester bus to stop at the Old Fire Station where the layby is. LCC reply, they will think about it. Help them make them put the stop there for elderly/disable passengers. Who want to go to the market or top of Bank St.

Also help get cars off Bank St by having the local buses use Bank St. Helmsore bus go up & down Bank St. Well as the Newchurch Bus. Which the Newchurch Bus does come down at the moment but does not go up Bank St. Locals managed when ASDA had the bottom doors closed for Covid.

Maybe once a month there could be a event days on Sundays on Bank St Like bringing back the Motorbike show back.

Plus the Car Park at the bottom of Bank St. You could get on it by St Marys Way & exit off it by Hall St. Turning left end of Bank St. Just no cars can turn right due to it being pedestrianized & for buses only.

Ormerod St to join on the car park. Though here residents can have there own few private parking spaces. Due to there are houses on the St.

Still think parking meters be best to keep the car parks moving. Always have short stay car park where you don't have to pay.

Haslingden

This lottery fund you lost the Bacup one due to doing what you wanted & not really listening to the public.

The baths need the money the most. We have got to know RBC don't like history. Why land goes & buildings gets knocked down.

You could have done a lottery bid for the Baths. Shops fronts like been done in Bacup. Anything else would have been a bonus.

The baths would have been great for the children of the area & schools.

Shops are good here but some could be better. Again something for everyone in the area.

The park maybe you could do something for all.

Waterfoot

Once home to a market, shops & A beautiful Victorian Arcade. Now a sad/dirty looking Victorian Arcade & more take-aways than shops.

Wouldn't like to think what Sir Henry Whitaker Trickett would say if he could see his building today. Also is home of Waterfoot & where is mill once stood.

Again you give plans to same people. There is no mix in the area for all. You say restaurants & bars but we need shops. Would suggest you look at the Victorian Arcades that are better in use. Like the one at Harrogate before dishing out & saying yes to any planning. Also I think it should be made Grade listed. Already been damaged & changes have been made.

Away from shops but Waterfoot area...

The woodlands from Waterfoot to Hareholme (Looking up to Newchurch) is it you that own these woodlands now.

Due to LCC as sold all our woodlands. Will these trees be flattened for houses next ?

Stacksteads

Shops fronts could be done up. Find out about the empty shops & old pubs. Could any be re-open. Focus on areas like this who also need some community brought back in to the area.

Bacup

Not much left to change in Bacup stop giving green land for houses. Like you do all over.

We have loads of wildlife & lovely areas for children to explore. So why destroy it ?

Nice for walkers & dog walkers too.

Market Hall could be a great market again if you restored it. With small shops. The market now could be a car park due to Bacup is short of a car park.

The old Barclays Bank should not be knocked down. It would make a great apartments & maybe a Italian Restaurant in the front part.

Us public like shops, history just you guys at RBC keep destroying them along with the green land. Shows as a council you don't care what the public think

Like how you treat each area. Maybe once a month there could be a event days on Sundays on Bank St Like bringing back the Motorbike show back.

What I like to see every area with events on a Sundays once a month to bring community together.

Kind Regards

Mrs Sharon Simcock

Forward Planning

R.B.C.

Backup

Feb 18th 2021

ACTION REF. NO 13.2

H.69

Down Water Treatment Works
Wintworth.

Response.

I have in my possession an inundation map published by R.B.C. Planning showing site H.69 lies in flood zones 2 & 3, the most serious.

The Environment Agency side-steps the issue and clearly won't take any responsibility.

U.U. have a vested interest, they want to dispose of this site, U.U. are bound to say the site is suitable. They are manipulating and interpreting the law in an hypocritical, cynical manner.

3.3. UU say "the Environment Agency inundation maps show that a LARGE LINEAR AREA to the south of Down Reservoir will be affected". This is the housing site.

How could R.B.C. Planning condone construction here.

3.7 The proposed site allocation is located within flood zones 3 and 2.

To circumvent this the Exception Test has been applied this is an underhand loophole.

RESIDUAL RISKS WILL STILL REMAIN

2.1. N.P.P.F. makes it clear that development in areas of high risk of flooding should be avoided.
UU. say the site is "safe for its lifetime" what do they mean exactly - the lifetime of the dam - the separate lifetime of the proposed houses. How long is this lifetime, that of a child or a mature adult?
These are weasel words, much too vague.

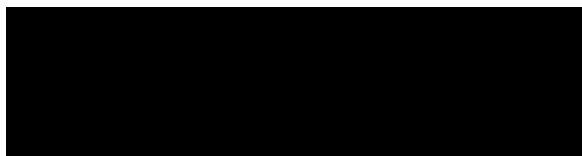
UU seek to interpret all statements to their own advantage. On their own admission "the site is surplus to requirements."

An Authority with integrity would not consider granting permission for house construction on such a potentially vulnerable site, leaving themselves open to future litigation should anything happen.

If R.B.C. Planning condones construction on this site, with these evident major hazards plus the numerous other facts related to this site, it would be shameful.

To knowingly put lives in jeopardy is morally wrong, no matter how distant the prospect.

Whitworth does not need these houses.



Dear Sirs,

I am responding to your email dated 29th January 2021 - please see the start of this email chain.

I am authorised by representatives of the Communities who assisted the Planning Inspectorate at the SMWFEL Public Inquiry to write to you with our collective views about Rossendale's onshore wind turbine policy and, in particular 16.2 "Wind Turbine Decommissioning".

Our collective Community proposals are essentially these:

1. There must be no expansion of the Scout Moor Wind Farm. This proposal is supported by the recommendation of the Planning Inspectorate and the decision by the Secretary of State when Rossendale's consent of the Application by SMWFEL was overturned. It is also, very clearly, the overwhelming wish of the people on the periphery of the site that there must be no more development on our uplands
2. The response to any consent of any additional turbines within the borough must be to commit the Applicant to provide a proper and adequate Bond, ring fenced and sufficient to meet all rectification costs at end of life. This must include the cost of the removal of turbine bases. If we have learned anything from the experience of the existing Scout Moor Wind Farm, there are two points that we must not lose sight of. First, there is a strong likelihood that the Wind Farm will change ownership and that imposes a serious risk of an absence of an acceptable decommissioning programme. Second, it should be acknowledged in the Local Plan that 'restoration' is in fact impossible in most cases.
3. We are pleased that Rossendale accept that no turbines should be erected in areas of 'deep peat'. The peat mapping document provided by Penny Anderson in support of the SMWFEL application confirms that most of the existing turbines and most of the proposed additional turbines are or would have been in 'deep peat'. We are somewhat wiser now about the importance of peat as a carbon capture facility. The Plan must reflect the need to protect this environment.
4. Given that the Secretary of State opined that the upland moorlands of Scout Moor and Rooley Moor are not appropriate for additional wind farm development and given that much of that area is capped with 'deep peat' we propose that the Area should be specifically identified as affording special protection. Much of the Area is now defined as a SSSI. A special protection policy would require collaboration with Rochdale BC and we will be approaching the relevant officers in that Borough to achieve this objective. The social problems imposed by the ongoing Covid epidemic have reinforced our long-held views that our upland moorlands are an important natural and social asset and must be recognised as such and preserved.

If I might ask you to read through the email chain below, you will see reference to two written representations from Anne McKown and from Nigel Morrell concerning the Plan. We understand that neither of the submissions were acknowledged by Rossendale at the time of submission but, I am advised, they are on public record. I would just reiterate that the views expressed in those submissions are shared by the local communities.

Our collective view on the question of decommissioning is unanimous. We feel that there should be some firm and unambiguous national policy instruction regarding onshore wind farms. At present, there are too few developments at the end of life to make a judgement on the serious consequences for communities if efforts are not made to ensure that developers import into their financial project model a costing for acceptable decommissioning affording a full remediation programme that will not be passed on to the public purse at 'end of life'. Clearly, the question of national policy is outside the remit of this submission but we are copying PINS and elected Members of Parliament into this summarised note as a prelude to a wider effort to gain a coordinated national policy to this problem

Thank you for inviting further comments - we look forward to receiving your acknowledgement and response.

Kind regards,
John Newcombe

cc: Community Representatives

The submission continues thus:

To PINS - To Leanne Palmer

Dear Leanne,

Community representatives were extremely grateful to you for your guidance on procedures regarding the flow of information and the expected protocol as we approached and assisted with the Public Inquiry in to SMWFEL application. We have learned much about on-shore wind farms over the past few years and one of our major concerns is the question of effective decommissioning. Our group of communities feels very strongly that every application must be accompanied by a compulsory condition that the applicant provides a secure, properly costed ring-fenced bond to ensure proper remediation at the end of life of all developments. We strongly believe that national planning policy should clearly and positively embrace this concept to protect the public purse, to protect the environment.

To - Elected Members

Elected Members - Jake Berry MP and Tony Lloyd MP,

We ask you to consider two points please:

1. that you support and promote a national initiative to ensure that the National Planning Policy Framework imposes a mandatory site remediation commitment to include up-front provision of a properly costed and ring-fenced financial bond. Proper remediation is practically impossible but the decommissioning programme must include the removal of turbine bases, especially if they are situated in sensitive areas such as 'deep peat' as is the case on Scout and Rooley Moors
2. that you support and promote a local initiative regarding our upland moorlands, working together with Rossendale and Rochdale LPAs to create an effective policy that will ensure that our valuable open spaces are protected now and for future

generations.
We look forward to hearing your thoughts

Thank and best wishes,
John Newcombe

Hi , my name is Antony Greenwood I live at [REDACTED] Rawtenstall Rossendale Lancashire, I own a field at the back of my property that is directly opposite the new units being built near screwfix , I have been in touch with the council on a few occasions and been to a couple of meetings regarding changing my lands listing to Urban from the council's recommendation of it being listed as Countryside on the new local plan , I spoke to Nathaele Davies about this last week and she said that it had been mentioned that our Access to the field was narrow so building on it would be difficult, I then mentioned to Nathaele that if building was ever granted on the land then the Barn at the side of the access could be dropped to give an additional 16 feet for a total 25 feet overall , please could this information be forwarded to the inspectors before a final decision is made , many thanks Antony Greenwood

Sent from my iPhone

I have been told this is where I send the objection . I wish to express my objection to planning on the land behind bacup football club . This is a beautiful Greenland one of very few left in the valley . I among many others use this outdoor space for daily excersize . Dog walking and horseback . It has access to public access through the fields that lead onto whats knows as the old roman Road that itself leads to Sharnyford its a lovey rural walk . And on the opposite side it leads to whats known as roman Bridge. Which leads you through all the farms and into weir . To much Greenland are being taken away . And I visit these walks frequently and I always have since a child and I do now with my own children . So I object to these plans . Not to mention the danger with the traffic with very little access. If built and with the building and all the heavy vehicles

I strongly disagree and fully object to the building of the 94 houses to be situated on the beautiful and rural landscape greenery land situated at the top land behind Gordon street bacup and adjacent cowtoot lane grasslands.

I am a resident just below cowtoot lane and I have a child who attends thorn primary on cowtoot lane , I am on blackthorn crescent. I would strongly recommend that someone pay a view when all pupils return to school after lockdown and watch the chaos of the school run traffic flow, I have witnessed over the years car crashes, near misses, a pupil being run over and many children having very nearly been run over. All due to the narrow roads and residential parking, this would be a logistical and irresponsible knight mare if building /construction traffic were to be added into the mix even if the construction traffic were to use the gorden street road as this is also heavily used buy school and work traffic. Then there is the fact that on gorden street the local and only park in the immediate area is popular for children and families so there is the danger of a child running out and not being seen by a large vehicle. And the farm ont he top of gorden street that has been there forver in the same family , what will happen to them? And his cattle? And my other reason is the pure fact that someone is trying to take this beautiful land away one of the very few pieces of greenery and public rural landscape away . I myself as do many many others and have done for as long as I can remember use this beautiful clean living outdoor space and even more so in these times of lockdowns and mental heath use this space for daily exercise, dog walking, horse riding and picnic area also, talking to children about the history of it and the adjoining area of what is known as dark lane. The beautiful views which is one of very few. Far to much rural space and greenery is being removed and it has to stop

I FULLY OBJECT TO THIS PLANNING PERMISSION.

SIGNED . L WILSON BLACKTHORN BACUP

SIGNED M WILSON BLACKTHORN BACUP (MY MOTHER-DOES NOT HAVE ACCESS TO INTERNENT – AND FULLY OBJECTS)

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

17 February 2021

Forward Planning
Rossendale Borough Council

Re Local Plan /NE4

Dear Sirs

I have recently received the further consultation on the proposal to develop the local plan and in particular the area under NE4. I have read all the documents contained within your consultation and wish to confirm my previous objections as listed below from my previous letter. I am disappointed that there was no reference made to the number of recent objections and the formation of the community group to oppose this development. The development of this area will remove such a valuable green space which has become even more important during this pandemic and is in constant use with many different types of people for exercise and recreation. It will impact massively on people's quality of life and has been a haven for people to use on a daily basis helping with peoples' mental health.

Also, what is alarming is the proposed cost to build a bridge over the river which I'm pretty sure the council does not have such funds to finance. An alternative that has been suggested is to come down Holme Lane and go through land owned by the utility companies. This access would impact massively on the infrastructure of the area and the East Lancs Railway. The road would not be suitable for more traffic and pose a risk to residents and the large lorries which use that route from K Steels. With development also proposed further along the river towards Ewood Bridge there would be hardly any green area taken over by unsightly units that may be left empty and not necessarily create any additional jobs for the area.

Please also read my points below which were submitted previously, and I urge you to think about the impact of this development and the possible migration of residents away from the borough should this go ahead.

Yours sincerely
Caroline and Peter Holt

I am writing to strongly object and voice my concerns over the proposed emerging local plan and new employment allocation NE4. I am appalled that having lived in Rossendale all my life and for over 25 years at my current address that I have only just found out about this proposal. I understand that “alleged consultations” occurred in 2018 however being so local to the proposed development I would have expected to have received some notification to this matter. I have not received any correspondence nor seen any public notices displayed on the area concerned. This would appear to be a very underhand and biased way of consulting local residents, in fact even the local landowners have not been communicated with appropriately. The area has significant benefit to the local community and as I am sure you are aware has gained a very strong local support to oppose any such development. I have been using that land since 1994 both as an individual, with my family and friends. Having seen the recent developments at New Hall Hey I can not comprehend how the Council wish to continue with such expansion and destroy one of the remaining green areas that is widely used and valued by many people. Having examined your documentation, I wish to record my following observations.

In point 6.9 though the proposed release of the Green Belt is NOT supported by the Green Belt Study (18) and ALSO this in part by the LANDSCAPE STUDY. However, it is in the opinion of the reporting body that these issues are outweighed by the need to provide suitable employment land close to the A682 / A56. In RBC reports it is first recognised that life expectancy in the borough is well below the National Average – therefore the incentive to retain OPEN AND GREEN SPACES for the wellbeing and health benefits to the community is vital. We have seen in recent months with the COVID-19 pandemic the need of open space for the wellbeing of society. This area in question is used daily by a significant number of individuals, families and groups. At weekend these figures multiply exponentially and many people from all overuse this area to walk and access the town centre and New Hall Hey shops.

In respect of the need for suitable employment land specifically in close proximity to the A682/A56 though understandable is putting increased pressure on the infrastructure already in place. In reports it is deemed that the creation of the first “industrial estate” has opened the corridor for

further development. The creation of the first two units has created to the best of our knowledge 5 positions at Screw Fix. The other unit was used to assist the relocation from other areas within the borough. The current construction of two further units are again to assist in the relocation of companies already established in the borough and we do not expect to see any significant employment growth due to this construction.

In addition, as the site is next door to the Retail Park, the increase in road traffic has already made the junction between New Hall Hey and the A56 Roundabout a traffic hazard. Indeed, this location is recognized as a Road Accident Hot spot with numerous incidents and injuries due to the layout of this road scheme.

In the main, we already have an established footpath that is used as part of the Irwell Trail. The suggestion that the sight is “screened” should it be developed would create a closed walkway and reduce significantly the open vista we enjoy. As we know this area is prone to flooding. We have already seen that with the current construction of the two new warehouses the increase in water running of the site causing the footpath to become exceptionally “muddy”. Further construction we suggest will only add to this.

The suggestion you make to reduce the impact on wildlife will do little for the wild deer that frequently roam the area. The loss of area 18 to any proposed development will reduce their habitat. This area is also of immense flood risk and if anything is the first area to flood after heavy rain. This would render the area unusable and during recovery from flood damage inaccessible.

The East Lancashire Railway is one of our largest investors in tourism in the area. Travelling into Rawtenstall would be greatly impacted with visitors looking at a significant Industrial warehouse operation with a number of “trees planted” to hide the destruction they have caused and the loss of Green Open Spaces.

The walkways and open grass lands are a valued addition to the local area enjoyed by many. We care so much that recently the community established teams to clear up the debris and waste in and around the river in the section from Groundwork down to Irwell Vale. We do this because we care for our environment.

With the suggestion that the area NE4 being used for an Employment area, it is recognized that the only access to this would be by the construction of a bridge. This bridge will obviously cross over the river. We would suggest construction of a bridge suitable to take the weight of the largest HGV vehicle would be substantial and in the design a modern concrete “carbuncle” that would not be fitting with the view down the river towards Hardman Mill. Again, another blot on our green landscape.

The additional disruption to the local families living by this proposed site, that chose this area due to the green spaces and open views will be taken for ever. **For what ???????**

There is within the borough numerous brown field sites that have already the road infrastructure. We do not need to take more green space away from our borough and our communities.

As you will have seen, the local community have established a group that since its creation November 11th, 2020 have taken great steps to raise the awareness of the way this process has been managed. Our activities can be seen on Facebook site **SAVE TOWNSEND FOLD GREENBELT** In less than a week we have over 1200 people signing our petition and over 695 active and supportive members. We will not and cannot accept these proposals to further destroy our Green Belt and impact the wellbeing of many residents of the borough.

In summary, the vast majority of the local community is totally against any plans to reclassify this area for what would be limited numbers of employment opportunities against the values and impact of those who live within and enjoy the area today.

Yours faithfully
Caroline and Peter Holt

Dear Sir/Madam,

I am writing to inform you that Natural England has no comments to make in relation to the second tranche of documents in the examination library.

Kind Regards

Janet Baguley
Lead Adviser – Greater Manchester & Merseyside;
Cheshire, Greater Manchester, Merseyside & Lancashire Area
Natural England
2nd floor, Arndale House, Manchester Arndale
Manchester, M4 3AQ

[REDACTED]
[REDACTED]
[REDACTED]

www.gov.uk/natural-england

During the current coronavirus situation, Natural England staff are working remotely to provide our services and support our customers and stakeholders. All offices and our Mail Hub are closed, so please send any documents by email or contact us by phone or email to let us know how we can help you. See the latest news on the coronavirus at <http://www.gov.uk/coronavirus> and Natural England's regularly updated operational update at <https://www.gov.uk/government/news/operational-update-covid-19>.



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Thankyou this is what I sent originally ——. Tom Winstanley

Dear Planning Officer,

Reference; My Comments concerning "Local Plan, Schedule of Actions 8.3, 8.4. Identification of Site Density/ Optimisation of Density".

I wish to object strongly to elements in and the foreseeable consequences arising from the above document, in particular concerning Housing Allocation Reference H39, Land off of Cowtoot Lane, Bacup.

A. The historic and beautiful landscape of the valley will be badly and irreparably damaged by the presence of so many houses at the top of the valley side. If building goes ahead it should be low profile bungalows, of stone appearance, not cheap bricks, and built at a lower density much lower down the valley side where it would not be so obtrusive.

B. The proposed access roads are inadequate and already too crowded with parked cars making them single lane and too narrow to support the traffic from such a high density development of 82 houses. They already supply a school, nursery, football ground, and cricket club. This also often happens in the evening when there are events on at the school, nursery, cricket and football grounds. The proposed access roads are minor residential streets, designed and built during times when cars were not owned by many, if any people.

The schools on Cowtoot Lane and the playground on Gordon Street would represent major danger points as would the blind right angled corners.

The density of building will prevent natural ground rainwater absorption and ensure fast transit of the rain water into the River Irwell, further contributing to flooding problems in Bacup and further down the valley."

The local infrastructure is not suitable for more housing and will cause major disruptions as the services are added. The main road, A681, from Bacup to Rawtenstall and to the M66 always has very heavy traffic. It is congested at school times and often there are road works that cause major delays. Any additional traffic from the proposed new development would exacerbate these problems.

I would be grateful if you would take these deep concerns into full account in the Planning Inspector's ongoing examination and decision making."

thanks .

Mr Jeremy Dodd & Ms Celia M Thomas



20th February 2021

We would like to object to the above proposal for the development of 94 homes on the above site.

1. Concerns about the area having unknown mines and sinkholes which will need heavy plant and machinery moving about on the roads when they excavate the area. This is before the building even begins!.

2. The amount of surface water will increase considerably and run into the river Irwell, this will be a massive flood risk to Bacup and beyond.

With the worlds concern about climate change and increased local rainfall, do we really think this is a good idea?

3. Access **This is the MAJOR concern**

The access to the proposed site is totally unacceptable! Gordon Street and Cowtoot Lane are effectively single lane roads. There is a children's playground on the northern side, schools on Cowtoot Lane where parents drop off and pick-up, it is an extremely busy and congested area at the best of times! This is the scenario even before the work begins. How will these roads cope with the increase in traffic when they build a further 94 homes??

All of the streets are effectively single lane in this area due to narrow roads and parked cars. So how can an increase in traffic of this proportion be managed?. Emergency vehicle access would be a serious problem! Also will the bridge over the river be able to stand all the heavy plant going over it?

The thought of large trucks, waggons and heavy plant going back and forth for the next three years is what nightmares are made of!.

The chaos and danger is beyond belief. The term **accident waiting to happen** must surely apply to this proposal.

Please reconsider this disruptive and dangerous proposal.

From: [REDACTED]
Date: 22 November 2020 at 16:38:41 GMT
To: forwardplanning@rossendalebc.gov.uk
Subject: Re Argument against housing permission to land off Cowtoot Lane Bacup

Dear Sirs

We have only just learnt that you are wanting to give planing permission to building a vast housing estate on land off Cowtoot Lane Bacup. I wish to place an objection against this planning.

We have lived on Gordon Street for over 30 years have found traffic problems increasing over the years.

To use Gordon Street as an access road for this development is truly insane! To turn off Burnley road and take a sharpe left onto Hammerton Street can be a feat on its own as many people park here on the left side of this road so only one vehicle can move at once then another shape right up Gordon Street. All vehicles parked on the right side again only allowing one vehicle at once to continue.

In winter months when it snows there can be a number of cars trying to get up the street (as using Cooper Street is not an option) in snow and they get stuck on Gordon Street on the school run, so many times I have had to wait until they get onto Blackthorn Lane before I can actually set off for work.

To expect heavy plant traffic initially to use the road would be an accident waiting to happen!! The road continually gets pot holes with the flow of traffic now so the road would break down even faster.

Then on completion of the houses the traffic would be unbearable estimating up to another 150 new cars coming and going on these streets is really not feasible.....

The park on the left hand side has a lot of children playing on it and they enjoy the park and it is at the moment a safe place for them but to add all this new traffic would be a disaster for them, I for one would not allow them to go on there own if this traffic flow was added to.

Also you have said that you have considered the flood aspect which I would challenge last year two houses in the square were flooded because someone altered the water flow above on this meadow, if it's not handled correctly I do believe that it would cause major problems for the houses already here.

If you lived in Bacup you would know that no one is considering the impact on the traffic from Bacup to Rawtenstall it can take over half an hour to do this journey on a good day adding more cars on this route can only cause more traffic jams and delays.

I truly hope you will consider the arguments put forward by us and understand you are not taking into account people's lives and homes who are already here.

Lastly I was also informed that the land you are selling has been used for many years as farm land this is green belt land if you have taken time to walk above the land you are planing to put houses on you would see that Bacup is a beautiful area with its moors and hills. We walk this area frequently in all weathers and it is truly beautiful.

Please consider hard and long as there are a lot better places to build homes for the future without disturbing a nice quite community who love where they live.

Yours Sincerely

Mrs Sheila Goodwin & Mr Matt Goodwin

[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPad

Dear Sirs

I wanted to add to my comments following on from our 4th power cut in the last four months, you want to add substantial housing project and the services are really not in place.

To move in another 100 plus family's , schools ,doctors , parking in Bacup are already at tipping point , has anybody actually thought about the shortfall of these services?

Adding to that if these family's are coming into Bacup how an earth will they get back out of the valley for work?

Please consider very carefully what you are planning , it's really not just an issue for us who's lives will be impacted on its the whole of the town.

Yours Sincerely

Sheila Goodwin

[REDACTED]

[REDACTED]

[REDACTED]

Hello, I am a resident on Cowtoot Lane, and I would like to object to the planning of building houses at the top. The traffic is horrendous as it is with the school across the road especially at drop off and pick up times. Quite regularly I cannot park outside my house, I have had to park at the Irwell in some cases. The street is very narrow, only single access to the street. Children's safety is paramount and should be highly considered. As well as Gordon street too as that's also single Lane traffic and there is a park where children play. In my opinion is just doesnt make sense to build houses up this area, if you have seen Cowtoot Lane at school times im sure you will understand. Its carnage and with the extra vehicles coming up and down the street its just not feasible. Thank you.

Jade.

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To whom it may concern

I am contacting you to object to any building plans on the top of Gordon Street I border this site and have a rare acute incurable Brain condition so any building activity noise vibration light will make my life unbearable I will loose the beautiful countryside views I bought my property for It will cause fear of danger and fatalities from heavy vehicles on a one lane entrance Many wildlife newts deer fox geese bats use this area as well as my 4 cats that I bought the house for as it borders farm land there safety is at risk I do not want houses having windows overlooking my property It will reduce my property value significantly The land has mines and floods every heavy downpour Farmland should not be built on and trying to evict an old farmer from the land his family has used for 100+ years really saddens me

I do not want any of these plans to go ahead

Yours faithfully
Chantelle Jeziorski

[REDACTED]

[REDACTED]

I would like to register my objection to Site H39 (the land off cowtoot lane)

It's ludicrous to me to build more houses and spoil Bacup's countryside.
Not to mention the access issues and safety issues that would be involved.

The amount of wildlife we see in these fields is amazing and your planning to destroy it!

I completely disagree with your assessment in 18.6 - where your trying to justify that this potential development won't be detrimental to the countryside. It seems you just want to meet your quota to appease government cronies and don't care about the people in the communities you represent.

Mr R Jeziorski,

[REDACTED]
[REDACTED]
[REDACTED]

Nicholas Cousins

21/2/2021

Dear Sir

As a resident of Bacup I wish to raise a series of objections to Rossendale Borough Council's plan to develop land noted as H 39, opposite Cowtoot Lane, in the Council's schedule of actions matter 10.7 contained in the relevant pdf on the Rossendale Borough Council website. Several of these objections are identified in the points 8.7 to 8.19 of the relevant pdf however it appears that these have not been given thorough consideration.

There is no disputing that Rossendale Borough Council is under a political obligation to increase housing provision in the borough as part of a central government drive to tackle the national housing shortage. However, I would urge that a more strategic use of brownfield site should/could meet in part or whole this obligation.

The objections to the use of the proposed greenfield site are as follows:

1) Safety of Children:

The safety of children will be impaired given that the land proposed for development will be opposite Bacup Thorn Primary School and Bacup Nursery School. The former has a school capacity of 276, the latter 110. Both the primary school and the nursery school are classed as 'outstanding' by Ofsted. Thorn Primary School has been graded outstanding since 2008 and Bacup Nursery School has been graded outstanding since 2009. Both are therefore popular choices for local parents and are likely to be oversubscribed given their excellent reputations.

Access to any housing development in plot H 39, would necessitate either the use of Cowtoot Lane, where the school is located or Gordon Street. However, access via the latter would involve vehicles passing a children's play area immediately off Gordon Street. Exacerbating the threat to the safety of children is the fact that Gordon Street is a narrow road. With residents having to park cars along Gordon Street, traffic is single file only. Gordon Street could not cope with what would be a vast increase in traffic and given that at certain times of day the road would incur heavy usage it is difficult to see how children's safety could not be compromised. Despite this it seems that the highway's recommendation to the Council in 8.19 is to ensure access via Gordon Street alongside access via Cowtoot Lane. Access via Cowtoot Lane of course means heavy vehicle usage next to the schools. Cowtoot Lane, like Gordon Street, is a narrow lane and single file traffic only given that residents have to park. Indeed, currently at school dropping off and picking up times vehicles actually park all the way along Blackthorn Lane. If vehicles were trying to access or leave any proposed housing estate via Cowtoot Lane at school dropping off or picking up times it is difficult to see how children's safety could be guaranteed given the heavy volume of traffic. Traffic calming measures, referenced in 8.18, would do nothing to alter the fact of heavy volume. Indeed, given the threat to children's safety it appears paramount that the opinions of the school leaders to the

proposed housing development, including those on the board of governors, be sought as a matter of priority.

2) Protection of rights of way:

The suggestion by the highway authority (8.19) that an internal estate road be built to link access to the proposed housing development to/from Gordon Street and Cowtoot Lane must impact upon rights of way. Currently there is a footpath that runs alongside the area classed as H 39 affording access to the Irwell Sculpture Trail. Any such building development would presumably impact upon the footpath. It is difficult to see how this right of way could therefore be maintained.

3) Historic rights of pasture farming:

The area H 39 proposed for development would necessitate terminating the right of the tenant farm at the top of Gordon Street to graze cattle on the land. The livestock cattle farm at the top of Gordon Street has been in the hands of the same tenant farmer family for over 100 years. Any such development in the area proposed would be a direct threat to the livelihood of the family.

4) Coal Mining Legacy:

This is covered in sections 8.7-8.10 of the relevant pdf. However, the extent of unrecorded coal mining would be difficult to gauge. The pdf does refer to a coal mining risk assessment. Any such risk assessment would need to be extensive and even then it is difficult to comprehend how 'remedial or mitigation measures' could be put in place to offset mine entries. One wonders whether the cost associated with remedial excavation would justify housing development in the first place.

5) Flood risk:

Again this is covered in 8.11 to 8.13 of the relevant pdf. What has not been considered are recent trends in the incidence of heavy rain, which can thus increase the risk of pluvial flooding, arising from the effect of Climate Change. Or put simply higher recent incidences of heavy rainfall may suggest that the proposed area of development is at greater risk of flooding than might be assumed by the 2016 Strategic Flood Risk Assessment cited in 8.11. The 2016 Strategic Flood Risk Assessment does reference Climate Change but seems to focus on how it might exacerbate fluvial as opposed to pluvial flooding. Page 32 of the assessment outlines areas in Rossendale at risk of flooding because of Climate Change but these appear to be those areas at risk of fluvial not pluvial flooding.

6) Lives and Landscape Assessment:

The Lives and Landscape Assessment for Rossendale Borough Council Volume 2 Site Assessments of July 2017 states on page 29 that only a small area of the Industrial Age landscape designated Area B, an area to the north and east of the football ground, is suitable for housing development, '*with appropriate mitigation*'. These mitigation measures include tree planting around area B. This area B is a fraction of the area proposed for development by Rossendale Borough Council. The Assessment explicitly states that the moorland fringe beyond area B is *unsuitable for development*. It also suggests that any such attempt to develop on the moorland fringe would be at odds with the pattern of habitation as '*the extent of building up the valley sides generally lies within the Settled Valley type*'. The assessment further suggests that development on the moorland fringe would have a major adverse impact on residents of West View, Blackthorn and 50 Cowtoot Lane and a major-moderate adverse impact on the residents of Gordon Street, Farm Avenue and Higher Blackthorn. The assessment also states that walkers to the north of the site would experience a major-moderate

impact as would walkers on the Irwell valley way to the south and east of the site. The Council's schedule of actions 8.14 in the relevant pdf actually acknowledges that *'The site area of H39... assessed as part of the Lives and Landscape Assessment... considered a significant proportion of the site not suitable for development on landscape grounds'*. The statement in 8.15 that *'Some of the site allocation's capacity would have to be located on land outside of the area identified as suitable for development in the Lives and Landscape Assessment'* appears to be an understatement. More accurately a significant proportion of site H 39 would include land deemed unsuitable for development by the Lives and Landscape Assessment.

7) Use of Brownfield sites should be considered as a priority:

The relevant pdf documentation appears to focus on the use of greenfield sites. In the light of objections 1 to 6 I would urge that brownfield sites be exhausted before consideration is given to green spaces. The Council may therefore wish to consider first whether the strategic use of brownfield sites, including sites which are currently occupied by derelict buildings, has been taken fully into consideration in terms of housing provision. Second, the Council may wish to consider whether, in the light of consumer spending becoming more online, a fact accelerated by COVID, empty premises in the town centre ought to be utilised for housing provision.

I look forward to your reply

Yours faithfully

Nicholas Cousins

Comments concerning Action 10.7, site H39, Proposed Cowtoot Lane Estate.

Dear Planning Officer,

Re: Section 8, Action 10.7, paragraphs 8.1 to 8.20

I wish to object strongly to elements contained within and the foreseeable consequences arising from the above document, in particular concerning Housing Allocation Reference H39, Land off of Cowtoot Lane, Bacup.

A. The historic and beautiful landscape of the valley will be badly and irreparably damaged by the presence of so many houses at the top of the valley side. If building goes ahead it should be low profile bungalows, of stone appearance, not cheap bricks, and built at a lower density much lower down the valley side where it would not be so obtrusive.

B. The proposed access roads are inadequate and already too crowded with parked cars making them effectively single laned and too narrow to support the inevitably increased traffic from such a high density development of 94 houses.

These roads and streets already supply a school, nursery, football ground, and cricket club. There is currently already increased traffic flow in the evenings when there are events on at the school, nursery, cricket and football grounds. The proposed access roads are minor residential streets, designed and built during times when cars were not owned by many, if any people.

The schools on Cowtoot Lane and the playground on Gordon Street would represent major danger points as would blind, tightly angled corners such as the conjunction of Hammerton Street and the bottom of Gordon Street. In particular this junction would certainly not be passable for long articulated lorries or heavy construction vehicles. In the winter months the problems with access would be greatly exacerbated by the steepness of the streets connecting onto Blackthorn Lane being very slippery in icy conditions as is the situation already. This in itself would create an even greater risk of accidents possibly leading to serious safety concerns.

In regard to the paragraph above, I believe that the council planning dept. has responded recently by stating that 'traffic calming measures' may be utilized in order to mitigate any concerns local residents may have about possible increased traffic volumes? I put it to them that this would have no effect whatsoever on the amount of vehicular movement on and around Blackthorn Lane, Gordon Street and the interconnecting streets of Stanley/Abbey Street, Hammerton Street and Cooper Street. Instead, it would just cause a gridlock of slow moving traffic clogging up narrow densely populated residential thoroughfares. I suspect that even the creation of 'one-way' access routes with restricted parking would have little or no effect on traffic flow. 'Blocking off' some streets such as Stanley/Abbey Street and very steep Cooper Street may help with safe residential access routes being maintained, but as the main bus and access route from Burnley Road to Blackthorn Lane is via Hammerton Street, Gordon Street and Gordon Lane residents would then be subjected to even greater traffic flow.

The density of building will prevent natural ground rainwater absorption and ensure fast transit of the rain water into the River Irwell, further contributing to flooding problems in Bacup and further down the valley.”

The local infrastructure is not suitable for more housing and will cause major disruptions as the services are added. During peak times, the main road, A681, from Bacup to Rawtenstall and access routes to the M66 always have very heavy traffic. It is congested at school times and often there are road works that cause major delays. Any additional traffic from the proposed new development would exacerbate these problems.

With regard to all of my aforementioned comments, I would be most grateful if you would take my deep concerns and misgivings about the proposed development into full account in the Planning Inspector’s ongoing examination and decision making process.

Respectfully yours,

Mr Alan R Heyworth

██████████
██████████
██████████

Whilst it's appreciated that there is a need for housing, I feel that the land area and amount of houses proposed, needs more investigations.

The Coal Board have already agreed that there are shallow mines underground. There has already sink holes opened up and the Tenant Farmer has lost a calf down one of these. Are any potential developers going to afford the cost of sorting this out and build on? Also, the snow/rain run off is leaving the town and people's cellars liable to worse flooding than it gets already.

The access roads are basically single lane, with cars parked either side. None of the residents have driveways or garages. Children play on these streets. It's going to be hazardous with large lorries and plant using them. School time traffic is chaotic, my neighbour has to leave home 45 minutes before school closes to get a safe parking space when collecting her grandchildren and she only lives a few minutes away.

Although this development will not directly impact on my outlook I think the Planners are being short sighted just to make money, especially when monies were lost over the empty homes fiasco and also evicting the Tenant Farmer, whose family have farmed the land for over 100 years is disheartening!

It's no good sitting in your Ivory Towers looking at a map. Get out, walk the area, especially at school times. Talk to the locals!

I'm sure you'll be hearing from others.

Yvonne Peach, [REDACTED]

Sent from my iPad

[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir/ madam,

I feel I must object the planned development of above.

I have many safety and safeguarding issues.

My main concern is the amount of traffic whilst the work is undertaken and the increase of cars and residents of the properties once completed.

There is a children's playground on Gordon St, which is very well used by children in the area and several private nurseries also use the facilities in the summer months.

Access to the park from Blackthorn area involves crossing busy roads.

On Cowtoot Lane.

We have Bacup pre school nursery which children can start at the age of 2. There are both morning & afternoon sessions.

Bacup nursery takes children on from the age of 3.

Thorn Primary school which takes pupils from age 4. All these facilitate before and after school school.

Traffic is already a major issue.

At the top of Cowtoot Lane, we have a children's residential home. As a foster carer ourselves for the past 15 years I am aware that the children who are placed at the home are unfortunately the ones that are hard to place.

May I suggest that you make enquires how frequent the emergency services blue light to the children's home.

Bacup Borough football club.

The manager of the club as over the past years is not only running a senior team but several children's teams.

From past experience residents will be confirm that when works have to be carried out at the football club, pre nursery, nursery & School it's caused chaos to the surrounding area.

Blackthorn Lane.

The lane runs from Gordon st to Bacup via Lanehead Lane.

Many drivers already use this as a race track and there have been many near misses with cars and children playing out.

Blackthorn Area is densely populated with families with young children, increased traffic will result in more accidents.

I do not want this on my conscience as this is why I feel I must put my concerns in writing. Could you live with the accident or death of a child on your mind?

Finally during the winter months could I ask how vehicles are going to access the proposed area ? In the past few weeks there have been several accidents on the snow & ice. The area does not gritted, due the grifter not being able to get through due to cars parked on both sides of road.

Please visit the area at nursery school times as this is when works traffic will need access to the site, I would suggest you park your car on Burnley Rd and walk up to the area and parking is already a nightmare and angry parents with foul mouths is a regular occurrence.

Kind Regards
Peter & Kay Livesey

please dont build anymore houses any where in BACUP, we have enough we havent got the roads, and the council cant look after what we have now.

To whom it may concern,

I am writing to you to express my concerns regarding the proposed building of 94 houses on the site above Bacup Borough Football Club. As a resident of Gordon Street, one of the two proposed access roads to the site, I have serious concerns with the impact of building such a large number of properties on this site.

As has already been highlighted in your documentation, the two suggested access roads create a number of concerns. The obvious concern of impact on the school traffic, both vehicle and pedestrian, on Cowtoot Lane being increased significantly creates increased pedestrian risks, and increased traffic congestion. At present, traffic throughout this area predominantly follows a set route, coming from Burnley Road on to Hammerton Street, then following this along to Gordon Street, and then along Blackthorn Lane to Cowtoot Lane. All of these roads are practically single file traffic routes due to the nature of parking for the terraced housing on these streets, and as such adding an additional 94 homes worth of vehicle traffic trying to come down from above Blackthorn Lane and into this traffic stream would create significant issues. It is also worth noting that in winter, this is the only part of the route that is gritted for access to the school, and as such the upper section of Gordon Street would become an area of additional risk of vehicle collision in bad conditions should there be a significantly increased number of vehicles needing to try and come down from, or up to, the new estate along the uncleared road. The nature of the area does not particularly lend itself to diverting the traffic from Burnley Road in other directions, due particularly to the steep incline of Cooper Street, the other viable access to Blackthorn Lane, which also does not get gritted in winter.

It is clear that the lay out of this whole area is already not greatly suited to traffic flow, with streets of terraced housing that outdate widespread vehicle ownership, and as such roads that are effectively single file roads in these modern times where there are vehicles parked in front of all of these properties. The addition of potentially as many as 180 additional vehicles into this area, and so deeply placed in this area, will be very problematic. Due to being so deeply placed into this network, the vehicles from the new estate will find themselves fighting against the flow of traffic on a daily basis in order to get out to the main roads.

I do not wish to only express my complaints, and would like to add a suggestion that could relieve some of this traffic issue. North of the junction from Burnley Road to Hammerton Street there is another road to I believe is unnamed, but that provides access to Meadows Avenue. There are a small number of properties currently being built at this junction. There may be an opportunity to create an access route to the northern edge of your proposed site from this road. This would allow a route to and from Burnley Road to the new site that does not require joining the current Hammerton Street/Gordon Street/Blackthorn Lane loop that is the main cause for concern. By adding a third access road that is not part of this loop (in addition to Gordon Street and Cowtoot Lane that are part of the loop) you allow an opportunity for the residents of the new estate to bypass the school traffic, therefore reducing the risks and concerns connected. This will also potentially add to the appeal of the properties to potential buyers if they know they won't have to be caught up in school traffic.

I hope you take the time to consider both my concerns, and my suggestions for improvement to your proposal, and thank you for your time.

Regards,

Kris Archer

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Sir/ Madam and Leader of the Council,

Hopefully, this addressing the correct department, but if this needs to be addressed elsewhere please let me know and I will redirect.

I have been looking at the Rossendale Local Plan Submission with a lot of interest. I am aware locally and nationally of the extreme pressure that councils are under to increase housing stock. I have lived in Rossendale from an early age and I am also very aware of the economic and social challenges that make economic development in the area so important.

I can see the challenges that the Council has in finding suitable development areas due to the topography of the valley, the legacy of mining and other industry and the historic development of estates that have made the infrastructure of expansion complex and unpopular.

I live on Dog Pits Lane and I would welcome an opportunity to include land for development to be included in the green belt release. Weir, which is my nearest town has expanded significantly over the last 40 years. I understand that the pressure to expand is also likely to see the iconic Irwell Spring lodges become a site for development which is an indication of the challenge you have in assessing the competing demands of provision of housing, needed economic development and retaining rural landmarks and/ or green belt.

Although the entrance to Dog Pits Lane currently poses some challenges, I don't believe these are not insurmountable. There appears to be some benefits in including this land within this version of the plan, although I recognise it is late in the process

- land on this side of the River Irwell to Weir is topographically favourable.
- there is no mining activity.
- there is no local impact on access (i.e. infrastructure through existing housing estate, few residents to impact).
- the development of the Bacup to Weir artery means that existing infrastructure (i.e. road, transport links, school) is maximised.
- This site is closer to the main road than the Weir development sites.
- Small developments along the artery could reduce impact of urban spread outwards enabling development to have less of an environmental impact.

I have been discussing this with a neighbour who also has land available for development and who I have copied into this email. I would welcome a discussion about this if it were possible and I am very keen to do anything possible to see if this amendment to the plan could be made.

Thanks

Kind regards

Rachel

Rachel Coaker



Hi.

I like to make a complaint & object to this. Due to this as just been put on RBC website. So this as only just come Public knowledge.

Also when the planning went out to the Public for 90 houses to be built on the old football ground, field & right of way.

More people should have been told & not just the house that back on to the land. Due to this will have big impact on Staghills Road it self with traffic & parked cars.

Also for the Bus we love to have more buses up here but can't see that happening even if you build 90 houses.

Plus Staghills Road could struggle getting the bus through like what happens up Edgeside,

No thought with the St Nicholas/Newchurch School for a carpark at the end. So parents can drop there children off safely.

The way the Right of Way was destroyed so extra houses could be built. I think poor excuse from LCC to say they couldn't afford to rebuild two 4ft stone walls. I don't believe it at all. Was just for RBC to get the land for more house for there partners Together Housing.

Trees gone & not just from the Dark Lane area. Wildlife have never been thought of. Due to you no idea what is in those woodlands.

Also Woodlands are now own by you RBC. Were own by LCC. Right from back of Queensway,Newchurch to Hareholme.

Are you planning on more houses I wonder. Due to way you have altered the Dark Lane Right of Way.

The last bit being a road one wonders if that be another road through the woodlands.

This will destroy Rossendale wildlife & the last original Right of Way of Dark Lane.

Mrs Simcock

EL8.012

1 INTRODUCTION

- 1.1 During the Hearing Session on Matter 12 (Housing Site Allocations: Waterfoot, Lumb, Cowpe and Water), as part of the emerging Rossendale Local Plan Examination, the Inspector requested further information for certain housing site allocations.

2 ACTION 12.1

ACTION REF. NO.	ACTION
12.1	<u>H59 – Land adj. Dark Lane Football Club</u> Confirm updated position re. Reserved Matters approval to Inspector

- 2.1 The Council can confirm that the Reserved Matters application (planning ref. 2019/0358) was approved and a decision was issued on 11th December 2019. No pre-commencement conditions were included on the decision notice and a material start has now been made on the site allocation.

Please acknowledge receipt of this OBJECTION

**Rossendale Local Plan (2019 - 2034) - Consultation on Examination Library 8 (Second Tranche)
– OBJECTION**

FAO - Nathaele Davies
Senior Planning Officer
Forward Planning
Rossendale Borough Council
Telephone: [REDACTED]
Website: www.rossendale.gov.uk

I, Dr. Falmai Binns wish to emphasise, further to my previous submission, that I do not find RBC's amended section on the Decommissioning Strategy for guidance as to conditions for approval of any proposed Planning Application for new Windfarms adequate to cover my previous reservations. Still the terminology is not water tight, in my view, to protect the landscape from areas of rotting turbines once they run out of legal approval. This would be such a disaster for generations to come – particularly with the emerging recognition of the value of the Moorland Landscape – that I encourage RBC to tighten up their edicts, such that :-

1. A decommissioning bond is essential in ALL cases, and is ring fenced and protected within the Council coffers.
2. The Council should honestly include a statement that removal of the turbine bases is impossible, so the moorland is contaminated for all time, if any Planning Application is agreed. Hence the Council should honestly state that true de-commissioning, and then restoration, is impossible. Pretending such is possible, by including such phrases in a legal document, is tantamount to lying, given our current engineering knowledge.
3. The Council should include the fact that, tied to the above objection, peat cannot be 'regrown' so again restoration is impossible for any site involved for turbines, given our current environmental knowledge.
4. 'Deep peat' is formally protected and must not be built on as it is a valuable resource. Rossendale should state that they will comply with this regulation and demand independent search is made prior to any Planning Application being accepted to vouch that there is no untoward breach left undisclosed.

.....
Dr. Falmai Binns
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
.....

From; Peter Martin [REDACTED]

1) I live on Cooper Street which you will know is virtually a one-way-street with cars parked along its full length and the slope of the street is so steep that in bad weather the street becomes unusable. Access to the site is via Gordon Street and then exiting from the site via Cowtoot Lane. At the bottom of Cowtoot Lane the trucks and heavy machinery will have to turn right and then left down Cooper Street. No mention is made of Cooper Street and have the residents been informed of what will happen on their street?

2) My biggest worry is the threat to children and their parents at school time. The area along Blackthorn Lane and Cooper Street is already chaotic and the flow of traffic is a real threatening situation already without the extra traffic of lorries, trucks and heavy machinery. Cooper Street is so steep that a handrail is needed for the parents and children who have to use it to access the two schools.

3) Who is going to pay for the repair to roads as the surfaces are already dangerous without the extra traffic?

From reading the plans and the comments about traffic calming measures it would appear that nobody has visited the area during peak times.

I would urge the council to rethink its plans since there are other sites available in Bacup, without the worry of ground collapse, water runoff and landscape issues.

Peter Martin

To whom it may concern,

I am outlining my deepest concern for the proposed building off Cowtoot Lane, in the main; I feel consideration must be given to how the site will be accessed. The current roads (Cowtoot Lane and Gordon St) are extremely narrow, both with cars parked along them, making them a one way street difficult to access and pass for normal vehicles nevermind large vehicles carrying construction equipment. This also gives cause for road safety and the prospect of a traffic collision with a pedestrian (likely to be a child) with both roads housing either a school or a children's playground both during construction with the use of heavy goods vehicles and after construction with the added volume of traffic. In the winter months the roads become impassable and are a clear danger to all, meaning either potential further accidents and abandoned vehicles or traffic that would then build on Burnley Rd and surrounding areas. 8.17 to 8.20

Second to this in the past few years Bacup has seen an increase in localised flooding due to climate change, change in weather and the increase in new housing and built up areas around, this is adding to the high potential of this continuing and also getting worse. 8.11 to 8.13.

There is a distinct lack of green belt in Bacup and currently a lot of wildlife reside on the fields such as badgers, foxes etc. They are used daily by horse riders and dog walkers children and adults alike and would be a huge shame to lose it.

An increase in housing and people gives an increased need in schools, both primary and secondary (which are currently over populated), doctors and dentists which will struggle with an influx of new patients and again the increase in traffic around the area.

Lynn Cavanagh

[REDACTED]
[REDACTED]
[REDACTED]

Miss Shareene wright

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I email with regards to the herendous proposal of using cowtoot lane & Gordon street as access roads to the new properties?

These roads are already dangerous & congested all day round due to school runs & Bacup nursery school I have 3 children that go to [REDACTED] primary school & only last year my daughter nearly got run over by a careless driver who mounted the pavement to move out the way from oncoming traffic, not to mention the irresponsible taxi drivers that basically can not drive, think they own the roads & park on pavements There is also a children's home at the top of cowtoot lane with staff coming & going daily, relatives visiting & the police are also regularly there Due to us living literally around the corner & have done for 8 year's we all walk to & from school as I wouldn't dream of driving round I feel uneasy walking to & from school with my children as it is without the idea of more traffic on the roads?

Gordon street is such a busy road also & children play on the park as it's the nearest for most residents who don't drive & safest due to it being enclosed The roads are already an absolute disgrace with massive holes in them on Carlton street & greensnook lane & the surrounding roads due to the new builds by B&E boys & big wagons coming & going All the roads are far to narrow for all of this Absolutely no thought for the residents & the safety of our children has been taken into account, it's just selfish For well educated people this has got to be one of the most ludicrous decisions made by the council yet not to mention the continuous rise in council tax

Sent from my iPhone

To whom this may concern,

I am writing in relation to the proposed pre planning application Proposed Local Plan Application, H5, land West of Swinshaw Hall.

I wish to raise the below concerns please as a homeowner of property [REDACTED]

- Traffic disruption: Burnley Road is already an extremely busy road, with multiple cars passing through each day. This is also a major commuting route into Manchester by cars and by bus. Additional properties would mean additional cars on the road and would extend journey time for all drivers.
- General disruption: As a household that has 50% of its residents working from home, the construction work proposed would cause major disruption to our ability to conduct our own work. Having constant access to water, electric and internet is crucial and any form of disruption would be financially damaging.
- Waterworks: the pre-planning application states that the waterworks would need to be completely redeveloped to sustain the proposed houses. We would not want to be affected by this and would contest any disruption, whilst also being concerned by flood risk due to the field being on a steep decline.
- Loss of Privacy/Overlooking: as above, the field behind our house is on a steep decline, meaning any houses built would substantially decrease our privacy and we would be completely overlooked. This would also be the case for the new properties as we would be able to see directly into the new development's houses.
- Amenities in local area: Loveclough has no shops or amenities. Considering the large work taking place behind Commercial Street, is it wise to add another 69 properties? Traffic would only increase throughout the day as people would have to drive for basic goods, adding to an already extremely busy commuter line.
- New access point causing additional traffic: The pre-planning application states that a new access point would need to be developed due to Goodshaw Lane being insufficient and a bus stop would have to be moved to accommodate this. The disruption to Burnley Road would be significant and will only add to what can take minutes to join the road currently. I note the work being done near Crawshabooth and the disruption this is causing to traffic, even during lockdown.

I understand the need to develop new properties as we are in a household shortage, but I firmly believe that the disruption that would be caused to enable an unsuitable, steep field to become sufficient for housing far outweighs the Rossendale Emerging Local Plan requirements for additional housing.

Please can you confirm receipt of this email via reply.

Kind Regards,

Carlo Latronico

Everyone is aware of the need for more housing but essentially, the sites chosen must be appropriate. There are many reasons why this site is obviously inappropriate!

This area was mined in the past but the Coal Board who have admitted that there are shallow mines in the area but they cannot identify the locations. Tragically a local farmer lost a calf which had fallen into one of these sink holes recently. Will any of the potential developers able to deal with this risk?

The access roads are single lane with cars parked on both sides of the road. Also because of a local Junior school and Nursery it is already a nightmare with traffic taking and collecting children from school.

This site is not suitable for more buildings and consequently more traffic problems.

Sandra Navesey, 

My concern is access and road safety, Gordon street is already a nightmare with the amount of cars coming up and down and turning around at the top. The amount of accidents I avoid at the junctions with Hammerton St and both ends of Cooper St is already ridiculously high. Next concern is the safety of the children that use the park and streets to play, the increased traffic would only increase the risk of a serious accident.

Peter Riley

[REDACTED]
[REDACTED]



24th February 2021

Rossendale Borough Council
Forward Planning Team
Futures Park
Bacup OL13 0BB

Dear Sir,

LAND OFF COWTOOT LANE BACUP DEVELOPABLE LAND H39

I wish to object to the above proposal, firstly on Highway grounds, that the area roads are far too narrow and already congested for the construction traffic. The newly added access point from Cowtoot Lane is also far too narrow and the increase in number of proposed properties another problem,

Cooper Street, Blackthorn Lane area is already grid locked and dangerous at school times also the very narrow and busy Greensnook Lane with bend at the top of Carlton Street junction of the new Keswick Drive another danger point. Much of the school traffic uses Lanehead Lane, a one way system as exit point and traffic builds up awaiting to exit on to the busy roundabout on St James Square

The blind bend at the bottom of Gordon Street is already a danger for small vehicles and there is a children's play area facing the properties on the lower half of Gordon Street. Brown Street and Russell Street were built in an era with little motorised transport and *never intended for today's volume of traffic*

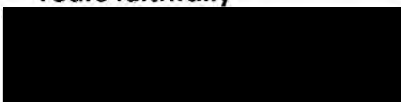
Educational needs in the area must already be stretched with pupils living in the new properties already built and those in progress on the Greensnook Development.

There is a public footpath running through the proposed development, very well used by walkers and popular with many dog owners for exercising their dogs.

The uninterrupted views from The Sentinel both down the Rossendale Valley and up towards Weir are far too precious to be lost forever.

We have already lost far too much countryside with Greensnook development, proposed development in the field facing Laneside Cottages and many others in the pipeline.

Yours faithfully



Mrs E Crowther

Dear Sir / Madam

REPRESENTATION – LAND AT ELM STREET, EDENFIELD

Thank you for your email regarding the current consultation on the Rossendale Local Plan.

I write on behalf of my client in respect of land at Elm Street, Edenfield; Mr N Teague and Mr K Skillin (Respondent REF. 5139).

I confirm that our position remains the same as that set out in our Representation dated 01 December 2020 and attached for ease of reference.

There is no reference in the current consultation Evidence Base that the Council has considered the details of our submission in December 2020 and therefore the Council's consideration of the subject site remains only as part of a view of the wider parcel of land in the Green Belt Review (Land Parcel 47). The Council has not demonstrated that they have considered the merits of the specific subject site, i.e. a smaller part of Parcel 47, and that they continue to overestimate the value of the Green Belt in this particular location. With reference to our previous submissions and in line with the Council's methodology, the overall Green Belt assessment for our client's site should be weak.

As a result, and in order to provide for sustainable development over the plan period, the land should be included within the urban boundary of Edenfield and subsequently it should be removed from the Green Belt. We would request that the Inspectors consider the land submitted in our Representations to be released from the Green Belt as part of an allocation for housing. The extension of the Urban Area Boundary in this location and release of the land from the Green Belt is entirely appropriate having regard to the site's limited Green Belt function and the fact that it is bounded by the urban area on three sides.

I trust this Representation will be forwarded to the Inspectors at the appropriate time.

Kind regards,
Beverley

Beverley Moss BA(Hons) Mplan MRTPI

Associate

Hourigan Connolly



From: Forward Planning <forwardplanning@rossendalebc.gov.uk>

Sent: 29 January 2021 21:08

Subject: Rossendale Local Plan (2019 - 2034) - Consultation on Examination Library 8 (Second Tranche)

ROSSENDALE LOCAL PLAN 2019 – 2034

CONSULTATION ON EXAMINATION LIBRARY 8 (FIRST TRANCHE)

CONSULTATION DEADLINE: 01 DECEMBER 2020

RESPONDENT: MR N. TEAGUE AND MR K SKILLIN (**RESPONDENT REF. 5139¹**)

REPRESENTATION: LAND AT ELM STREET, EDENFIELD

1. INTRODUCTION

- 1.1 Following the Local Plan Examination in Public Hearings held in September and October 2019, the Inspectors have asked for additional information on the Local Plan and Evidence Base documents. Their request is set out in the Schedule of Actions which has been given the reference EL6.001 by the Council.
- 1.2 The Council has responded to a number of these Actions and has published a series of documents within the Examination Library 8 and is currently inviting comments on these documents **until 01 December 2020**. Representations submitted at this stage will be forwarded to the Inspectors to inform their review of the draft Local Plan.
- 1.3 The Council has advised Hourigan Connolly (via telephone on 24 November 2020) that additional documents will also be available at the beginning of 2021 at which point the Council will undertake a second tranche of consultation on the outstanding matters. This includes a number of Actions (detailed in EL6.001) which have not yet been completed by the Council. The precise details of those outstanding matters are unknown, and therefore we submit this current Statement on behalf of our client's continued interests solely on the basis of the information currently available in the Examination Library 8.
- 1.4 We confirm that the Council has not made any contact with the Respondent Mr N. Teague to discuss the subject site since the close of the Hearings in October 2019. Hourigan Connolly reserves the right to submit comments at that second tranche consultation stage to not only supplement Representations contained in this Statement, but also in addition to all other

¹ Respondent Reference Number as per Hearings held in September & October 2019

Representations submitted at previous stages of the emerging Local Plan in relation to the subject site.

2. MATTER 8: APPROACH TO SITE ALLOCATIONS AND GREEN BELT RELEASE

ACTION 8.1: OMISSION SITES

2.1 Action 8.1 of the Schedule of Actions (EL6.001) required the Council to undertake the following:

“Produce a list of omission sites which were suggested during the Regulation 19 consultation stage and undertake a short technical assessment and SA (particularly for non-Green Belt sites).”

LAND AT ELM STREET, EDENFIELD

2.2 Document EL8.008.1 Approach to Site Allocations and Green Belt Release was produced by the Council to provide further information about omission sites. The Council confirms that ‘omission sites’ are considered to be sites submitted at the Regulation 19 consultation stage of the Local Plan but not proposed to be allocated, or proposed to be allocated for a different use than the one proposed by the promoter of the site.

2.3 EL8.008.1 confirms at Table 1 (extract below) that the land at Elm Street has not been allocated in the Local Plan:

Table 1: List of omitted sites suggested at Regulation 19

Site Name	Land Use Proposed by the Landowner / Promoter	Local Plan Allocation	Regulation 19 Consultation Reference [SD10]	Site Gross Area (Ha)	Map (Appendix A)	Other References
Land at Elm Street, Edenfield	Not stated.	No	Reference 5139. Appendix 4	0.58	Map 24	SHLAA16268; ELR: EMP74; Green Belt Parcel 47

Figure 2.1: Table 1: List of omitted sites suggested at Regulation 19. Source: Document Reference EL8.008.1

2.4 For clarification, the table above says that the land use proposed by the landowner is not stated, but we have made it clear in previous submissions that the landowner (Mr N Teague) is promoting the land for allocation for housing in the Local Plan.

HERITAGE IMPACT ASSESSMENT

2.5 Paragraph 3.2 of document EL8.008.1 confirms that new Heritage Impact Assessments were carried out on a number of omitted sites; this includes the subject site. The Assessment for the site can be found at page 26 of Appendix C to that document; it is also contained at Appendix 1 of this Representation for ease.

2.6 In summary however the new Heritage Impact Assessment concludes that there would be ‘No predicted Heritage Impact’, which we are in agreement with.

SA ADDENDUM (2020)

- 2.7 Document EL8.008.1 confirmed that the omitted sites not assessed previously in the Sustainability Appraisal (SA), were assessed in the Sustainability Appraisal (SA) Addendum 2020 produced by Lepus Consulting (Document EL8.001.3).
- 2.8 The subject site at land at Elm Street has not been subjected to a further assessment in the SA Addendum (2020) presumably because it was assessed in the original SA, with it simply being referred to in Table 8.2 as a site which has been 'rejected' by the Council and an explanation why. The relevant extract from Table 8.2 is below:

Site Name	Summary of SA findings Regulation 18 Report (or other SA Assessments)	Included in R18 Local Plan version? (Y/N)	Explanation of exclusion from the R18 Local Plan version.
REJECTED SITES			
Land to the south east of Edenfield	Performs poorly against landscape, biodiversity and climate change adaptation and less than average against 2 criteria	N	Green Belt parcel not recommended for release in the Green Belt Review.

Included in R19 Local Plan version? (Y/N)	Explanation of exclusion from the R19 Local Plan version.	Site References (Allocation or Evidence Base Study Reference)
N	N/A	SHLAA16266, SHLAA16267 and SHLAA16268

Figure 2.2: Extract from Table 8.2 of EL8.001.3: Reasons for rejection of the reasonable alternative sites (source: Rossendale Borough Council)

- 2.9 The key conclusions reached by the Council are that the site *'performs poorly against landscape, biodiversity and climate change adaptation and less than average against 2 criteria'* and that the explanation of exclusion from the Regulation 18 Local Plan version was that the *'Green Belt parcel not identified for release in the Green Belt Review'* and there is no further explanation for exclusion from the Regulation 19 version.
- 2.10 This is discussed further below at Paragraph 2.16.

ACTION 8.7: SITE SELECTION EVIDENCE

2.11 Action 8.7 of the Schedule of Actions (EL6.001) required the Council to undertake the following:

“Produce clearer site selection evidence which clarifies why there are differences between SHLAA results and final conclusions on sites and provides clearer reasons for the overall conclusions (relating to rejected options). This should include setting out the assessment process for every potential GB site which was assessed for development and how the Council reached the conclusions on suitability and reasons for selection or rejection; within this need to explain why for some small GB site options it was deemed that harm to GB was not outweighed by the need to deliver identified development needs.)”

2.12 During the Local Plan hearings, the site selection process was discussed under Matter 8 and the Inspectors requested further information, in particular those sites assessed in Stage 2 of the Strategic Housing Land Supply (SHLAA) which were not eventually selected as an allocation in the Local Plan. Document EL8.008.7 ‘Site Selection Evidence’ seeks to clarify the reasons why sites were not taken forward for housing allocation or included in the housing land supply.

2.13 Paragraph 4.1 of EL8.008.7 explains the different Site Assessment Tables confirming that the tables provide further information on sites which were assessed at stage 2 of the SHLAA but were not allocated in the Pre-submission (Regulation 19) version of the Plan. The document states that, *‘where applicable, findings from additional studies and other considerations are included, including additional assessments undertaken after the Local Plan hearings.’*

LAND AT ELM STREET, EDENFIELD

2.14 The subject site at Elm Street is included in Table 2 (Page 19) of document EL8.008.7 - Sites assessed as deliverable in the SHLAA 2018 and reasons for not allocating – as follows:

SHLAA 2018 Ref	Site Name & Address	Green Belt Parcel Ref	Green Belt Review Conclusion	Heritage Impact Assessment Conclusion	Employment Land Review 2017 Ref	Employment Land Review 2017 Conclusion	SFRA 2016 Ref	SFRA 2016 Conclusion
SHLAA16268	Land to the south east of Edenfield	Parcel 47	Retain	New Heritage Assessment in Action 8.1: no predicted heritage impact.	Not assessed	N/A	Not assessed	N/A

Environmental Network Study 2017	Landscape Study 2015	SA Site Name	SA Conclusion	Regulation 18 Ref	Reason for not allocating for housing
N/A	N/A	Part of land to the south east of Edenfield	3 strong adverse impacts for landscape, biodiversity and climate change adaptation, 1 strong positive impact for housing, 4 minor positive impacts and 2 minor negative impacts	N/A	Green Belt parcel not recommended for release in the Green Belt Review.

Figure 2.3: Extract from Table 2: Sites assessed as deliverable in the SHLAA 2018 and reasons for not allocating

2.15 This is discussed in further detail now.

REPRESENTATION CONCLUSION

2.16 The Council's document EL8.008.1 states that most of the omitted sites were subject to technical assessment during the Local Plan process, as they had also been submitted prior to the Regulation 19 stage or had already been identified as a potential site. The site at Elm Street had been included in the SHLAA (2018) assessment and this has been referred to in our previous submissions to the Local Plan process. The relevant page from Appendix E to the SHLAA is contained in Appendix 2 to this Representation for ease of reference.

2.17 Map 24 of document EL8.008.1 indicates the extent of the subject site's boundaries as submitted at the Regulation 18 and 19 consultation stages and in our Hearing Statement. An Extract from Map 24 is show below:



Figure 2.4: Map 24 -Subject site, referred to by the Council as 'land to the south east of Edenfield'.

- 2.18 As noted in the SHLAA assessment and the Green Belt review (2017), the subject site forms part of a small area of a wider parcel of land – referred to as Parcel 47 in the Green Belt Review.
- 2.19 There is nothing in the current consultation Evidence Library 8 which suggests the Council has revisited the merits of allocating the subject site for housing, with the Council continuing to consider the site simply as part of the wider, Parcel 47 land – refer to page 3 of our Hearing Statement (in relation to Matter 2 – Vision and Spatial Strategy).
- 2.20 Given that the Council has established exceptional circumstances for the release of land from the Green Belt elsewhere in the Borough, most notably in several locations in Edenfield, we would respectfully request that the Inspectors give consideration to an additional release here.
- 2.21 The site extends comprises vacant greenfield land currently located within the Green Belt, which would make a sensible rounding off of the settlement in this sustainable location along the line of a former hedgerow which could be reinstated as part of any development proposal to establish a defined and permanent boundary with the Green Belt that is more reflective of the surrounding built form.
- 2.22 The Council has repeatedly not demonstrated that they have considered the merits of the specific subject site, i.e. a smaller part of Parcel 47, and that they continue to overestimate the value of the Green Belt in this particular location. With reference to our previous submissions and in line with the Council's methodology the overall Green Belt assessment for our client's site should be weak.
- 2.23 As a result, and in order to provide for sustainable development over the plan period, the land should be included within the urban boundary of Edenfield and subsequently it should be removed from the Green Belt.
- 2.24 We would request that the Inspectors continue to focus on the subject site as submitted previously, and discussed above, but alongside this also consider the potential for further additional land in this location to be released from the Green Belt as part of the same allocation for housing.
- 2.25 Since the closure of the Hearings last year, another landowner has expressed an interest in promoting additional land at Elm Street and has a legal agreement in place with our client to promote the land jointly as part of this Representation. For clarification, our previous Representations have been on behalf of Mr N Teague and relate to the area of land illustrated in Figure 2.4 above.
- 2.26 This current Representation is submitted on behalf of Mr N Teague and Mr K Skillin and relates to a slightly larger area of land, as illustrated in Figure 2.5 below.



Figure 2.5: Larger area of land subject to this Representation on behalf of Mr N Teague and Mr K Skillin – Approximate boundary shown.

2.27 Our position remains the same for both areas of land, and we submit they share the exact same characteristics and therefore the larger area of land should also be considered for release from the Green Belt for the following reasons:

- The subject site has a strong relationship with the existing urban area and the sense of openness is limited.
- Existing buildings along Plunge Road, and others to the north along Boundary Edge and Gincroft Lane mark out the limits of the existing urban area. The subject site would not go beyond these limits and therefore inclusion of the land within the Urban Area Boundary would not constitute encroachment.
- Sensible rounding off of the settlement in this sustainable location.

2.28 To conclude, the extension of the Urban Area Boundary in this location is entirely appropriate having regard to the site's limited Green Belt function and the fact that it is bounded by the urban area on three sides.

2.29 On the basis of the current consultation material available to us, we submit that the Council has failed to seriously consider the specific contents of our Hearing Statement, and the evidence presented at the Hearings in September and October 2019.

2.30 Hourigan Connolly reserves the right to submit comments at the second tranche consultation stage to not only supplement Representations contained in this Statement, but also in addition to all other Representations submitted at previous stages of the emerging Local Plan in relation to the subject site.

Appendix 1

Appendix C – New Heritage Impact Assessments for omitted sites

Contents

Land at Elm Street, Edenfield – SHLAA1626826

Site	Land at Elm Street, Edenfield – SHLAA16268
Description of site	
Heritage assets potentially affected	No predicted Heritage Impact
Significance	
Contribution site makes to significance	
Possible impact of loss of site and development on significance of asset	
Secondary effects e.g. increased traffic movement	
Opportunities for development to enhance or better reveal significance	
Possible mitigation measures	
Design requirements? Form and appearance of development: Prominence, scale and massing, materials, density, number, layout and heights of buildings	
Location of development within the site: Topography, open space, landscaping, protection of key views, visibility	
Acceptable/unacceptable in accordance with Planning (Listed Buildings and Conservation Areas) Act 1990 & NPPF (with any necessary mitigation measures?) (Conserve and enhance and presumption in favour of sustainable development)	

Appendix 2

APPENDIX E – SITE ASSESSMENTS

2018 UPDATE

GENERAL INFORMATION

Site Ref **SHLAA16268** Most Recent Source **Officer Suggestion** Site Gross Area (ha) **3.52**

Site Name **Land to the south east of Edenfield**

Greenfield versus Brownfield **Greenfield** Designations **None**

Site Location - Urban Area, Countryside or Green Belt **Green Belt adjoining the urban area**

Current Land Use **Field**

Characteristics of the site reducing the development area **Wooded areas (0.2 ha)**

Area available for development **3.5** Net Development Area (ha) **2.62** Density **30 dwellings per hectare**

Yield calculated **79** Yield proposed by applicant Current planning permission

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AVAILABILITY

Land ownership **single ownership**

Comments **Private ownership (1 Land Title)**

Intentions of landowner **landowner willing to sell the site or to deliver residential units in the medium to long term**

Comments **The landowner will consider the opportunity for planning being granted in the future (email received 28.11.2016)**

Legal constraints / ownership issues **no legal or ownership constraints known**

Comments

SUITABILITY

Topography **gradient present but can be mitigated**

Comments

Vehicular access **access requires improvements**

Comments **Potential access from Elm Street or Plunge Road, however both are narrow lanes**

Distance to strategic road network **within 1.5km (approximately 1 mile)**

Comments **800m to M66 junction**

Access by public transport **high frequency bus service (half hourly or more frequent) within 400m (0.24 miles)**

Comments **104m to bus stops on Rochdale road - 842 and 998. 140m to bus stop on Bury Road (via footpath) with several services**

Access to primary school **access within 1.5km (approximately 1 mile)**

Comments	985m to Edenfield Church of England School
Access to secondary school	access within 5km (approximately 3 miles)
Comments	3050m to Haslingden High School Specialist Arts College
Access to GP surgery	no access within 3km (1.8 miles)
Comments	2.8km to nearest GP in Ramsbottom
Access to a local centre or convenience shop	access within 500m (0.31 miles)
Comments	within 150m to Edenfield local shops
Access to a park or play area	access within 300m (0.18 miles)
Comments	adjoins Edenfield cricket ground and is 300m away from Exchange Street recreation ground
Flood risk	less than 50% in flood zone 2 or affected by medium surface water flood risk
Comments	Small areas (less than 10%) at high, medium and low risk of surface water flooding.
Ecological value	not located in or adjacent to a Biological Heritage Site, Local Geodiversity Site or Core Area or Stepping Stone areas
Comments	Woodland corridor on a small portion fo the site
Recreational value	no recreational value
Recreational value comme	
Heritage assets	site does not contain or adjoin a Listed Building and site is not within or adjoins a Conservation Area
Comments	
Landscape value	low landscape impact
Comments	
Land contamination	potential contamination issues or known issues but capable of remediation
Comments	Small area with potential land contamination to the north of the Stonepits Cottages
Mineral sterilisation	not within a Mineral Safeguarding Area or surface coal area
Comments	
Land instability	if no known issues and situated in a low risk development area
Comments	
Proximity to dangerous structures	not within any HSE consultation zones
Comments	

Bad neighbour **site in mixed-use area (employment and residential area)**

Comments Employment area to the south

Constraints due to utilities **no known utilities infrastructure on site**

Comments

ACHIEVABILITY

Extra costs of development **if some extra costs required**

Comments Vehicular access improvements. Flood risk assessment. Land contamination report.

Market are **high value market area (£190 to £210/sqm)**

Comments

CONCLUSION

Availability summary **Available in medium to long term**

Justification The landowner has an interest in developing the site for housing development in the future but not in the short term.

Suitability summary **Suitable in medium to long term**

Justification The vehicular access is currently not suitable for a large residential development and would need to be improved. The local shops and play area are accessible by foot, while the primary and secondary schools and GP surgery are situated further away and can be accessed by bus. Small parts of the site are at high risk of surface water flooding and since the site is over 1ha, a flood risk assessment is needed. A small part of the site has also some potential land contamination so a land contamination report is recommended. An active employment area is situated to the south of the site but is screened by a wooded area, therefore the amenity of future residents is unlikely to be affected by the businesses' activities.

The site is not currently suitable but can become suitable in the medium to long term provided that the vehicular access is adequate to sustain the traffic of a large residential development.

Viability and achievability summary **Achievable in medium to long term**

Justification Extra costs are associated with the development of the site (e.g. vehicular access improvements), but since the site is within a high value market area, the development is considered viable. No developer has expressed an interest to develop the site, due to the large scale of the development, the delivery is likely to be within the medium to long term.

Conclusion **Developable in the medium to long term (within 6 to 10 years, or after 10 years)**

Justification The site can become available and suitable in the medium term. The development is considered viable and achievable in the medium to long term.

Delivery (next 5 years) Delivery (6 to 10 years) Delivery (11 to 15 years)

Rossendale Borough Council
Futures Park
Bacup
Rossendale
OL13 0BB

By email: forwardplanning@rossendalebc.gov.uk

25th February 2021

Dear Sir / Madam,

Rossendale Local Plan – Consultation on Examination Library 8 (Second Tranche)


Homes England Response

As a prescribed body, we would firstly like to thank you for the opportunity to comment on the Rossendale Local Plan Examination Library.

Homes England is the government's housing accelerator. We have the appetite, influence, expertise and resources to drive positive market change. By releasing more land to developers who want to make a difference, we're making possible the new homes England needs, helping to improve neighbourhoods and grow communities.

Homes England does not wish to make any representations on the Rossendale Local Plan Examination Library. We will however continue to engage with you as appropriate.

Yours faithfully,



P.P Nicola Elsworth
Head of Planning and Enabling

Dear Sir / Madam

REPRESENTATION IN REFERENCE TO POLICY H40 – LAND AT TODMORDEN ROAD, BACUP

Thank you for your email regarding the current consultation on the Rossendale Local Plan.

I write on behalf of my client Developments North West Ltd in respect of draft Policy H40 and Evidence Base document EL8.010 regarding Action 10.8 (extract attached).

I confirm we agree with the Council's update as set out in that document. We recently advised the Council that on behalf of the landowner, a number of consultants have undertaken technical investigative work and we have engaged with the Local Highway Authority as part of their formal pre-application process. We remain on track to submit an outline planning application for development of the land for approximately 60 no. new homes by the end of March 2021.

I trust this Representation will be forwarded to the Inspectors at the appropriate time.

Kind regards,
Beverley

Beverley Moss BA(Hons) Mplan MRTPI

Associate

Hourigan Connolly



Local Plan Matter 9.1 Swinshaw Hall. Allocation H5. Document EL8.009.01

Dear Sir/Madam

The southern part of the greenfield site specified in these documents directly adjoins my property at [REDACTED] and I wish to express my concerns and oppose any future housing development.

Fundamentally, there is the fact that this is a greenfield site and building would have an adverse effect on 'visual amenity' of the area – woodland and grassland is still essentially the core character of the Rossendale Valley, where brownfield sites are, I believe, still available.

There is also the issue of adequate infrastructure, such as access to school places, doctors, dentists etc, as well as traffic issues on the already very busy Burnley Road.

But a key issue is the natural environment – any development would threaten the habitat of newts, which are evident near the watercourses near the southern end of the site.

I was surprised and delighted to discover newts when I started clearing my overgrown garden when I moved in last summer, but was not aware they might be in danger.

I did note from the documents that RBC would 'seek to avoid any harmful impacts of development on all aspects of Rossendale's natural environment - including its bio diversity, geo diversity and landscape assets, priority habitats and species.'

It goes on to say : 'Any application shall be accompanied by ecological assessments, species surveys and biodiversity calculations.' I trust this will be adhered to, especially regarding the newts, if RBC are minded to allow any development.

Part of this document says 'as would be expected with any development on a green field site at the edge of existing settlement, those locations immediately adjacent . . . will experience large visual change.'

Very evident. Not, perhaps, grounds for me to object that my view is spoiled, but it does raise the issue of garden/bedroom privacy, especially if the planned homes are in excess of one storey – and bearing in mind that the nearby homes on Hameldon Road are all bungalows.

If RBC are indeed minded to approve any development, I would respectfully ask that there should be a substantial buffer zone and landscaping to the south of the site bordering Hameldon Road and this should be included in the site specific policy.

Yours faithfully

David Graham

British Guild of Travel Writers

National Union of Journalists Life Member

SilverTravelAdvisor.com

[REDACTED]
[REDACTED]

To the planning committee:

Please accept this addendum to my concerns and objection in my enclosed email dated 25/02/2021, which was sent at very short notice given the original deadline.

I would like to draw attention to **Page 73** of Binder 1, which refers to a “Representative viewpoint” from Hameldon Road.

The views shown in the two photographs are hardly representative – it would, in fact, be difficult to find a viewpoint on Hameldon Road which is higher than, or more distant from, the proposed development site.

Members of the committee are more than welcome to visit my home at [REDACTED] and view the site from there – and judge whether the visual effects would indeed be only “moderate.”

I applaud the idea of having a wild flower meadow, but would it not be worth creating this by using the rough pasture which already adjoins the popular park and leisure facilities to the south-west of the site, as well as adjoining the RBC-owned piece of land to the rear of bungalows on Hameldon Road?

There are constantly-used public footpaths across this land, along with natural watercourses and it is teeming with wildlife – many children, parents and walkers would be able to enjoy a meadow here all the more, rather than it being isolated in the centre of the site.

There is also a drystone wall, which although degraded, is a laudable feature of the landscape and part of the fabric of Rossendale’s image.

Yours etc

David Graham

British Guild of Travel Writers

National Union of Journalists Life Member

SilverTravelAdvisor.com

[REDACTED]
[REDACTED]

Dear Sir/Madam

The southern part of the greenfield site specified in these documents directly adjoins my property at 36 Hameldon Road, Loveclough BB4 8RL and I wish to express my concerns and oppose any future housing development.

Fundamentally, there is the fact that this is a greenfield site and building would have an adverse effect on 'visual amenity' of the area – woodland and grassland is still essentially the core character of the Rossendale Valley, where brownfield sites are, I believe, still available.

There is also the issue of adequate infrastructure, such as access to school places, doctors, dentists etc, as well as traffic issues on the already very busy Burnley Road.

But a key issue is the natural environment – any development would threaten the habitat of newts, which are evident near the watercourses near the southern end of the site.

I was surprised and delighted to discover newts when I started clearing my overgrown garden when I moved in last summer, but was not aware they might be in danger.

I did note from the documents that RBC would 'seek to avoid any harmful impacts of development on all aspects of Rossendale's natural environment - including its bio diversity, geo diversity and landscape assets, priority habitats and species.'

It goes on to say : 'Any application shall be accompanied by ecological assessments, species surveys and biodiversity calculations.' I trust this will be adhered to, especially regarding the newts, if RBC are minded to allow any development.

Part of this document says 'as would be expected with any development on a green field site at the edge of existing settlement, those locations immediately

adjacent . . . will experience large visual change.'

Very evident. Not, perhaps, grounds for me to object that my view is spoiled, but it does raise the issue of garden/bedroom privacy, especially if the planned homes are in excess of one storey – and bearing in mind that the nearby homes on Hameldon Road are all bungalows.

If RBC are indeed minded to approve any development, I would respectfully ask that there should be a substantial buffer zone and landscaping to the south of the site bordering Hameldon Road and this should be included in the site specific policy.

Yours faithfully

Dorothy May Graham

Landline: XXXXXXXXXX

RE: The Local Plan Examination in Public Hearings held in September and October 2019, Inspectors additional information on the Local Plan and Evidence Base documents re:- Schedule of Actions (document EL. 6001)

We are commenting on some of the actions regarding:-

Local Plan Examination: Schedule of Actions Ref. No. 10.8 H40 - Land off Todmorden Road, Bacup

We would just like to note that since the last public hearing sessions in October 2019, a Developer has applied for outline planning permission (including access and landscaping) in March 2020 for the land off Todmorden Old Road, Bacup. (Greens Farm) (H40 - also referred to previously as H43) Planning Application ref no. 2020/0008.

In The Local Plan Examination : Schedule of Actions at Action Ref. No. 10.8, Action (i) - the Inspector asked the Council to:- *Re-consult with the Coal Authority regarding the suitability of land (especially in relation to historic bell pits) - produce a note to confirm whether a solution can be found.*

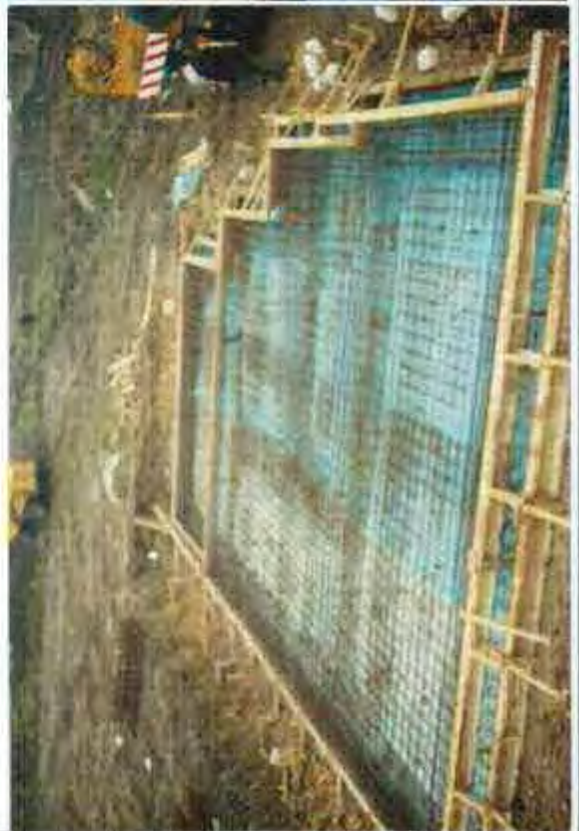
Within the Council's reply to Action (i) the Council states that the Coal Authority says, *'the site cannot be discounted, the Coal Authority would not consider that a site with a coal mining legacy should be excluded from being allocated for development, as remedial works and mitigation measures can be carried out in most cases in order to ensure the safety and stability of any development proposed'*.

We have never argued that any one constraint alone would discount or bar the development of a site. Any site, anywhere, can be developed - there is always an engineering solution to any building development problem but at what cost? - especially in this area of low market value.

In the Applicant's Coal Mining Risk Assessment on page 7, at 5.7 : Previous Site Investigations, it says, *'There are no site investigation reports available for the subject site and a review of local planning records has not identified any previous site investigation reports on adjacent sites'*.

We know from personal experience that there were major issues on the previous surrounding developments relating to mining. Denefield Housing Association, which was a self-build group, went bankrupt, due to the extra cost involved in drilling and grouting the land and also due to the high cost of building the houses on concrete rafts (see raft photo's below). The Council/Planning Dept. and their Building Control Office should have records of the prior adjacent developments to this proposed site? - they must have been lost. The Building Control Office guided the housing association on what ground investigations and remedial actions were necessary. Two other Developers building on adjacent sites also went bankrupt.

We have first-hand knowledge of the expense that arose when dealing with the mining legacy in this area because we were members of a Housing Association involved in the self-build.



Remedial works and mitigation measures can be carried out on any development but our concern is what the scale of the cost is involved and the worry that the proposed development will go bust and we are left with an unfinished building site, half-finished roads, not just on the new roads but unfinished modifications to the existing highway. We do not want history repeating itself.

This is the reason we have continually raised the mining legacy issue over the years, with the Council. We know of the difficulties that can arise when you do not have the necessary information available before you start a development.

After the Outline Planning Application 2020/0008 was submitted, the Coal Authority raised a Substantive Concern in their role as Statutory Consultee - that a Coal Mining Risk Assessment had not been included in the application. Surprisingly, this was not completed even though the applicant received pre-application advice from the Council. (see appendix 1:- Coal Authority Letter dated 7 April 2020).

Consequently the Applicant has engaged Avison Young UK Limited to carry out a Coal Mining Risk Assessment – below is the conclusion and recommendations of the Coal Mining Risk Assessment:-

Conclusion and Recommendations

7.1 The Avison Young Environmental Services Team has completed a Coal Mining Risk Assessment for the subject site.

7.2 The Coal Authority report obtained for the site indicates that there are known and probable shallow workings beneath the site. The mine abandonment plan for the known coal mining under the site appears to show workings within 30m of the surface.

7.3 Due to the presence of several recorded mine entries in the site's vicinity, including one within 10m of the northern boundary, known coal mining in the area, and a seam outcropping on the site there is a high risk of unrecorded mining activity on the site.

7.4 It is recommended that further investigations are carried out regarding the mining related risks at the site. These are likely to include a site walkover, geophysical survey, and ground investigation. Depending upon the outcome of these investigations, further works may be required including locating the shaft and treatment and grouting of mineworkings (if present).

In the Coal Authority's response to the Avison Young UK Limited Coal Mining Risk Assessment - the Coal Authority concurs with the conclusion/recommendations of the Coal Mining Risk Assessment June 2020 (please see Coal Authority's letter dated 19 August 2020 in appendix 1)

The Coal Authority states:-

'The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the

National Planning Policy Framework.

Until any mining legacy issues are discovered and remediated, United Utilities and the Lead Local Flood Authority (LLFA) will be unable to provide a substantive response to the outline application.

Both of these Statutory Consultees need to know the extent of any investigation and what effect any drilling and grouting will have on the hydrology of the land. The advice the LLFA gives to the applicant, is to obtain land drainage consent from LCC but without the applicant completing ground investigations on the site – they cannot provide relevant information to complete a surface water drainage scheme.

(see appendix 2 :- LCC letter dated 20 January 2021)

There is also an issue with an easement that United Utilities have the benefit of, which according to their letter says, *'the easement crosses the proposed development site'*. Until this information is made public – we cannot judge what effect this easement will have on the proposed development. (see appendix 2:- United Utilities letter dated 14 April 2020)

Also, mineral safeguarding has not been addressed - the Mine Abandonment Plan in the Coal Mining Risk Assessment, clearly shows that there is fireclay beneath the coal seam. Fireclay is recognised as a mineral of national importance - this warrants a consultation with LCC in their role as the Mineral Planning Authority. (see National Planning Policy Framework (NPPF) – section 17: Facilitating the sustainable use of minerals – at paragraphs 203 to 211, then at footnote 66)

The Coal Authority is of the opinion that applicants should consider the prior extraction of the coal, which is a more sustainable method of dealing with any coal on a site, rather than attempting to drill and grout fill any voids. Prior extraction would not lead to the sterilisation of the nation's asset - as mentioned in the Coal Authority letter dated 7 April 2020.

The Fireclay could then be extracted at the same time as the coal.

(see appendix 1:- Coal Authority Letter dated 7 April 2020)

In The Local Plan Examination : Schedule of Actions at Action Ref. No. 10.8, Action (ii) - the Inspector asked the Council to:- *Produce a note to confirm the location of the access to the site and whether this is achievable.*

Within the Council's reply to Action (ii) the Council says, *'A formal planning application proposing to construct 29 dwellings (ref. 2020/0008) has been submitted for the western parcel of land forming the site allocation, identified as SHLAA16052, and the proposed access to the site is to be taken from Moor View (between nos. 3 and 4 Moorview), off Moorside Crescent. The Local Highway Authority has previously held pre-application discussions in respect of this site being accessed from Moor View and they considered this would be acceptable if the site came forward as a standalone development. Therefore, the Local Highway Authority consider the formation of an access from Moor View to be achievable'*.

We have strongly objected to the proposed access from Moor View to the site and we

have not seen any evidence that gives us confidence that the access to the new road can be achieved safely.

To gain access to the proposed site at Greens Farm - the current plan is to divert the carriageway and take out the cul-de-sac and return the excess land to the residents, via a stopping up order at Moor View and divert the road over the easement to access the applicant's land. This could cause land boundaries and right of way issues to access the new road, when the public right of way over the land returned is lost.

In our objection to the plan, we noted that just because a planning condition says that it will be done safely, does not mean that it can be done safely - we need explanations of how it is going to be done – detailing the driveways of 2, 3 & 4 Moor View joining the road.

Residents have been driving on and off their drives at Moor View onto the cul-de-sac for the past 30 years. The houses and the roads were designed to facilitate the best and safest access to the cul-de-sac – the Council is attempting to change the residents access to the detriment of their safety.

We believe a safer and cheaper solution would be a mini-roundabout arrangement within the cul-de-sac - this would give a much safer access on and off the resident's properties and would not require any stopping up orders or such major upheavals to services to the houses, which are contained in the service strip around the cul-de-sac. The applicant could then build a private road over the easement to access his development.

In The Local Plan Examination : Schedule of Actions at Action Ref. No. 10.8, Action (iv) - the Inspector asked the Council to:- *Produce a note to confirm the correct Heritage Impact Assessment for each relevant SHLAA parcel with the site – and whether this has been taken into account appropriately.*

Within the Council's reply to Action (iv) the Council says, *'consider development of the site acceptable, subject to careful consideration of the nearby heritage assets, mitigation measures, and suitably designed schemes which respond to the local vernacular'*.

The applicants plan (2020/0008) has totally ignored important requirements of the Heritage Impact Assessment (HIA) along with the Landscape Assessment (Penny Bennet's).

Their recommendations have not been taken into account.

In the HIA for Greens Farm the conservation officer says, *'The development should be sited closest to the south and set down the hillside'*. It goes on to say, *'Careful consideration is required to design a scheme that has minimal impact on the setting of the asset in development of H43. Subject to design, layout and materials and reduction of site boundary or a buffer zone to the north western edge of the site, H43 may be acceptable'*

In the Landscape Assessment for Greens Farm, the Outcome of assessment shows that

the northern part of the site is not suitable for development on landscape grounds (referred to as Area B on the Greens Farm landscape assessment) and that southern part is suitable for development with mitigation (referred to as Area A)

The layout of houses on the applicant's plan ignores both recommendations of the HIA and the Landscape Assessment - that dwellings should be built on the southern part of the site only –

the houses are planned across the whole of the site.

The Pinfold is an important heritage asset and is a symbol of Bacup's pre-industrial agricultural roots and can be seen from many parts of the borough – building across the whole of the site would have significant detrimental effect on the setting of the Pinfold.

Recommendations have not been taken into account in the pre-planning advice meetings with the applicant. The layout of the site has not been carefully considered, as recommended by the Conservation Officer and the Landscape Architect.

Why pay for advice from professionals and not follow their recommendations?

(See appendix 3:- Heritage Impact Assessment (H40 SHLAA16052) & Landscape Assessment for Greens Farm, Bacup by Penny Bennett)

Regards,
John Atherton and Lynne Lomax

APPENDICES

Appendix 1

- . Coal Authority Letter dated 7 April 2020
- . Coal Authority Letter dated 19 August 2020

Appendix 2

- . United Utilities letter dated 14 April 2020
- . Lead Local Flood Authority letter dated 20 January 2021

Appendix 3

- . Heritage Impact Assessment (H40 SHLAA16052)
- . Landscape Assessment for Greens Farm, Bacup by Penny Bennett)

Appendix 1



INVESTOR IN PEOPLE



RTPI
Learning Partner

200 Lichfield Lane
Berry Hill
Mansfield
Nottinghamshire
NG18 4RG

Tel: 01623 637 119 (Planning Enquiries)

Email: planningconsultation@coal.gov.uk

Web: www.gov.uk/coalauthority

For the Attention of: Mr Michael Atherton – Case Officer
Rossendale Borough Council

[By Email: planning@rossendalebc.gov.uk]

[Copy Email: [REDACTED]]

07 April 2020

Dear Mr Atherton

PLANNING APPLICATION: 2020/0008

Outline Application (including access and landscaping): Construction of 29 no. new dwellings with associated works; Land Adjacent Laneside Cottages, Todmorden Old Road, Bacup, Lancashire

Thank you for your notification of 23 March 2020 seeking the views of the Coal Authority on the above planning application.

The Coal Authority is a non-departmental public body sponsored by the Department of Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

The Coal Authority Response: Substantive Concern

I have reviewed the site location plans, the proposals and the supporting information submitted and available to view on the LPA website. I can confirm that the site falls within the defined Development High Risk Area and that a Coal Mining Risk Assessment, or equivalent report, is required to support this application.

The Coal Authority records indicate that the application site lies in an area of both recorded and historic unrecorded underground coal mining at shallow depth and the presence of an off-site mine entry marginally intersects the northern part of the site.

The planning application is accompanied by a Preliminary Contamination Risk Assessment including Factual Coal Mining Report, dated 04 November 2019, prepared for

the proposed development by Reports4Planning. However as identified by the report author, this Report is primarily to assess land contamination rather than former coal mining activity.

As the above Report only includes factual information regarding former coal mining activity this does not provide any assessment of the potential risks posed to the development proposal by past coal mining activity, the Coal Authority currently **objects** to this planning application.

In accordance with the agreed risk-based approach to development management in the defined Development High Risk Areas, the applicant should be informed that they need to submit a Coal Mining Risk Assessment Report, or equivalent report, to support this planning application. This assessment should be prepared by a suitably qualified person. Without such a risk assessment, the Coal Authority does not consider that the LPA has sufficient information to determine this planning application.

The Coal Authority would be very pleased to receive for further consultation and comment any additional information submitted by the applicant.

Please do not hesitate to contact me if you would like to discuss this matter further.

Yours sincerely



Deb Roberts *M.Sc. MRTPI*
Planning & Development Manager

General Information for the Applicant

The coal mining information within the Coal Mining Report (such as a Non-Residential Coal Mining Report, an Enviro-All-in-One Report or other factual report) already obtained should be used as the basis for a Coal Mining Risk Assessment Report (CMRA). The CMRA should assess whether or not past mining activity poses any risk to the development proposal and, if necessary, propose mitigation measures to address any issues of land instability. This could include further intrusive investigation on site to ensure that the Local Planning Authority has sufficient information to determine the planning application.

The need for a Coal Mining Risk Assessment is set out in the National Planning Practice Guide at:

<http://planningguidance.planningportal.gov.uk/blog/guidance/land-stability/land-stability-guidance/>

Where development is proposed over areas of coal and past coal workings at shallow depth, the Coal Authority is of the opinion that applicants should consider wherever possible removing the remnant shallow coal. This will enable the land to be stabilised and

treated by a more sustainable method; rather than by attempting to grout fill any voids and consequently unnecessarily sterilising the nation's asset. Prior extraction of surface coal requires an Incidental Coal Agreement from the Coal Authority. Further information can be found at: <https://www.gov.uk/get-a-licence-for-coal-mining>

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of the Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from the Coal Authority's website at:

<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

Any form of development over or within the influencing distance of a mine entry can be dangerous and has the potential for significant risks if not undertaken appropriately. For more information with regard to this issue, the Coal Authority's adopted policy, Development and Mine Entries, can be found here:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Disclaimer

The above consultation response is provided by the Coal Authority as a Statutory Consultee and is based upon the latest available coal mining data on the date of the response, and electronic consultation records held by the Coal Authority since 1 April 2013. The comments made are also based upon only the information provided to the Coal Authority by the Local Planning Authority and/or has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by the Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the applicant for consultation purposes.



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200 Lichfield Lane
Berry Hill
Mansfield
Nottinghamshire
NG18 4RG

Tel: 01623 637 119 (Planning Enquiries)

Email: planningconsultation@coal.gov.uk

Web: www.gov.uk/coalauthority

For the Attention of: Mr M Atherton – Case Officer
Rossendale Borough Council

[By Email: planning@rossendalebc.gov.uk]

19 August 2020

Dear Mr Atherton

PLANNING APPLICATION: 2020/0008

Outline Application (including access and landscaping): Construction of 29 no. new dwellings with associated works; Land Adjacent Laneside Cottages, Todmorden Old Road, Bacup, Lancashire: Re-consultation

Thank you for your notification of 13 August 2020 seeking the views of the Coal Authority on further information submitted in support of the above planning application.

The Coal Authority Response: Material Consideration

As you are aware, the Coal Authority objected to this planning application in our previous letter dated 07 April 2020 due to the lack of a Coal Mining Risk Assessment, or equivalent report, to identify and assess the risks to the proposed development from former coal mining activity.

The planning application is now accompanied by a Coal Mining Risk Assessment, June 2020 prepared for the proposed development by Avison Young UK Limited. This Assessment has been informed by historical, geological and coal mining information (Section 1.4).

Having carried out a review of the available evidence, the report author considers that currently there is a risk to the proposed development as a result of recorded shallow coal workings: Upper Foot and Lower Mountain, and the potential for unrecorded shallow workings / mine entries. If shallow coal seams have been worked and there is less than the standard 10 x seam thickness to rock cover ratio as per current guidance: CIRIA C758D – Abandoned mine workings manual this could result in surface instability for the redevelopment of this site.

Therefore, in order to mitigate the risks, appropriate recommendations have been made that intrusive ground investigations are required (Section 7.4) to further assess the ground conditions (depth / condition of any shallow coal seams; rock cover) beneath the site.

The applicant is aware that should shallow coal workings / unrecorded mining features be encountered, ground stabilisation works may be required. However, the findings of the site investigations will enable the applicant's technical consultants to design an appropriate mitigation strategy, if deemed necessary, to ensure the safety and stability of the proposed development (NPPF paras. 178-179).

Due to the presence of shallow coal workings, the Coal Authority considers that due consideration should also be afforded to the risk from mine gas, particularly as boreholes are to be drilled as part of the site investigation works and therefore creating a potential pathway for mine gas.

The nature and extent of the ground investigations will require the Coal Authority's written consent (from our Permitting team) prior to commencement of these works as part of the permitting process.

Off-site mine entry: (shaft ref: 387423-004)

The Coal Authority hold no treatment details for the off-site mine entry located c.10m to the north of the site and due to the source data used to plot the position of this mine entry, there could be some deviation, by several metres from the current plotted position. Whilst it would appear unlikely that this mine entry is present within the application site boundary, it could be closer to the site, which, in the event of a catastrophic failure, could influence the safety and stability of the northern part of the site. Notwithstanding the above, it would appear that the northern part of the site is within a tree preservation order area; therefore, it is unlikely that development will be taking part within this part of the site. However, the Coal Authority would request that the LPA consult us on the reserved matters application to ensure that this remains the case. If the layout is amended in a way which results in development taking place within the northern part of the site (contrary to Drawing No. SK02 Revision J), we would expect ground investigations to have been undertaken to confirm the presence or otherwise of the mine entry within the application site boundary and for the applicant's technical consultants to calculate the zone of influence of the mine entry (based on ground conditions / worst case scenario that it is located just outside the site boundary) and identify any mitigatory measures considered necessary. We would expect this information to inform the layout of the scheme to ensure that adequate separation between the buildings and the mine entry is in place and for this to be illustrated on the proposed layout plan.

The Coal Authority Recommendation to the LPA

The Coal Authority concurs with the conclusion / recommendations of the Coal Mining Risk Assessment, June 2020 based on the professional opinion of Avison Young UK Limited that there is currently a risk to the proposed development from recorded shallow coal workings / unrecorded mining features. In order to confirm the exact ground conditions present beneath this site to inform the extent of remedial / mitigatory measures that may

be required to ensure that the development is safe and stable (NPPF paras. 178-179), intrusive site investigations should be undertaken prior to commencement of development. Accordingly, the Coal Authority recommends the imposition of the following conditions:

* No development shall commence until intrusive site investigations have been carried out on site to establish the exact situation in respect of coal mining legacy features. The findings of the intrusive site investigations shall be submitted to the Local Planning Authority for consideration and approval in writing. The intrusive site investigations shall be carried out in accordance with authoritative UK guidance.

* Where the findings of the intrusive site investigations (required by the condition above) identify that coal mining legacy on the site poses a risk to surface stability, no development shall commence until a detailed remediation scheme to protect the development from the effects of such land instability has been submitted to the Local Planning Authority for consideration and approval in writing. Following approval, the remedial works shall be implemented on site in complete accordance with the approved details.

This is our recommendation for condition wording. Whilst we appreciate that you may wish to make some amendment to the choice of words, we would respectfully request that the specific parameters to be satisfied are not altered by any changes that may be made.

The Coal Authority **withdraws its objection** to the proposed development **subject to the imposition of the conditions to secure the above.**

The following statement provides the justification why the Coal Authority considers that a pre-commencement condition is required in this instance:

The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework.

Please note that whilst we recommend that the above planning conditions are applied if planning permission is granted, due to the Covid-19 pandemic, our own staff resources are significantly reduced. Until further notice we are therefore not able to offer any comments in relation to further related applications that may be made for the discharge of conditions.

We would be very grateful if you could refrain from sending the Coal Authority any consultations relating to the discharge of conditions until further notice. We trust that in this difficult time the local planning authority will appropriately consider the information submitted by applicants to assess whether any mining legacy related conditions have been duly complied with.

Please do not hesitate to contact me if you would like to discuss this matter further.

Yours sincerely



Deb Roberts *M.Sc. MRTPI*
Planning and Development Manager

General Information for the Applicant

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:

<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant safety and engineering risks and exposes all parties to potential financial liabilities. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should wherever possible be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design is developed and agreed with regulatory bodies which takes into account of all the relevant safety and environmental risk factors, including gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: <https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Disclaimer

The above consultation response is provided by The Coal Authority as a Statutory Consultee and is based upon the latest available data on the date of the response, and electronic consultation records held by The Coal Authority since 1 April 2013. The comments made are also based upon only the information provided to The Coal Authority by the Local Planning Authority and/or has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by The Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the Applicant for consultation purposes.

In formulating this response The Coal Authority has taken full account of the professional conclusions reached by the competent person who has prepared the Coal Mining Risk Assessment or other similar report. In the event that any future claim for liability arises in

Appendix 2



**United Utilities Water Limited
Developer Services & Metering**
2nd Floor, Grasmere House
Lingley Mere Business Park
Lingley Green Avenue
Warrington
WA5 3LP

Planning.liaison@uuplc.co.uk

Rossendale Borough Council
Rooms 120 - 121 The Business Centre
Futures Park,
Bacup
OL13 0BB

Your ref: 2020/0008
Our ref: DC/20/1247
Date: 14-APR-20

Dear Sir/Madam,

Location: Land adj Green Farm, Todmorden Old Rd, Bacup, OL13 9HG
Proposal: 29 dwellings

With regards to the above development proposal, United Utilities Water Limited ('United Utilities') wishes to provide the following comments.

Drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

We request the following drainage conditions are attached to any subsequent approval to reflect the above approach detailed above:

Condition 1 – Surface water

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;**
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and**
- (iii) A timetable for its implementation.**

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Condition 2 – Foul water

Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

The applicant can discuss any of the above with **Developer Engineer, Robert Brenton**, by email at wastewaterdeveloperservices@uuplc.co.uk.

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

For schemes of 10 or more units and other major development, we recommend the Local Planning Authority consults with the Lead Local Flood Authority regarding the exact wording of any condition. You may find the below a useful example:

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

Water Supply

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at [**DeveloperServicesWater@uuplc.co.uk**](mailto:DeveloperServicesWater@uuplc.co.uk).

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

United Utilities' Property, Assets and Infrastructure

According to our records there is an easement crossing the proposed development site which is in addition to our statutory rights for inspection, maintenance and repair. The easement dated 01/01/1957 UU Ref: P330 has restrictive covenants that must be adhered to. It is the responsibility of the developer to obtain a copy of the document, available from United Utilities Legal Services or Land Registry and to comply to the provisions stated within the document. Under no circumstances should anything be stored, planted or erected on the easement width. Nor should anything occur that may affect the integrity of the pipe or United Utilities legal right to 24 hour access.

We recommend the applicant contacts our Property Services team to discuss how the proposals may interact with the easement. They should contact [PropertyGeneralEnquiries@uuplc.co.uk**](mailto:PropertyGeneralEnquiries@uuplc.co.uk)**

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets – DeveloperServicesWater@uuplc.co.uk

Wastewater assets – WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring [0370 751 0101](tel:03707510101) to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>

Yours faithfully

Tracy Churchman
United Utilities
Developer Services and Metering

Phone: 0300-123-6780
 Email: suds@lancashire.gov.uk

Date: 20/01/2021

Dear Local Planning Authority,

Thank you for inviting the Lead Local Flood Authority (LLFA) to comment on the below application.

PLANNING APPLICATION CONSULTATION RESPONSE

Application Number:	2020/0008
Location:	Land Adjacent Laneside Cottages Todmorden Old Road Bacup Lancashire
Proposal:	Outline Application (including access and landscaping): Construction of 29 no. new dwellings with associated works

Under the Flood and Water Management Act 2010 the LLFA is the responsible 'risk management authority' for managing 'local' flood risk which refers to flood risk from surface water, groundwater or from ordinary watercourses. The LLFA is a statutory consultee for major developments with surface water drainage, under the Town and Country Planning (Development Management Procedure) (England) Order 2015. It is in this capacity this response is compiled.

Comments provided in this representation, including conditions, are advisory and it is the decision of the Local Planning Authority (LPA) whether any such recommendations are acted upon. The comments given have been composed based on the current extent of the knowledge of the LLFA and information provided with the application at the time of this response.

Lead Local Flood Authority (LLFA) Position

The LLFA is currently unable to provide you with a substantive response as no surface water drainage information (Layout) has been submitted with this outline application.

Informatives

Informative 1 – Response does not grant permission to connect to any ordinary watercourse

For the avoidance of doubt, this response does not grant the applicant permission to connect to any ordinary watercourse and, once planning permission has been obtained, it does not mean that land drainage consent will be given.

The applicant should obtain Land Drainage Consent from Lancashire County Council before starting any works on site.

Informative 2 – Response does not grant permission to connect to the highway drainage network

This response does not grant the applicant permission to connect to the highway drainage network.

Neither does this response cover the suitability of any highway drainage proposal. The highway drainage proposal and the suitability for future highway adoption under Section 38 of the Highways Act 1980 is for the Local Highway Authority to comment on.

Material Changes or Additional Information to this Planning Application

If there are any material changes to the submitted information or additional information provided after this LLFA response to the local planning authority which impact on surface water, the local planning authority is advised to consider re-consulting the LLFA. Please be aware this will be classed as a re-consultation with a full 21 day response time.

Please send a copy of the decision notice to: suds@lancashire.gov.uk

Yours faithfully,

Kevin Kellett
Lead Local Flood Authority

Appendix 3

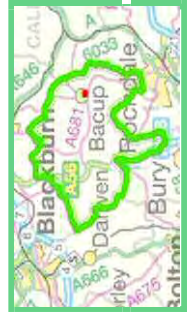
Site	Green Farm, Todmorden Old Road
Description of site	The site is located to the North West of Bacup town centre. Set up and back from Todmorden Road. The parcel of land is within an area of countryside with views onto the hillside and open fields beyond. There is existing band of mature trees to the north and south east of the plot of land.
Heritage assets potentially affected	Bacup Conservation Area + Setting of Grade II 142 – 144 Todmorden Road, Pinfold C120 Metres East of Cow Toot Farm. Historic Landscape
Significance	<p>The Bacup Conservation Area was designated to protect the special Architectural and historical interest and significance of Bacup. The Area is densely populated with Nationally Listed and None Designated Heritage Assets of which hold high significance.</p> <p>Pair of cottages, later C18, altered. Watershot coursed sandstone, stone slate roof with chimneys on ridge at left junctions. Two storeys, each cottage one bay; some signs of vertical joint between them at 1st floor level; doorways to right hand side, that to No. 142 now covered by small gabled porch; one window each floor, altered at ground floor of No. 144 but otherwise original: stepped triple-light to No. 142, and 2 stepped 5-light windows at 1st floor. Probably used for domestic weaving.</p> <p>Pinfold, date unknown but probably C18. Dry stone walled circular enclosure c. 50 metres diameter, with gap for entrance on south east side. Slightly damaged. Very conspicuous feature on hillside, visible from some parts of town centre.</p> <p>While having less weight consideration of the wider historic landscape surrounding Bacup of which will see a further parcel infilled and sense of place lost.</p>
Contribution site makes to significance	The plot is located some distance from the Conservation Area however there are clear views into and out of the Conservation Area the plot forms countryside and open space which is a positive contribution. The Grade II Cottages just up the road from the site do from a wider part of terraces; however these two have been selected for their special character. The area which is proposed has always formed open space and this adds to the setting of the cottages and the development of the area. There are also noted views onto the Pinfold and development in and around the area could potentially see the loss of some of these views.

Possible impact of loss of site and development on significance of asset	Potential negative views out of the Conservation Area. Impact on the setting of the Listed buildings, however these can be mitigated against.
Secondary effects e.g. increased traffic movement	
Opportunities for development to enhance or better reveal significance	Not a consideration
Possible mitigation measures	
Design requirements? Form and appearance of development : Prominence, scale and massing, materials, density, number, layout and heights of buildings	The design of the dwelling should look to the local vernacular and ensure that they are constructed from natural stone, roofs finished in natural slates and windows to be constructed from timber. They shall be restricted to two stories and ensure that roof pitches look to the surrounding area. Standard design will not be acceptable and there shall be no use of render or brick. They layout of the development will require consideration and the use of standard housing development plots will not be acceptable. The use of terraced dwelling could be considered as an option for housing.
Location of development within the site: Topography, open space, landscaping, protection of key views, visibility	The development should be sited closest to the south and set down the hillside. There will need to be a landscaping scheme to help to soften the built form, however making use of existing mature tree would in part assist with this.
Acceptable/unacceptable in accordance with Planning (Listed Buildings and Conservation Areas) Act 1990 & NPPF (with any necessary mitigation measures?) (Conserve and enhance and presumption in favour of sustainable development)	Careful consideration is required to design a scheme that has minimal impact on the setting of the asset in development of H43. Subject to design, layout and materials and reduction of site boundary or a buffer zone to the north western edge of the site, H43 may be acceptable.

Positively prepared in terms of meeting objectively assessed development and infrastructure needs where it is reasonable to do so, and consistent with achieving sustainable development (including the conservation of the historic environment)



Aerial photo (above) ©Google Image©2014 Infoterra & Bluesky
Photo locations (below)



SITE NAME:	Greens Farm
SHLAA SITE ID:	OTHER SITE REF: n/a GRID REFERENCE: 874235
SURVEY DATE: 3.10.14	SURVEY BY: P Bennett WEATHER: Dull and dry SITE AREA: HA 2.0
SITE OWNERSHIP:	tbc
LANDSCAPE CHARACTER TYPE(s):	Settled Valley, with Moorland Fringe and Industrial Age immediately adjacent
LANDSCAPE CHARACTER AREA:	8a Irwell
SITE DESIGNATIONS:	Not in Green Belt, trees on site are covered by Tree Preservation Orders (TPO)
SITE LOCATION:	North east of Bacup town centre, to the north east of Todmorden Road and the new development on Moorside Crescent
LOCAL DESIGNATIONS:	Listed buildings at 36 – 42 Todmorden Road, 140 m south and Greens Farm Todmorden Road 160 m south, Christ Church 260 m south west
PLANNING HISTORY:	A proposal for the development of the site has been prepared by Eades Halwani Partnership
SITE ANALYSIS	
Current land use:	Agricultural: cattle grazing
Topography:	The site falls gently southwards.
Landscape Features:	Mature sycamores line the site along Todmorden Old Road to the west and along part of the northern boundary.
Historic Landscape / Townscape Features:	Land classified as post medieval enclosure;
Public Access:	FP 371 runs down the eastern boundary to Bull Hall, FP 372 runs along the northern boundary to Todmorden Old Road.
Boundary Treatment:	<i>North:</i> remains of dry stone wall on low bank; <i>South, east and west:</i> dry stone walls.
Site description	This is a secluded site tucked away behind Moorside Crescent on the north side of Bacup. The site is enclosed by mature trees to the west and partially the north and a copse of deciduous trees to the south east. A high stone wall encloses the eastern side of the site, the remains of dry stone walls which would have subdivided the fields are still visible.

Greens Farm, Bacup

July 2017

Lives and Landscape Assessment for Rossendale BC



Penny Bennett
Landscape Architects

Landscape Assessment

Significance	
Greens Farm Area A	Moderate adverse impact
Greens Farm Area B	Moderate – substantial adverse

This is a very attractive, tranquil site, lying within a narrow band of Settled Valley landscape character type between Industrial Age immediately to the south and Moorland Fringe to the north. The characteristic features of Settled Valley in this valley side location are scattered settlements, within a patchwork of small fields. The mature trees on the site are important features within the immediate locality and contribute to the sites' secluded feel. The area has been divided into Area A and Area B reflecting the greater sensitivity of Area B which lies furthest up the hillside.

Visual Assessment

Key Visual Receptors	Significance	
	Area A	Area B
Walkers on footpaths 370 and 371	Major-moderate adverse impact	Major adverse impact
Walkers on Todmorden Old Road	Moderate adverse impact	Moderate adverse impact

Key Residential Receptors	Significance	
	Area A	Area B
<i>Varies, worst case shown *</i>		
Residents at Laneside	Major moderate impact	Major moderate impact
Residents on Moorside Crescent	Major impact	Major impact
Residents at Bull Farm	Moderate impact	Moderate impact

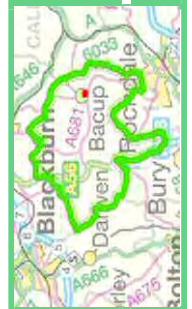
The mature trees around the site offer some screening of this site, from the immediate locality, however the visual impact of potential development on the neighbouring properties and the footpaths through the site are significant. The site is also visible from a number of locations on the opposite hillside, for instance from Tong Lane and streets in the vicinity of that.



P1 View looking south along footpath 370



P2 View looking east along footpath 371



Greens Farm, Bacup

July 2017

Lives and Landscape Assessment for Rossendale BC



Penny Bennett
Landscape Architects

Recommendations

This site lies on the edge of the built up area of Bacup at around 300m altitude. Although it is a secluded site, there are long views across the valley to this location, particularly from Tong Lane to the south, and high density development would be detrimental to the local character. Development on Moorland Crescent to the immediate south is of low density, and in keeping with the Settled Valley landscape character, any new development should not be at a greater density than this. Any new development must ensure the retention of the existing framework of mature trees, be of high quality, and restricted to Area A which is less visually prominent than Area B. Appropriate mitigation outlined below will be essential to ensure the success of any scheme.

Site	Outcome of assessment
Greens Farm Area A	Suitable for development with mitigation
Greens Farm Area B	Not suitable for development on landscape grounds

Mitigation

Key areas of mitigation are shown on the plan. These include:

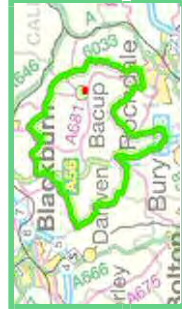
- Protection of mature trees: All development plans should include a tree impact plan and tree constraints plan prepared by a qualified arboriculturalist, which clearly identifies root protection areas (RPA's) for trees on or near the site. This applies to the mature trees beyond the boundary as well as those within the site.
- Layouts must ensure that there are no level changes, or development of any description, e.g. buildings, or roads within the tree roots zone. Rigorous enforcement should ensure that proper tree protection measures are adopted, so that trees are retained in the long term;
- Ensure green infrastructure is retained through the site by creating green corridors along the east and north boundaries to create attractive routes for the two footpaths;
- Existing boundaries to be retained and repaired where appropriate using dry stone walls;
- The style, materials and scale of the properties should be sympathetic to the local character.



P3 looking west from footpath 371 along rear of copse



P4 View looking north along Todmorden Old Road



Greens Farm, Bacup

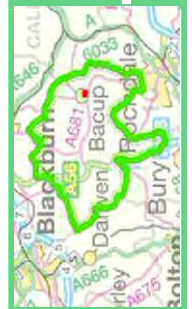
July 2017

Lives and Landscape Assessment for Rossendale BC



Penny Bennett
Landscape Architects

- Development should be avoided within the root zone of the mature trees within and beyond the site boundaries.



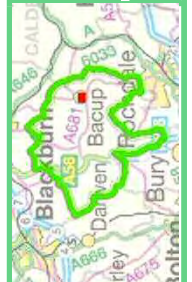
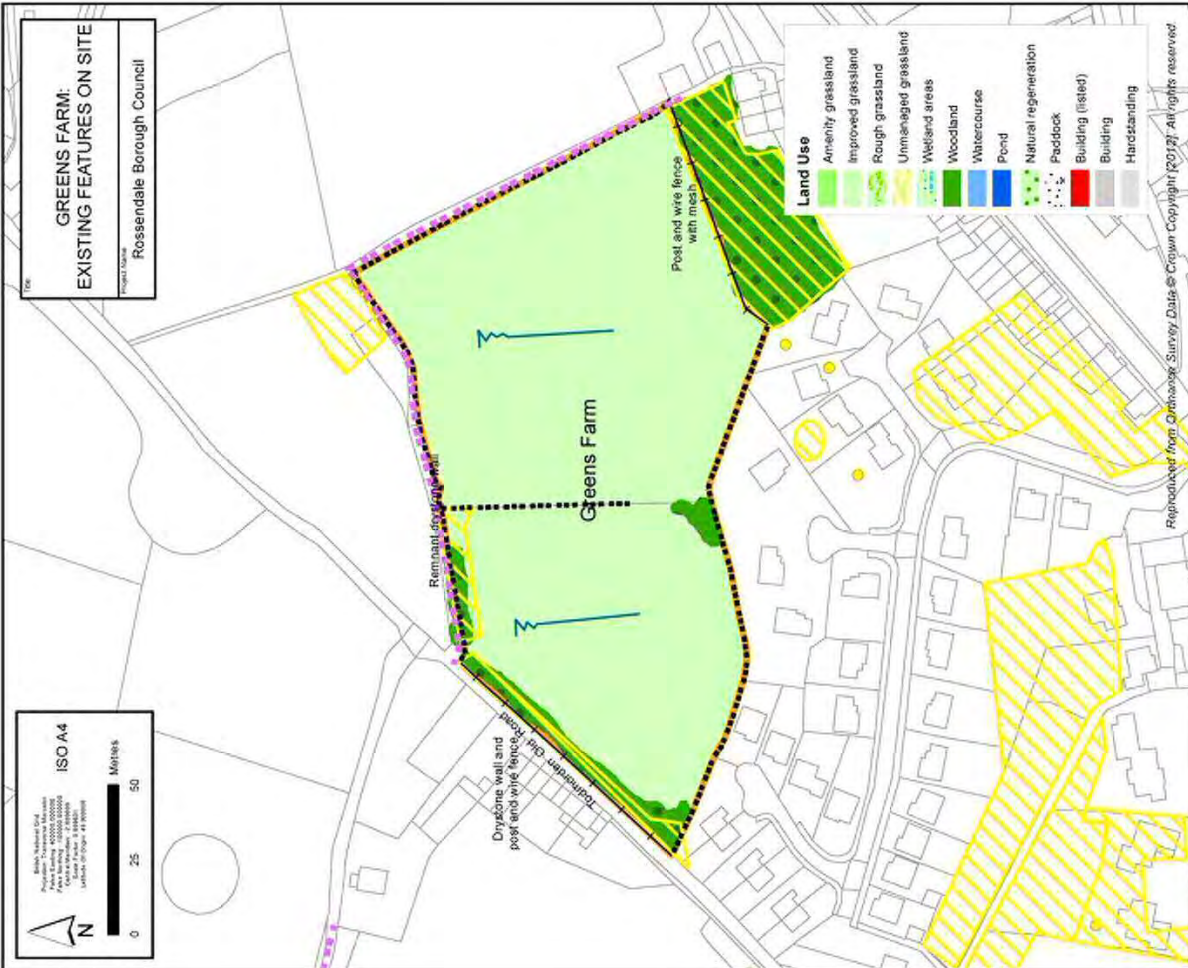
Greens Farm, Bacup

July 2017

Lives and Landscape Assessment for Rossendale BC



Penny Bennett
Landscape Architects



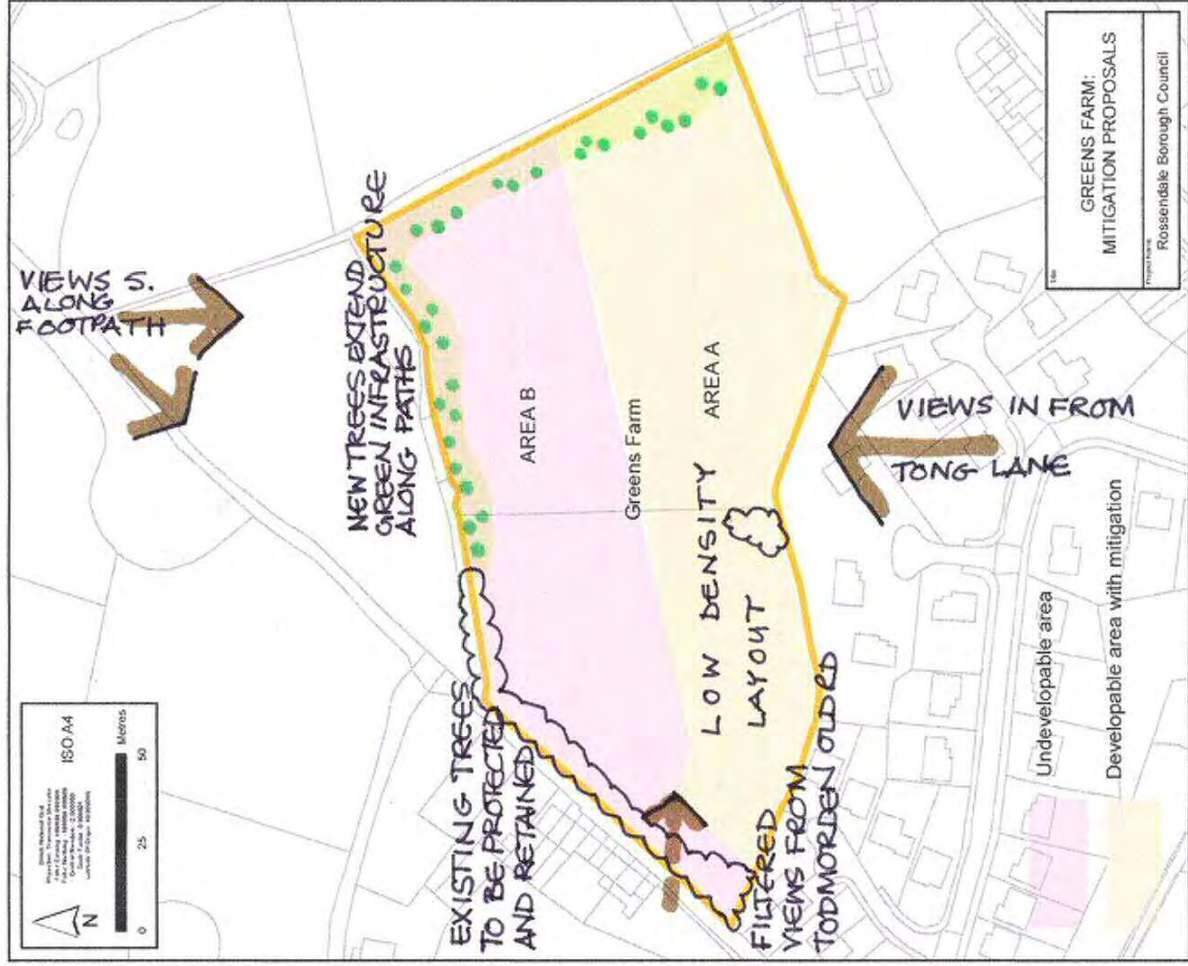
Greens Farm, Bacup

September 2014



Penny Bennett
Landscape Architects

Lives and Landscape Assessment for Rossendale BC



GRASS 'Volunteering for a greener Grane'
GRANE RESIDENTS' ASSOCIATION



25 February 2021

Forward Planning
Rossendale Borough Council
The Business Centre
Futures Park,
Bacup
OL13 0BB

Dear Sir/Madam

I write on behalf of Grane Residents' Association in response to your email of 29 January 2021 concerning the Rossendale Local Plan (2019-2034) – Consultation on Examination Library 8 (Second Tranche). The email states, amongst other things, that further documents are expected to be available to view week commencing 15 February and that we will be informed via email when documents could be viewed. It further states that we have until **12 noon on 1 March 2021** to respond with comments i.e. 13 days, despite the fact that we are in lockdown.

We find it difficult to relate the schedule of actions and document EL6.001 to our main concerns regarding the proposed change to the Helmshore/Grane urban boundary. In view of the above we believe it is totally impossible to navigate the website and comment in detail on the proposed boundary change and allow housing development on this site.

As we have previously stated there has been no discussion on this subject, only dictates from the Council and Taylor Wimpey as to what is going to happen. Our position has not changed one iota; we therefore resubmit our original document for the Inspector's attention (copy attached).

Rossendale Borough Council – Schedule of Actions Matter 16 (Environment) Action 16.1 – Green Infrastructure and Achieving Net Gain:

We would like to draw your attention to the following extracts which we believe support our argument as to why this land should remain undeveloped and the natural environment and habitat protected by the current urban boundary. We are aware that surveys have been carried out by "experts" (commissioned by Taylor

Wimpey) which indicate that no species of significance are present on the site, however this fact is disputed by residents who are aware of a wide range of fauna whose habitat will be destroyed during development.

2.1 – Background: Green infrastructure *can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example include parks, playing fields, other areas of open space, woodland*, allotments, private gardens, *sustainable drainage features*, green roofs and walls, street *trees* and ‘blue infrastructure’ such as streams, *ponds*, canals and other water bodies. *It is a natural asset that, as well as having a biodiversity function provides multiple community benefits such as enhanced wellbeing and better health, outdoor recreation, enhanced landscape, reducing air pollution and noise, carbon storage and the management of flood risk.*

2.3 – What is net gain?: Net gain in planning describes an approach to development that *leaves the natural environment in a measurably better state than it was beforehand.*

2.4 – National Legislation: *Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. A key purpose of this duty is to embed consideration of biodiversity as an integral part of policy and decision making and achieving net gain in biodiversity can help local authorities meet this.*

2.6 – NPPF Chapter 15 Conserving and enhancing the natural environment: Paragraph 170 of the NPPF states that planning policies should contribute to and *enhance the natural and local environment* by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

2.8 – Planning Practice Guidance (PPG) Natural environment: *This PPG explains the key issues in implementing policy to protect and enhance the natural environment, including local requirements.* This states that green infrastructure opportunities and requirements need to be considered *at the earliest stages of development proposals, as an integral part, taking into account existing natural assets* and the most suitable locations and types of new provision. It includes information on how biodiversity and wider environmental net gain can be achieved through the planning system.

3.2 – Emerging Local Plan policy: The explanatory text to the policy goes on to say that a mitigation hierarchy to the loss of green infrastructure will be applied. *Wherever possible, development proposals should avoid damaging the existing assets within the site.*

4.1 – Conclusion: *The Green Infrastructure designation and policy aim to protect, enhance and restore important ecological habitats as well as open spaces which*

provide multiple functions or ecosystem services to the local community and society in general, including carbon storage, flood risk prevention, pollution reduction and improving health and well-being.

In view of the present climate crisis we believe it to be foolhardy to destroy the fields in question which currently act as a soakaway and flood defence for properties in Helmshore and Irwell Vale during periods of heavy rainfall. The climate crisis is deepening and it is in the interest of a significant number of Rossendale residents to ensure that we do not add to this crisis by designating this land for housing.

Yours faithfully

Michael Murray MBE
Chairman

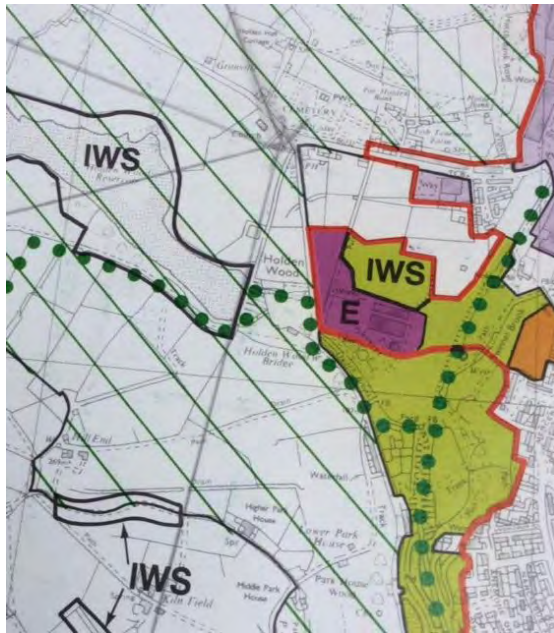
Grane Residents' Association

Response to

**Rossendale Draft Local Plan
Pre-Submission Publication Version
Regulation 19 Consultation**

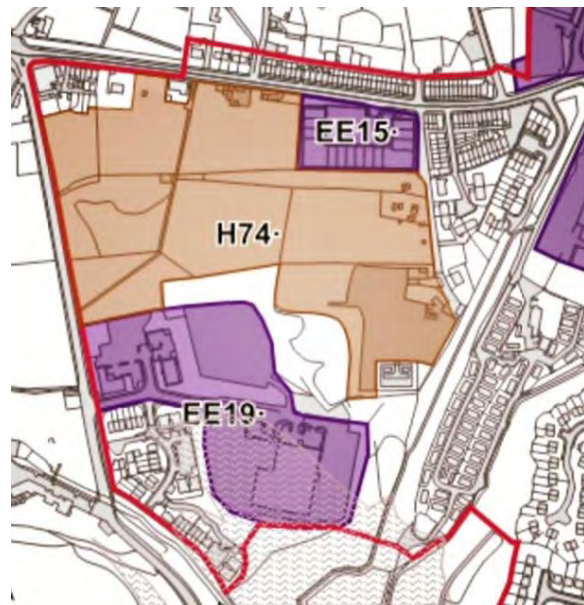


Rossendale District Local Plan – Adopted 12 April 1995



The above map shows the current urban boundary (in red), the IWS within the proposed site and its proximity to two other protected IWS locations. The IWS and area identified for housing development (right of picture) is currently the habitat for a wide variety of wildlife, mentioned elsewhere in this document.

Rossendale Draft Local Plan Pre-Submission Publication Version, Regulation 19 Consultation



The above map shows the proposed changes to the urban boundary which would allow the allocation of 174 houses (H74). Note the IWS and its constraints have now been removed. The map looks neater but the impact on wildlife and residents will be immense.

Haslingden Grane



The above photograph shows a section of the proposed housing development site in the foreground. The Holcombe Road boundary can be seen in the centre of the picture where lamp posts are situated which separates the site from the Grane Valley. It is not surprising therefore that this site has an abundance of wildlife owing to its proximity to the countryside beyond.



A blast from the past!

Deer once roamed freely in the Forest of Rossendale. Site H74 is currently habitat for deer as these two recent photographs illustrate.



Grane Residents' Association

A Brief History

In 1991 we discovered that the green fields of Grane were to be covered with industrial units. Graners being Graners decided that their locality should not be covered with industrial units and mobilised themselves into "Save Grane." The long fight ahead included a 3,000 signature petition which was presented to the House of Commons. Following a Public Inquiry a compromise was reached. It was agreed that the southern end of the site would be regenerated and that industry would continue on the former Bleachworks site and would also include a housing development. The northern end of the site would remain an undeveloped buffer and was designated White Land for the duration of the Plan. The campaign galvanised the local community and "Save Grane" would later become Grane Residents' Association. For the past 27 years the Association has undertaken many ambitious environmental projects in the Grane area and meetings have continued throughout this period to identify the needs of the community, raise funds and monitor local planning applications.

The Council and Planners are aware of our history, which makes it both frustrating and sad to learn that our requests for surveys relevant to the proposed Grane Village housing development have not been forthcoming. It has therefore been impossible to make a timely response to the Rossendale Draft Local Plan, Pre-Submission Publication Version Regulation 19 Consultation, with the absence of such information. It should be noted that on **2 October** we received an email from Forward Planning stating that the Rossendale Local Plan Highways Capacity Study has now been published together with a reminder that, "If you wish to submit your comments, please note the closing date is Friday **5 October**, any comments received after midnight on that day will not be considered." Our response to Site H74 is therefore contained in the following pages.

Go Green for Good

The following is an extract from Lancashire County Council's leaflet "Go Green for Good" which was produced a number of years ago but is as relevant today as when published. Grane Residents' Association always strive to follow this advice.

"Do you want to save the world but don't know where to start? This leaflet shows how you can do your bit in Lancashire to help save the planet."

CARE for your NEIGHBOURHOOD

We can all help look after our everyday surroundings: landscape, wildlife, buildings and greenspaces. We live with them and we can have a greater say in what happens to them.

- If you see a for-sale sign on open space contact the Council Planning Department to find out if development is planned. You can object if you wish.
- Be vigilant - look out for changes. Monitor the newspapers for planning applications. Get a copy of your Local Plan from the District Council.
- Get to know your patch - do a Green Audit of your local area. Find out who's in charge of what.
- Be ready to act if there is a change you don't like. Form a local group, produce a newsletter, write to local newspapers.
- Get in touch with your parish council or community group and ask them what they are doing for the Environment.

SPREAD the WORD

HELLO, SUE - HAVE YOU GOT YOUR 'GO GREEN FOR GOOD' LEAFLET YET?

This leaflet describes some of the actions you can take to make your lifestyle greener. If everybody did just a little for the environment, we'd live in a very much greener world.

So spread the word - tell your family and friends. Start with three people. Write their names here and pin this leaflet up to remind you to speak to them next time you see them.

For more information write to:
County Planning Officer,
Lancashire County Council,
P O Box 160, East Cliff County Offices,
Preston PR1 3EX.

GRASS 'Volunteering for a greener Grane'
GRANE RESIDENTS' ASSOCIATION



29 September 2018

Forward Planning
The Business Centre
Futures Park
Bacup
OL13 0BB

Re: Rossendale Draft Local Plan – Pre-Submission Publication Version, Regulation 19 Consultation

I write as Chairman of Grane Residents' Association (GRAss). As we see it, the Consultation must fall into two areas as determined by the timescale and information available. The first Consultation is in regard to the suitability of Site H74 shown on the Local Plan map and H76 in accompanying documents as to its location, the area available for development and the calculated yield for housing now standing at 174, previously 160. We could not find in the documents any explanation as to why this increase has occurred. The second Consultation must be in regard to the plans for the site submitted by the developer.

In regard to the suitability of the site, consideration must be given to the fact that it is within the West Pennine Moors, the largest new site of special scientific interest (SSSI) notified by Natural England since 2004, covering a total of 76 square kilometres, including Haslingden Grane. This notification of the West Pennine Moors was approved by Natural England's Board on 19 July 2017. This move reflects the natural significance of the area and its combination of upland habitats, moorland fringe grasslands and woodland, which support an impressive array of breeding birds. Indeed presently Barn Owls are frequenting the proposed housing site, using the dilapidated quarry building situated in the centre of the field and using the surrounding area to source food. It should be noted that the proposed housing allocation is on the periphery of the Grane Valley IWS and adjacent to the designated IWS currently situated within the proposed housing development. It should be further noted that deer, newts, bats, frogs and toads are some of the species also present within the site. In our view it is critical that a wildlife corridor is maintained

on this site especially taking into account the potential loss of green space which currently enhances the quality of life of the residents of Grane. Building on this piece of land would do enormous damage to their semi-rural environment.

In relation to flood risk it is clearly stated in the West Pennine Moors Management Plan 2010-2020 that we should be mindful of the following points:

- The need to adapt and mitigate in response to climate change
- Potential for physical impacts on the land and the need for land uses and recreation that does not exacerbate impacts but can help to guide positive change
- Changing habitats and landscape character in response to changing temperature and rainfall patterns
- The risks for and opportunities of upland peat habitats: increased drying and friability from hot, dry summers and erosion due to energetic rainfall
- Potential for increased flooding in valleys and lower-lying areas

In relation to impacts on water and flooding I also quote from Rossendale Regulation 19 Sustainability Appraisal, August 2018:

Cumulative impacts on water and flooding – Exacerbated flood risk

“As stated elsewhere in this report, the majority of sites allocated for development in the Plan are previously undeveloped greenfield sites. Development of these sites will be expected to result in a net loss of G1 to some extent, which would be likely to exacerbate the risk of flooding (particularly surface water flooding) at some locations in the borough. In particular, greenfield sites on the valley slopes play an essential role in helping to intercept and slow down the flow of surface water.

“It is largely uncertain the extent to which flood risk may be altered by development in the Plan, but it is considered to be likely that where greenfield sites are replaced by built form and concrete with a loss of vegetation and permeable soils, surface water flood risk in the immediate area will be elevated.”

The land bordered by Grane Road and Holcombe road has always been known to be very wet. It is thought that old culverts from the construction of the turnpike road still carry water from the higher land to the north. It has deep peaty topsoil (old moss land) overlaying hill wash. Previous ground tests for proposed commercial development are reported to have found “no bottom.” It is common knowledge that individuals using tractors during many months in the year and more recently JCB’s to gather soil samples have had to abandon their tasks because their vehicles were sinking. The land absorbs rainfall which is released slowly into the Ogden Brook. At the base of the slope is a housing development and office block. Even with major downpours in December 2015 there are no reports of run-off affecting these premises. Allowing the land to be covered with houses would cause major run-off, which we believe would flow into the Helmshore sewer and Ogden Brook and contribute to a major flood risk downstream where we know that houses have

previously been flooded in extreme weather. It must be remembered that the Ogden Brook, which is in close proximity to the proposed housing development, is also the main overflow source from Holden Wood Reservoir adjacent to the site, together with two further reservoirs situated above in the Grane Valley.

So in the event of major thunder storms, should the proposed housing development take place, water will run off the hillside, over the house covered fields, straight into the Ogden Brook. This flow will be joined by run-off from three reservoirs and surrounding land. Can we be sure that the Ogden Brook will be able to cope with such a scenario? Allowing the land to be covered with houses would cause major run-off. This would be contrary to the stated policy of reducing flood risk – Sustainability Appraisal Box 11.1.

- Acreage of site 8.11 @ 4,047 m sq per acre = 32,821 m sq
- 1 mm of rain produces 32.8 cu m of water etc. now completely absorbed
- Covering the site with houses, roads, driveways, roofs etc. would create approximately 75% run-off
- 1 mm rain @ 75% run off = c 24.6 cu m of water etc.
- Worst possible scenario – 50 mm rain 1,200 cu m water would flow into the Helmshore sewer and Ogden Brook causing major flood risk downstream

I must say that at this point in time that we are frustrated, as we are unable to fully question the suitability of the site as we have no figures on traffic volume, traffic flow and air quality on Grane Road, nor statistics on surface water flood risk. Your department has informed me that this information is for the developer to submit in their Planning Application. You state that they have not re-submitted such a Planning Application and we really feel that we are trying to assess the principles of the Plan with one arm tied behind our backs, as it is well-nigh impossible to assess the principles without knowing the true facts on what the developer has found in these areas. It is the Council's responsibility to ensure that any development does not increase the distress caused by traffic pollution. Many reports are currently being registered, which spell out in quite detailed form, the hazards which can be brought about by traffic pollution, ranging from respiratory disease to mental illness. All those living in Grane at the present time are subject to high volumes of traffic, on many occasions in a very restricted traffic flow, which raises the pollution hazard level to an alarming degree. We cannot judge the principles without knowing what the developer has found when investigating this hazard or what his plans are to facilitate the introduction of potentially 350 cars using the proposed site.

Grane Road is notoriously busy, with the traffic travelling its length increasing year on year. GRAss campaigned and achieved the safety measures and improvements implemented to aid road safety, including average speed cameras along the length of Grane Road. We understand that Lancashire County Council is insistent that the

access point for any housing development should not be situated on Grane Road. However, even if the access point should be re-located to Holcombe Road, the development of 174 houses, with an estimated 350 resident cars, plus service and emergency vehicles, will put enormous strain onto the already saturated Grane Road, reducing the quality of life for residents even further. It must be remembered that this area is subject to many visitors accessing the cemetery, who currently wait to cross the road for up to 10 minutes due to the heavy flow of traffic. Current noise and disturbance from use of the road is high. Vibration to residents' houses, caused by passing heavy vehicles is quite substantial and detrimental to properties. An increase in the volume of traffic generated from the proposed development will add further problems in a major way, as the majority of vehicles will still be entering Grane Road from Holcombe Road to access the M65 and A56, if access to the site is changed. Traffic lights at either access point would not be a solution as this would cause disturbance to residents, impact on air quality and health due to idling vehicles waiting at the traffic lights, causing tailbacks at peak periods. It would also take away parking facilities for residential properties and create a hazard for emergency services, particularly ambulances which use Grane Road continually as the main link from Rossendale to the Royal Blackburn Hospital. The Grane Road area cannot cope presently with the levels of traffic and adding more would be utterly irresponsible.

As stated previously we are told that it is for the developer to submit the necessary surveys and yet the Council can set out observations in their current proposals which state that various areas are Adverse, Strongly Adverse, Negligible, Uncertain, Positive or Strongly Positive. How do the Planners arrive at these definitions? We believe that they are arrived at by outside bodies and therefore such surveys which were carried out should be made available to us in order that we can check their validity. If they are not based on sound scientific studies perhaps the Planners should not have made the decision that the land is suitable for 160-174 houses or indeed for any development.

Surely the Council should be carrying out these surveys in order to protect the quality of life of residents, some of whom have paid their Council Tax for 50-77 years. It would appear that we have no choice but to go along with the rules, even though they appear to favour the developer at every turn.

This is the second Consultation we have been subjected to and we have compared the documentation which the Planners issued in the first Consultation i.e. the Draft Local Plan Consultation to the Planners' second Consultation i.e. Rossendale Draft Local Plan Pre-Submission Publication Version. There are differences which we could not find explanations for in the massive pile of documents presented to the general public in Haslingden Library. We set out excerpts from both sets of the Planners' Consultative documents, which we are at a loss to understand.

LOCAL PLAN

The first Consultation document sets out a number of observations relative to Schools, Doctors Surgeries, Town Centre, Sports facilities etc. Residents of Grane will

always point out that the Doctors' Surgeries and Schools have difficulty coping with the current population, buses are far from regular or on time and provide a totally inadequate service. As for Sports facilities the Council has closed down our local baths, and as far as we can see there is little likelihood of this facility again being provided in our area.

As far as we can see a comparison between the provision in Consultations 1 and 2 is indeed enlightening in that a number of the Planners' requirements in Consultation 1 seem to be omitted or devalued in Consultation 2. We fail to understand how in such a short period of time, and on what basis, this has occurred; it does not fill us with confidence as to the safeguarding of Grane and its residents. We set out below a comparison of the main points:

Consultation 1

Landscape Value

High landscape impact.

Comments – Mainly within Settled Valleys and partly within Reservoir Valleys and Suburban Landscape character types.

Consultation 2

Landscape Value

Comments: Minor adverse impacts L2, L4 and L5.

GRAss Comments

What has changed on this site? Where has the definition "Minor adverse impacts" come from, it certainly isn't in the guide to the terms used in the Significance Matrix.

Consultation 1

Heritage Assets

Site does not contain or adjoin a listed building and site is not within or adjoins a Conservation Area.

Comments – St Stephen's on Grane Road is situated 85 m to the North West and Higher Mill Textile Museum is an ancient scheduled monument situated 500 m to the south and No 250-264 Holcombe Road are listed buildings situated also approximately 500 m to the south.

Consultation 2

Cultural Heritage

Minor adverse impact CH3.

GRAss Comments

In whose view/what is, the "Minor adverse impact CH3" as Minor is not in the Significance Matrix. Grane has a rich cultural heritage and in 2006 GRAss and Groundwork Rossendale obtained substantial funding through the Local Heritage Initiative to construct a safe access route along a heritage trail from Heap Clough to Clough Head Visitor's Centre. This project was part of the "Valley of Stone"

initiative supported by United Utilities, Aggregate Industries, The Countryside Agency and Lancashire County Council. Indeed, the old railway cutting through which Ginny Wagons ran transporting stone from the quarry is still evident today and can be seen from the Public Right of Way running through the centre of the proposed site. This is a feature of our cultural heritage which we do not regard as "Minor."

Consultation 1

Ecological Value

Located in a biological heritage site, local Geodiversity Site or Core Area or Stepping Stone Areas.

Comments – a small strip of land is within the woodland and grassland Stepping Stone as identified on the Lancashire Ecological Network maps (0.19 ha).

Consultation 2

Biodiversity and Geodiversity

Comments: Minor adverse impacts BG1 and BG4

GRAss Comments

Changing the heading leads to more confusion, again the use of the word "Minor" and the brevity of information in Consultation 2 are misleading.

Consultation 1

Flood Risk

Less than 50% in Flood Zone 2 or affected by medium surface flood risk.

Comments – less than 10% of the site is at a high risk of surface water flooding and less than 50% of the site is at medium risk of surface water flooding.

Consultation 2

Water and Flooding

Flood Zone 1

GRAss Comments

In relation to water/flood risk we are at a loss to understand why the site is classified as Flood Zone 1 in the Local Plan when water is shed from the hillsides directly onto the site. Indeed gardens of the houses adjoining the site, situated below the Holden Arms, become saturated after any period of rain. Indeed we believe that the Developer took samples using a JCB last year. Half way through the process the JCB sank into the ground making it totally disabled, but not to be put off chose to take further samples this year at the end of the hottest summer on record. We wonder which report will be used when submitting their plans to the Council.

There is nothing in Consultation 1 which deals with Natural Resources, Climate Change Mitigation and Climate Change adaptation. Suffice it to say all three are shown in Consultation 2 to be Adverse and again the word "Minor" is in liberal use. However there is a major point to note that all these items have received an

Adverse definition and yet the difference between Consultations 1 and 2 is that it has gone from Flood Zone 2 to Flood Zone 1, why?

As of April 2015 a change in National Policy requires that developments of more than 10 units (including residential, industrial, commercial and mixed use sites) review the potential use of sustainable drainage strategies (SuDS) to achieve betterment on brownfield sites or restrict run-off rates to greenfield. It may also be necessary to provide a surface water drainage strategy if increasing the footprint of an existing site. If development is within an area designated as Flood Zones 2 and 3, or in an area identified as having a surface water flooding problem, the need for a drainage strategy is likely to be required.

Even if a development doesn't meet these criteria, Local Planning Authorities have the final say on who needs a strategy. It is our view, that the Planning Authority should insist that the developer must provide a drainage strategy as outlined in the SuDS criteria. The Council under no circumstances should accept the developer's claim that it is not necessary. It is too late when 174 houses have been built to find out that such a strategy was vital.

It should be noted at this stage that the Environment Agency (AE) in 2016 devised guidance for Flood Zones to be used by developers, Councils and communities. It states:

Flood Zone 1 – low probability

Land having a less than 1 in 1000 annual probability of river flooding

Flood Zone 2 – medium probability

Land having between a 1 and 100 and 1 in 1000 probability of river flooding

These guidelines were in existence when Consultation took place and yet there is a difference between Consultations 1 and 2. Why?

Consultation 1

Health

There is no category in Consultation 1 under this heading

Consultation 2

Health

Location will be likely to help facilitate healthy and active lifestyles.

GRAss Comments

We would welcome sight of the report from which these comments have been derived. With the prospect of 174 houses, assuming at the least two cars per house together with services and visitors to the properties, there is likely to be in the region of 350 vehicles using the site on any given day. Take into account that they will all be using one entrance to the site with a more than likely disastrous increase in traffic flow adding to high levels of pollution, to say nothing of the noise and

disturbance to all those living in Grane, how does this scenario improve the health of current residents, many of whom suffer from chest and breathing problems?

Consultation 1

Mineral Sterilisation

Entirely or partly within high risk development area.

Comments – about a quarter of the site is situated within the Coal Authority high risk development area.

Consultation 2

Mineral Sterilisation

There is no category in Consultation 2 under this heading

GRAss Comments

There is no reference to the high risk development area mentioned in Consultation 1 nor the fact that towards the bottom end of the site there was the Bleachworks' lodge, into which was dumped all the waste from the factory in its long years of production. Residents cannot forget the JCB which stirred for days and weeks on end the resultant sludge in an attempt to dissipate the years of contamination, the results of which we are uncertain.

Consultation 1

Housing

There is no heading in this category.

Consultation 2

Housing

Comment – Major net increase in housing

GRAss Comments

We would have difficulty in disagreeing with Consultation 2's conclusion. It will be a major net increase in housing! One would have to question the word "Major" considering the housing stock in Rossendale and whether we are just building houses for building sake to meet Government targets. It cannot be right to merely identify a piece of land, allocate it for housing and ignore all its deficiencies. The developer appears to favour traffic lights in the vicinity of The Courtyard opposite the terraced houses on Grane Road. Almost all these houses have vehicles and would have nowhere to park should traffic lights be installed as they have no access at the rear. It is our understanding that Rossendale Councillors and Lancashire County Council are against this proposal and favour entry/exit to the Grane Village development from Holcombe Road.

Consultation 1

Employment Location

There is no designation under this heading.

Consultation 2

Employment Location

Comments – Good access to employment opportunities for new residents.

GRAss Comments

It would be interesting to learn how this conclusion has been reached. We have lost the Cotton Industry, we have lost the Footwear Industry which has resulted in migration of labour away from Rossendale. Indeed the Council has stated previously that there is sufficient housing for people wishing to work in Rossendale. If we accept this fact then we are merely disturbing and distressing local residents to build housing for the benefit of Manchester and the surrounding towns. This in itself would create more strain on the transport network and create more pollution by commuter vehicles.

Consultation 1

Employment Skills

There is no designation under this heading.

Consultation 2

Employment Skills

Comment – Within the target distance of Secondary Schools.

GRAss Comments

This is a comment which is easy to write but difficult to justify. Surely skill shortages would have to be identified to make the above comment viable and taking into account that the Secondary Schools are either full or near to capacity. We come back to the point that we are in danger of destroying the quality of life for the residents of Grane in order to skill the offices and factories of Manchester and neighbouring Boroughs.

Consultation 1

Transport

There is no designation under this heading.

Consultation 2

Transport

Comment – Good access to bus services and PRoW.

GRAss Comments

The bus service is far from frequent, far from regular and in winter many times none existent due to the closure of Grane Road because of bad weather. We are at a loss to understand the argument relative to the Public Rights of Way. We cannot see how this is connected to transport and one wonders what the developer plans to do with the Public Right of Way running through the site.

Consultation 1

Conclusion

Suitability Summary

Suitable in medium to long term.

Justification – Small part of the site is affected by high and medium risk of surface water flooding. The area at high risk of surface water flooding has been excluded from the area available for development, but since the site is over 1ha, a flood risk assessment is recommended. A small strip of land within the south east part of the site has high ecological value as it is identified as a woodland and grassland Stepping Stone area on the Lancashire Ecological Network Maps. Those areas have been excluded from the area available for development. The public right of way running through the site should be maintained. The site is mainly within the Settled Valleys landscape character type, however part of the site is also within the Reservoir Valleys type, therefore a landscape impact assessment is recommended. The site has potential land contamination in relation to previous uses therefore a land contamination survey is required, and if land contamination is found it should be adequately remediated. Approximately a quarter of the site is within the Coal Authority high risk development area, so a coal mining risk assessment is required to understand the impact of the coal mining legacy on potential development. Furthermore a fifth of the site is within an HSE middle consultation zone, this area has been excluded from the area available for development and consultation with HSE and Cadent is required. Active employment sites are situated to the north and to the south of the site, so appropriate landscape screening is important for the amenity of future residents. Overall, the site can become suitable in the future provided that the constraints are adequately addressed. It is to be noted that since a developer has expressed an interest in developing the site, the issues can potentially be addressed in the short term.

Viability and achievability summary

Achievable now.

Justification – Extra costs have been identified in relation to the development of the site (e.g. coal mining risk assessment, land contamination survey), however since the site is within a high value market area, the development is considered viable. A developer has expressed an interest in developing the site, therefore the delivery of the houses can start in the short term, but the completion of the entire site is likely to be within the medium to long term.

Conclusion

Developable in the medium to long term (within 6 to 10 years, or after 10 years).

Consultation 2

Conclusion

There does not appear to be a Conclusion in Consultation 2 other than the comments in the Significance Matrix. Out of 13 Categories there are 7 Adverse factors, 5 Positive and 1 Strong Positive.

GRAss Comments

Conclusion

- ***The timescale for development has changed from medium to long term to 0-10 years, how has this transpired when the land has become more waterlogged and is no longer suitable for grazing sheep?***
- ***Why is the flood risk of 50% in Flood Zone 2, referred to in Consultation 1, not mentioned in Consultation 2? Why has the South East part of the site, stated as having high ecological value and excluded from the area allocated for development in Consultation 1, not been referred to in Consultation 2?***
- ***The Public Right of Way should be maintained according to Consultation 1 but there is no mention of this in Consultation 2. Is this for the benefit of the developer or the residents of Grane?***
- ***Consultation 1 states that as the site is within the Reservoir Valleys type a landscape impact assessment is recommended. This has been omitted in Consultation 2.***
- ***Consultation 1 states that the site has potential land contamination therefore a land contamination survey is required. No reference to a survey is indicated in Consultation 2.***
- ***In Consultation 1 a quarter of the site is within the Coal Authority high risk development area and a coal mining risk assessment is required. No reference of this is made in Consultation 2.***
- ***In Consultation 1 a fifth of the site is within an HSE middle consultation zone and the area had been excluded from the area available for development. Consultation with HSE and Cadent is required. This is not mentioned in Consultation 2.***
- ***In Consultation 1 appropriate landscape screening for the amenity of future residents. No mention of this in Consultation 2.***
- ***Consultation 1 states that overall the site can be suitable in the future provided that the constraints areas are adequately addressed. No mention of this in Consultation 2.***
- ***GRAss believes that any developer should, at the very least, meet these requests. We think it is of vital importance as we have past experience of a developer completely flouting Planning requirements in relation to the Courtyard development on Grane Road.***

These observations are the result of many discussions at Grane Residents' Association's monthly meetings and were also discussed at a Public Meeting of residents on 25 September 2018 when the following decision was unanimously agreed:

That we object to the boundary changes which would allow the allocation of housing on site H74 in its entirety on the following grounds:

- That any future plan should include the continuation of a substantial buffer at the northern end of the greenfield site bordering Grane Road, currently undesignated as “white land,” in line with the recommendations of the Inspector following the Public Inquiry when he also recommended that, “There be no modification to the Greenlands and IWS allocations in this area.” A continuation of such a buffer would:
 - (a) Protect the existing habitat and facilitate a wildlife corridor from the Grane Valley IWS to the currently designated IWS situated within the site.
 - (b) Retain an open green space currently enjoyed by local residents whose properties overlook the site, in order to maintain their health and well-being.
 - (c) Prevent the creation of an access route to the site on Grane Road which would have the disastrous effect of increased traffic and difficult parking conditions for residents, stated elsewhere in this document.
- That the building of 174 houses would pose a substantial flood risk in light of Climate Change warnings of future weather patterns, the effects of which are already being experienced. Such a buffer would assist in absorbing water run-off from the hillside

We trust that this document meets the criteria for the current Consultation. It constitutes Grane Residents’ Association’s and the community’s objection to the proposed housing development.

Yours faithfully

Michael Murray MBE
Chairman

Dear Team

Planning application ref; 2019/0335 - boundary change

With reference to the above application - land bordered by Holcombe Rd and Grane Rd - and reading

Examination Library 8, item EL8.016.1 - Green Infrastructure and Biodiversity Net Gain (PDF - 412.2K) I am struck by the incongruity of the application. The land in question is a unique and precious area to many endangered species of flora and fauna which cannot live in any other type of area.

What is net gain

2.3 Net gain in planning describes an approach to development that leaves the natural environment in a measurably better state than it was beforehand. Net gain is an umbrella term for both biodiversity net gain and wider environmental net gain. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures.

This area of wet boggy marshy land covered with reeds and tough grasses which catches water that runs off the hills and may seem of little value to the layman, is home to a myriad of fauna and flora which present a perfect feeding ground for animals further up the chain and red listed frogs toads newts etc. are able to live and breed here. It is home to deer, hedgehogs, foxes bats owls kestrels herons kites etc etc Because this area connects to other pockets of comparatively undisturbed land, animals bred here can move further afield to be enjoyed by the community. This type of environment cannot be replicated and net gain cannot be achieved either on site or off site as the area has a special biodiversity dependent on the damp boggy ground conditions created by natural means. We are unable to recreate these conditions which help us by mopping up excess water which prevents flooding further down the line and are a natural phenomenon with their own rich and special biodiversity.

National legislation 2.4 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity

Such is the value of this type of area and the recognition of its loss due to former lack of knowledge we are now asked to try to recreate these areas in our gardens and RSPB's campaign to give nature a home although commendable cannot match up to the real thing. Wetting up farmlands to replicate these conditions is again an objective and results have shown that endangered species especially birds have once again been able to thrive thanks to the projects. In Rossendale we already have this piece of land which we know red listed birds use and nest in. It would be criminal to ignore this and ultimately endanger what we should in fact be valuing and conserving.

- [Defra \(2007\) Wetting up farmland for birds and other biodiversity. Defra BD1323 report. Defra.](#)
- **Create scrapes and pools in wetlands and wet grasslands**

- **A replicated, controlled paired sites study of wet pasture and banded and non-banded drainage ditches in arable and pastoral areas in Leicestershire, UK (Defra 2007), found that bird visit rates were significantly higher in wet pasture (0.2-0.3 visits) than in control dry plots (0.1), particularly in the summer months and in 2006. The authors suggested benefits due to management may increase over time. Visit rates were also higher to ditch-fed paired ponds (1.0 visit/month) than dry controls (0.5 visit/month). Sampling involved bird observations (45 minutes, 1-2/month between April 2005 and March 2007.**

Also to be appreciated is the fact that this kind of unique soil composition is a sponge for capturing carbon thus helping in the battle against climate change which Rossendale BC is signed up to. Disturbing it would not only immediately release massive amounts of carbon but would contribute to making a negative impact on air quality in general. Every little bit of our planet which we cover up damages its ability to breath but taking out an area of this importance for carbon capturing is significant.

Wetlands' microbes, plants and wildlife are part of global cycles for water, nitrogen and sulfur. **Scientists now know that atmospheric maintenance may be an additional wetlands function.** Wetlands store carbon within their plant communities and soil instead of releasing it to the atmosphere as carbon dioxide. Thus wetlands help to moderate global climate conditions.

RBC declared a Climate Emergency at a full Council meeting in September 2019, so this plan is against their own mandate

Wetland Importance

Wetlands perform many functions and are vital for environmental, economic, social and cultural reasons.



Wetlands are important for a number of reasons. They perform environmental functions, including:

- helping to reduce the impacts from storm damage and flooding

- maintaining good water quality in rivers
- recharging groundwater
- storing carbon
- helping to stabilise climatic conditions
- controlling pests
- acting as important sites for biodiversity

This unique piece of land should be enhanced and used by Rossendale to the advantage of all. As an educational experience it could be used by schools to illustrate in real life the points listed above. With the careful planting of more trees and the enhancement of the footpaths already there it could be an asset to the community without endangering its vitally important and strategic role in our fight to save Britain's rich biodiversity and hence its wildlife on our fragile planet.

4.1 The Green Infrastructure designation and policy aim to protect, enhance and restore important ecological habitats as well as open spaces which provide multiple functions or ecosystem services to the local community and society in general, including carbon storage, flood risk prevention, pollution reduction and improving health and well-being.

The land in question fulfills all the points listed in 4.1 and there is every reason to ensure that it is not changed or damaged in any way. A boundary change which designated this land as being part of an urban area would be putting in danger so much that we as a conscientious nation hosting a world climate change conference in a few months time are fighting for and would be an act of extreme carelessness. Please let us save our planet.

Yours faithfully

Marie-Louise Charlton

[REDACTED]
[REDACTED]

Dear All

This is Grane RD last weekend Two cars were written off and a stone wall badly damaged This is immediately adjacent to the area where the council wishes to change the boundary in order to erect 156 houses Imagine Grane RD which is dangerous at all points and heavily congested at key times, having to cope with 300 plus extra cars The prospect is literally madness and invites danger Vehicles would be exciting Holcombe RD at their peril Not a good prospect!

Yours

Marie-Louise Charlton

[REDACTED]
[REDACTED]
[REDACTED]

Sent from my iPhone

Marie-Louise Charlton B.A.(Hons) M.Ed. A.C.P
Education Consultant and Writer

[REDACTED]



Dear planning officer,

I'm writing to object to the building proposals for Gordon St and the Blackthorn farm area of Bacup.

Gordon St. is narrow with parked cars most of the way down and has a children's playground. I believe from the letter that has been circulated that the access to the new builds would be via Gordon St., Hammerton St. and Blackthorn lane. These are already very busy especially at school times, with Thorn school and nursery just around the corner.

Furthermore, for the council to be trying to evict my father in law from the house he was born in 83 years ago at Blackthorn Farm is nothing more than a scandal. There are legal matters ongoing regarding this so i won't say anymore on this.

Also the land to the rear of the farm used to be the entrance for Old Meadows drift mine and also had a lodge in the middle. I would imagine it is like a rabbit warren under there.

In my opinion, before any major building projects in Bacup get under way maybe a look at improving transport to the area should be more of a priority. Newchuch Rd. / Bacup Rd towards the M66 is especially a problem at rush hour.

Regards

Paul & Alison Nixon

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Once again i must strongly object to this developmemt of even more houses on this site .As for the councils comments that this is what the people of bacup want i have yet to speak to anyone that [does.How](#) many can afford houses priced up to 300k, certainly not first time [buyers.My](#) previous comments regarding traffic congestion,schools and medical are more relevant than [ever.It](#) seems this is a money making exercise for both the council and [buiders.Do](#) LCC know where we are and the local terrain, i think not.

26th February 2021

Dear Planning Officer,

Reference; Comments concerning Action 0.7, site H39, Proposed Cowtoot Lane Estate

I wish to object strongly to in regards to the Housing Allocation Reference H39, Land off of Cowtoot Lane, Bacup and the proposed now increased number of 94 dwellings.

The proposed access for construction vehicles to the site: Cowtoot Lane and Gordon Street have a Primary School and a childrens Playground respectively on these routes, this is totally inadequate/dangerous and no amount of 'traffic calming' measures would eradicate such a dangerous proposal. There are also residents parking which reduces the access significantly not to mention the added congestion during school times and recreational events at the local Football / Cricket Clubs. There is also the emergency vehicles (ambulance / fire / police) that need urgent / clear access at all times as every second counts for life saving attention.

There is a livestock cattle farm at the top of Gordon Street which has been in the same family for over 100 years which has access to graze this land and is part of the rural / countryside outlook of this area giving pleasure to local children / people who use this for leisure and well being. It is also part of the Irwell Valley Sculpture Trail which is promoted for the local area and brings in visitors from far afield,

Then there is the loss of natural ground rainwater absorption and the over powering of drains, which can be witnessed from the old Todmorden Road, rainwater floods out into Greensnook Lane and down the lane opposite beside the houses that have been recently built on the old farmland.

The bungalows, which are all occupied as expected by retired aged people, ourselves included, back on to this land and therefore would suffer from light and noise pollution not to mention the 'invasion of privacy' . this being a major issue as no matter which way any double storey buidling was facing, would at some point overlook our properties. I strongly object to double storey buidings of any kind being proposed so near to single storey properties which were purchased for the beautiful view, safety and peacefulness of the countryside.

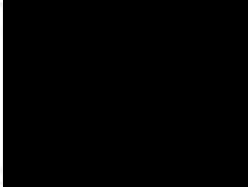
The area has no leisure facilities, only these outdoor areas, no banks, minimal bus services, minimum employment and to get to other local cities is a challenge in itseff as the two roads out either to Rochdale or through the valley to the motorway are gridlocked at commuter times and if any road works are ongoing its nigh on impossible to get anywhere. Also the impact on local schools, doctors, dentist etc.. with such high density housing would be detrimental.

The historic and beautiful landscape of the valley from all directions will be badly and irreparably damaged by the density of housing at the top of the valley side.

I wish for my deep concerns to be taken into full account in the Planning Inspector's ongoing examination and decision making.

Yours faithfully,
Mr & Mrs CR & E McGinley





Dear Planning,

RE: NE4 : Extension of the New Hall Hey Industrial Park

Thank you for forwarding the latest documents on the local plan for comments.

It is disappointing that so much green belt area is still going to be lost (despite 1500 local residents objecting in the signed petition) but we are pleased that you have taken into account the flood plains and the reduction in total area due to the gas pipe on the land to the smallest section to the west of the river. This piece of land also has electric wires from the sub-station which cross the area and a recently placed borehole. Hopefully, taking these things into consideration will maintain some of this green area for the thousands of walkers who use the path from Holme Lane to the retail park.

I am also pleased that many trees fall within a tree protection and hopefully more trees can be planted and used as a screen from seeing ugly industrial buildings. With the high landscape in this area, hopefully keeping some slope can also hide unsightly buildings.

The current path is used by many bikers who struggle to get through the gate with it being registered as a footpath only. There is a potential, to link this path with existing bike paths in Rossendale. Many use the path and continue along the river to Ewood Bridge. However, this beautiful path diverts and goes through the industrial park which makes the path unsightly. There is potential to create another path on the other side of the river to join the path after K Steels to create a complete picturesque path and cycle route. This would require a footbridge. I am sure making this path would be beneficial to all the industries along the site as it would prevent all the walkers and bikers using this area and traversing K Steel's car park. The cycle path would then be able to join Ewood Bridge and the wonderfully upgraded bike lane at Irwell Vale to Ramsbottom. I have shown the potential pathway and a bridge which could be created in the attached documents. Many of these bridges exist all around the valley. Your proposed cycle path in your RBC plan would mean crossing the dual carriageway which is not an ideal plan. It is often dangerous crossing on this footpath by foot as the cars on the dual carriageway are too fast.

The only further comment to make is that it is a shame that although the need for employment sites are required, so is the need for carbon neutral towns. The west side of the river on the NE4 plan has the only open accessible green area in Rawtenstall. Whittaker Park is the only other place for people to enjoy open countryside but it is not fully accessible being situated on a hill. Making sure you balance the employment need with the health and wellbeing of the people of Rawtenstall, plus the need for carbon neutral green towns to meet government targets must be seriously considered when you take away all our green spaces.

Yours sincerely,

Suzanne Haworth
Charles Firth



Location Services is off >



Mr and Mrs Hardman



25th February 2021

RE: EL8.009.1 Pre-application information provided by the Landowner for H5

I write to you in relation to the pre-application that has been provided for the land adjacent to Swinshaw Hall. Contrary to pre-application guidance on the Government website which recommends "Pre-application engagement with the community is encouraged" the landowner has shown complete disregard for local residents and snuck this pre-application information forward with no consultation. This highlights to me that landowner and developer have no intention of collaborating with the local community or care about the impact they are having.

I myself have lived in Rossendale all my life and am proud to be bringing my three year old twins up in a house that my Grandfather went to School in. As a result I will fight on behalf of the community against a development which will bring significant detriment to both my family and other local residents.

I have read in detail the 178 page document that has been submitted and took great interest in noting not once was the perspective of local residents included. The report has not considered the privacy impact, loss of light and road safety amongst others which will make this an unviable development. I have detailed these on the following pages:

1. Loss of privacy (Diagram highlights points below noted)



Point A: The proposed development would result in our property being encased by roads to 75% of our house. making our house the equivalent of a traffic island. Assuming the 69 houses had two cars each we would have a minimum of 138 cars directly passing our garden daily. The trees proposed would in no way mask this and result in a complete lack of privacy. The below photo shows the perspective from our kitchen looking directly at point A. Any car passing at point A would have a full view into our house. Photo below taken from point A.



Point B: The boundary for housing runs directly next to our garden wall. The photo below is taken at ground level from point B, (we assume the houses will be two storey). From point B our house will be directly overlooked with full view into our kitchen, lounge and bedrooms. Note all our bedrooms are on the ground floor. This is in addition to completely overlooking our garden. From point B the ground steeply declines meaning any new house would have full visibility into our house and us into theirs and there would be no way that some token shrubbery could mask this. Photo below taken from Point B.



I have taken these photos from our perspective house perspective but due to the steep nature of the land this would impact all houses adjacent to the development on Burnley Road.

2. Reduction in light

Point C: Again the proposed development would directly meet our fence. Assuming a two storey dwelling this would not only impact our privacy but block all light to our three bedrooms on this side. The side of our house is south facing meaning any development would directly block all light.

Below picture shows the view of our house from any new property at Point C



3. Road Safety

The new development proposes an entrance replacing the current bus stop on Burnley Road. As you will be aware the council has recently approved 80 houses to be built to the west side of Burnley Road (opposite this development). The diagram below shows that in a space of less than 200 metres there would be three junctions feeding c.240 houses (480 cars). This is traffic that would all be trying to get on to an existing already very busy Burnley road (the main route from Burnley to Manchester) a 40mph zone. The three junctions being so close would undoubtedly result in congestion and subsequent accidents. How would my children (and the children of all these houses) be expected to cross the road safely with all this traffic?



Only a couple of weeks ago a car smashed into the traffic island directly outside the proposed new junction showing how unsafe the road already is without this increase in traffic. The picture below shows the damage this caused.



4. Over development of local area

As mentioned previously the council has already agreed to significant development within the direct vicinity of this housing. This is a rural area that is being significantly over developed and one has to question where this will end?

Loveclough is a village with NO facilities. We do not have a shop let alone doctors. Crawshawbooth School is significantly oversubscribed every year and this development would only add pressure to already overstretched resources in Rossendale.

5. Flooding risk

We have had to invest significantly in drainage to our garden, as can be seen by anyone walking around the area significant water flows off the fields of this development. The drainage for this site and the impact it would have on the houses that sit below it has not been considered.

6. Waterworks

The pre-application states that the waterworks would need to be completely redeveloped to sustain the proposed houses. This if anything proves that the area is being over developed and we would not support any disruption to our water supply.

The above points are merely the tip of the iceberg in terms of reasons why this development should not go ahead but given the short notice period that we have been given to react to this (as we were not consulted by the landowner) we hope it is sufficient to stop this development before it goes any further.

Your Sincerely,

Sarah and Andrew Hardman

Dear Sir, Madam,

We wish to make you aware of a number of strong objections that we have with regard to the proposed development of additional property on open space to the side of Windermere Road/ Cowtoot Lane, consultation reference number above. As immediate neighbours to the site of the proposed development, we are of the view that the proposed development will have a serious impact on our standard of living.

Our specific objections are arranged by the paragraph numbers in the Council submission, as follows.

8.2.

The build number of new houses has increased from 82 to 94 from the original proposal. This would mean even more houses, cars, and consequential access problems which would adversely affect everybody.

Its proposed development is a direct contravention of Rossendale Policy HS7, in particular, in the scale and proportions of the surrounding buildings where we live which are all low one storey bungalows, so would be entirely out of character of the area around Windermere Road.

An acceptably sized plot in a high density area may not be of acceptable size in a low density area typically characterised by the larger two storey buildings being proposed. We believe that the proposed development is a direct contravention of policy HS7 which states that "the density of the development should be in keeping with local areas and have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area".

The proposed dwellings would significantly alter the fabric of the area and amount to serious 'cramming' in what is a low-density area. The proposed development would not result in a benefit in environmental and landscape terms, to the contrary it would lead to the loss of valuable green space.

The overcrowding of people and houses in this relatively small area will impact adversely on everybody's general well-being with the large amount of noise that a large housing state would inevitably bring.

8.6. Funding Position.

This paragraph states that "the authority is taking a proactive approach in bringing the site forward for development" but doesn't say what this approach is. One of our neighbours, who we have no reason to disbelieve told us that the cattle farm at the top of of Gordon Street on Higher Blackthorn has been in the hands of the same tenant farmer family for over 100 years and that the Council have been trying to evict the farmer there. Could that be the proactive action in mind to allow the sale of the land to the developers?.

8.7 to 8.10 Coal Mining Legacy.

The Coal Authority has declared that there are three known mine entrances on the site as well as recorded and unrecorded coal mine workings of shallow depth which could lead to ground collapse.

The Coal Authority states that before planning permission can be granted that a Coal Mining Risk Assessment survey must be undertaken and remedial actions carried out. We can't imagine that the Developers will welcome the time delays and costs that would be associated with this. We assume that the extra cost would be added to the market price of the houses which may make them too expensive so they may struggle to sell them.

As a general comment is it not possible that any excavation work, not just remedial work, could have a serious adverse impact upon the stability of the existing houses around existing dwellings alongside Windermere Road?

8.11 to 8.13 Surface Water

The council says the the risk of flooding is low but is this assumption based on historical or current weather data because Climate Change is now bringing higher levels of rainfall than ever as regularly mentioned in the media and forecasted by the Metrological Office.

8.14 to 8.16 Landscape

The council's opinion that harm to the landscape would be outbalanced by the need to meet government imposed housing numbers surely depends on whether you are a resident or a Councillor or a Developer. As residents we certainly do not agree with this statement and a huge housing estate on our doorstep would seriously adversely affect our enjoyment of where we live. The only people who would benefit would be the Councillors' who sell the land, and the Developers who build on it.

8.17 to 8/20 Access/Highway Safety

The access to the proposed site is now to be Gordon Street and possibly also Cowtoot Lane. These narrow roads are already congested , which are effectively single lane roads due to their width and car parking by residents.

Gordon Lane has a children's playground while Cowtoot lane has two schools and already has very severe traffic congestion during drop off and pick up times. To make congestion and delays even more severe there will be the addition of several years of construction traffic, lorries, low loaders, excavators, dump trucks etc to contend with on roads clearly unfit to take this amount of traffic.

The high volume of through traffic on narrow roads will be an extremely dangerous environment which could lead to these worrying events,

- a. Large vehicles turning, a known major cause of accidents.
- b. Obstructions to pavements during deliveries may force pedestrians into the road where they could be struck by other vehicles.
- c. Traffic congestion could lead to more child pedestrian accidents, with backed up cars blocking the views of small children crossing the street to enter school.
- d. Traffic calming measures will do little to decrease danger of accidents to children. Children can get over excited , act unpredictably, and are not so aware of the dangers as adults are.
- e. Delays during the morning commute and school drop of, people being late for work, children late for school. And the afternoon rush hour will be frustrating and stressful for people just wanting to get home and relax.
- f. Parental concerns about traffic hazards could lead more parents to drive their children to school, thereby increasing congestion even further.
- g. Stopping and starting in traffic jams burns fuel at a higher rate which will increase fuel costs for commuters and also cause pollution contributing further to global warning.

Thanks very much for considering our comments.

Yours Sincerely
Charles Ault & Beverley Hartley

Mr. Charles Ault & Miss Beverley Hartley

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

These are my objections to the revised plans building 94 homes Gordon Street/ Cowtoot Lane . My major concern is the Health and Safety of pedestrians: cars parked outside residents homes: toddlers and children attending 2 schools and a playground and local residents commuting to and from work. There is an appropriate access due to narrowness and steepness of single laned roads. Gordon Street is effectively single laned with a children's playground on the northern side whilst Cowtoot Lane has 2 schools and very severe traffic congestion during school term time and is single laned as is Blackthorn lane. Has this been assessed to witness how paramount Health & Safety is to pedestrians trying to park and or cross these roads at peak times? When the original dwellings were built, the roads reflected that, if it was proposed that 94 houses were to be built at a future date .. then surely roads would have been built for purpose? We have had major disruptions (which is still ongoing) with new builds on both sides of Greensnook Lane with heavy plant equipment , cranes, HGV's , necessitating roads being closed and traffic diverted,delays , noise and mud on roads due to all the digging away of the hillside. It's absurd to think that we would have to endure 3-4 years of such activity again. Hazardous!

The coal Authority has declared there are 3 known mine entrances on the site with known and unknown shallow mine working that can lead to ground collapse. Therefore a coal mine risk assessment needs to be undertaken and if the land is deemed ok to build .. then we need to have our homes underpinned/ piled to protect their structure. Our services Electricity / gas and water supply cannot cope with addition builds. When Greensnook Lane build Electricity supply was added to existing supply it overloaded the service with flames coming up through the tarmac at the bottom of Windermere road.. leaving us temporary with no electricity in the middle of the night. Similar with our water supply.. The River Irwell and its supporting structures / drains / surface water are inadequate and drains are frequently flooded. The list goes on and on!!! Regards Mrs Elizabeth Tighe

Good afternoon

Thank you for consulting Sport England on the Local Plan Examination Library and actions. I have the following comments to make:

1. Action 4.3 (Open Space Study) – I note from the Council’s response that an Open Space SPD is intended and it is to include the findings of the Playing Pitch and Outdoor Sport Strategy and the Indoor Built Facilities Strategy. A list of what the SPD is expected to contain has been presented. Two of the items, points 5(ii) and 5(iii) relate to the setting and explanation of standards. Local standards are not appropriate for outdoor sports because they do not and cannot take into account sports catchment areas or the variable units of demand for individual pitch/court types. For example, the unit of demand for a court/pitch ranges from two people if a tennis court to 30 people if a full sized adult rugby pitch. In addition the catchment area for sports ranges from Ward level if a junior football pitch to Borough wide if rugby or hockey. This means accessibility standards cannot accurately reflect where the demand for outdoor sport is derived from. Quantitative standards are not appropriate because, although it is widely acknowledged housing growth generates additional demand for sport, not everyone from that housing site will want to participate in sport. In reality the application of standards has led to single pitch sites being constructed within housing developments that are unsupported by ancillary facilities and are not located in areas of demand. These pitches do not contribute to the supply of pitches and all too often become informal kick about areas or semi natural open space.

It should be noted Sport England does not object to the use of standards for other open space typologies, only indoor and outdoor sport.

The emerging Playing Pitch and Outdoor Sport Strategy will include strategic recommendations for addressing current deficiencies alongside a suggested method of establishing the additional demand for sport and level of contribution required. Sport England would be happy to assist the Council in the preparation of the SPD to ensure an appropriate method of securing contributions for outdoor sport is undertaken. A guidance note on the inappropriate use of standards for outdoor sport has been attached for your information.

2. Action 11.3 (H52 – Land to the rear of Haslingden Cricket Club) – As the note suggests, Sport England are fully supportive of the revised allocation boundary to exclude the entire cricket ground, pavilion and practice facility. This ensures there is a very clear delineation between the playing fields designation which seeks to protect playing fields, and the housing development. It is not considered a mix use allocation would afford the cricket ground the necessary protection if it is not covered by the relevant playing field designation. As set out in the note, the only amendment to the revised policy that Sport England would seek is to ensure a Ball Strike Risk Assessment and Mitigation Strategy is submitted with any subsequent planning application for the housing.
3. Action 17.1 (LT1) – Sport England can confirm the note provided by the Council on this matter is supported and that we are working with the Council to complete all Sports Needs Assessments. As noted, Covid -19 has meant a delay with the some of the work as site visits to assess the quality of facilities could not be carried out during periods of national Lockdown, and all indoor and outdoor sport stopped during that time. Sport England have been working with the Consultants and National Governing Bodies of Sport to agree an amended approach that has allowed progress on the strategies to be made.

If you have any queries please contact the undersigned.

Kind Regards

Fiona Pudge BA(Hons) BTP MRTPI
Planning Manager



We have updated our Privacy Statement to reflect the recent changes to data protection law but rest assured, we will continue looking after your personal data just as carefully as we always have. Our Privacy Statement is published on our [website](#), and our Data Protection Officer can be contacted by emailing [Gaile Walters](#)

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I write to place my objection to the proposed development of 69 dwellings on this Greenbelt site.

I am a homeowner in one of the properties that will be affected by the development.

The proposals contradict a number of points which are listed .

How will this enhance the views of current homeowners by building upto their boundary fence.

Flooding..we have experienced flooding in our gardens due to the weather conditions and along Burnley road.

Traffic...during extreme weather cars cannot get up or down to any developments therefore park on Burnley rd.

Affordable living...how local people afford to live in houses £230,000 plus...not reasonable...

Wildlife..the disruption will cause the decrease of natural inhabitants that and kill off those that migrate back to this area.

I appreciate houses need to be built but as 100 plus are already ear marked for loveclough area this further expansion will have a detremental effect on the area with other areas more suited.

Regards

D Burns

Hello

I would like my objections recorded as to the above proposed site for housing development. I am a local resident and the recent housing in the area, has added to the already busy roads. In winter, it is impossible to get out of our estate due to the lack of grit and grit bins in the area and this will only be made worse with more housing due to existing parking issues.

How the developers would expect to even access the site is beyond belief. There are huge dangers at either points of access. Cowtoot Lane is in effect, a dead end road, as it continues past the school onto a track road which then becomes a footpath. Vehicles are not going to be able to access using this point.

There are so many cars on the roads already and the roads are narrow. It is a struggle to access anywhere in this area at school drop off and pick up times as the school is full. The severe congestion during school entry and exit times would mean that children are at risk of accidents if you insist on sending a possible 180 vehicles more vehicles to these roads. Access via Gordon Street has it's own issues. The road here is also very narrow, with cars parked, making it a single track road, there is also a playground on this road and it is a grossly irresponsible action, just asking for the injury and death of children.

Heavy and large construction trucks and heavy plant will not be able to use either of these two roads safely.

This area is well used by local residents walking their dogs and children playing. It also attracts visitors from further afield to the beauty and nature that you are proposing to build on. We have already had the landscape altered in this area, with the development on Carlton Road, when is it going to stop!

Emma Lawson

Dear Planning Officer,

Reference; My Comments concerning "Local Plan, Schedule of Actions 8.3, 8.4. Identification of Site Density/ Optimisation of Density".

I wish to object strongly to elements in and the foreseeable consequences arising from the above document, in particular concerning Housing Allocation Reference H39, Land off of Cowtoot Lane, Bacup.

A. The beautiful landscape of the valley will be destroyed by the presence of so many houses at the top of the valley side. If building goes ahead and we build on all our green spaces - such a loss - and it will never be replaced and just encourages more building - look towards Ramsbottom - such a beautiful place spoilt by the every increasing erecting of housing estates about the same amount your proposing - popping up in what use to be playing field - woods - streams - wildlife - history etc... lost - no - when I visit where I grew up - I have time to look at the damage done as I sit in a constant traffic jam looking for somewhere to park and wonder in dismay how on earth we let this happen.

B. The proposed access roads are inadequate and already too crowded with parked cars making them single lane and too narrow to support the traffic from such a high density development of 82 houses. They already supply a school, nursery, football ground, and cricket club.

The schools on Cowtoot Lane and the playground on Gordon Street would represent major danger points as would the blind right angled corners as well as there being no signage at present indicating children at play.

By the councils own admission the residents in the cul-de-sac on Gordon st. have to bring their rubbish bins to the main road due to and I quote "due to inconsiderate parking " and Gordon st. is rarely gritted in bad weather above Blackthorn lane so they are aware of the the lack of room already.

It makes me wonder how can the land be sold off when there has been a collapsed culvert in the field and the field floods when it rains - which the council should have fixed but washed their hands of - due to the culvert being collapsed, heavy rain cause damage to a neighbours garden twice that I know of and they had to repair at their own expense. but yet nobody was responsible for that but now due to profit I presume the land is good to sell - how does that work - talk about wiping you hands of a problem - for you - yet sell the land and it will substantially increase problems as previously stated - why do we have to build on all our green spaces - and to be honest

it's not really affordable housing is it - but quickly erected no doubt - not in keeping with the surrounding environment and over price housing.

There has also been a green light given for a petrol station on Burnley Rd which is just before the turn off to the proposed housing development - this will also increase the volume of traffic around that area which is quite a busy already - how did the council and planning decide that another petrol station is needed in Bacup - considering we are to be going electric - and how many electric charging points is it going to have and the location - lovely just in front of the elderly residence home - nice - I sorry I missed that planning objection I blinked and I missed it - so morally wrong

C. The local infrastructure is not suitable for more housing and will cause major disruptions as the services are added. The main road, A681, from Bacup to Rawtenstall and to the M66 always has very heavy traffic. It is congested at school times and often there are road works that cause major delays. Any additional traffic from the proposed new development would exacerbate these problems.

I would be grateful if you would take these deep concerns into full account in the Planning Inspector's ongoing examination and decision making."

I hope and pray local resident opinions are taken in to consideration

Mrs L J Humphreys

[REDACTED]

[REDACTED]

[REDACTED]

Re Proposed Cowtoot Lane

I strongly object to the proposed planning

1; The congestion on Cowtoot Lane because of the Primary School and Nursery School traffic is bad enough now, with more cars wanting access where are they to go.

2; Gordon Street has a children's playground, More traffic on this narrow road is not acceptable.

3; The winter weather and rain is bad enough now but with surface water and more houses will the Irwell stand more water and flooding.00

Regards

Valerie Balshaw

Hi there. I'm Natasha Uttley. Resident at 1157 Burnley Road Loveclough.

I have only today been made aware of the proposed plan for housing development behind my house by one of the neighbours. Given the general distractions of surviving the economic crisis following Covid-19, this is very distasteful to not make residents aware in the hopes this will fly under the radar.

My general concerns for this development consists of traffic control and flooding risks. Crawshawbooth has regular problems with burst pipes and flooding with over crowding and loveclough has been able to hold onto its beautiful rural area, with the benefit of next to no flood risk due to no crowding. The water runs through the fields quite well when it rains. If housing is added to this, this will only worsen. We have had to install drainage in our garden to avoid a flooding.

The traffic is terrible on burnley road during the week days. My partner has personally been involved in a car accident whilst attempting to turn her car during the time. How are we expected to manoeuvre this road with added traffic from 100+ vehicles being added to the mix every morning and night? The crossing island adjacent to commercial street and also been collided with on several occasions, most probably due to vehicles of residents being parked close to it, making it difficult for drivers to pass easily at speed. But where else are we to park? Burnley Road is as close to a motorway as it will ever be currently considering the length and speed, adding further housing to this mix will be nothing but detrimental to the area and all current residents.

Lastly and probably least important to most housing developers is the environmental impact with loss of habitat to wildlife in the area. It is a given the with any development, there is an environmental impact, and this does not rest peacefully with me for the purpose of none affordable housing.

The residents of Loveclough move to the area for the peaceful, green area perfect for dog walkers but close to adjacent busier towns and motorway links. Adding housing turns it into any old town with no special qualities and lowering value of current property. Loveclough should be respected and one of the last places in the area to not be overcrowded with ugly housing and unsafe roads and cheapening the area.

It is sad I have been left blindsided with 1 day left for the deadline but suppose this is business.

Natasha Uttley

Sally Dewhurst



Sent By E-mail To:
forwardplanning@rossendalebc.gov.uk

27th February 2021

Re: Local Plan Matter 9.1, Swinshaw Hall, Allocation H5, EL8.009.1

Dear Sir/Madam,

Further to my conversation with Anne Storer on Wednesday 21st February 2021 regarding the above referenced site I submit the following comments on the pre-application:

1. The indicative site plan in the pre-application EL8.009.1 shows a landscaped buffer zone to include appropriate planting and screening in recognition of wildlife and privacy of existing residents of Hameldon Road. This is between the Southern edge of the proposed site bordering Hameldon Road and the existing Public Right of Way 14-4/34 (marked by the black box below). I request that the Council please **add this to the site specific policy** to ensure that it is included in any plans for the site.



2. Any development on this site should be in keeping with the surrounding buildings. Properties at the Southern end of the site should be limited to bungalows in consideration of the vast majority of properties on the Hameldon Road boundary being true or dormer bungalows with bedrooms located at the rear. Other properties on the site should be limited to 2 storey overall. Again, I ask that this be **included in the Site Specific Policy**.

3. Landscape and Visual Impact Appraisal (P73 in EL8.009.1) states the visual impact of the development as 'moderate-slight adverse' on residents of Hameldon Road. However, I note that the photographs have been taken from well within the estate on Hameldon Road and not from the viewpoint of Hameldon Road residents on the edge of the site where the impact is high (see photograph taken from here below):



View of the proposed site from
[REDACTED] Hameldon Road



View from the proposed site back
onto bungalows on Hameldon Road

4. Either the developer or funds from the sale of the land should be allocated to compulsory upgrading of Loveclough Park to provide a comprehensive junior play area. Current provision is very poor and it is vital that facilities for local children are developed alongside any housing.

Further points carried forward as objections to the site being included in the Local Plan for development I list below:

1. **Overdevelopment** - The Council have already approved significant development in Loveclough on the West Side of Burnley Road with 80 houses already being built along and a further site included for 90 houses. This is a rural village with NO facilities. We do not even have a shop! Further developments would be destructive to the character and nature of Loveclough and lead to further destruction of vital Greenfield areas.
2. **Infrastructure** - Crawshawbooth Primary School is currently oversubscribed which further development would only exacerbate. It is noted that this would cause children living in Loveclough to be dispersed to other Schools in Rossendale. This would further exasperate traffic congestion, have a detrimental impact on road safety and the environment, prevent children from walking to School and indeed subject our youngest children to longer journeys to School. Further developments would also impact on Rossendale health services.
3. **Roads** – As a resident who (in normal times) travels to Manchester to work there are already serious issues with commuting from Rossendale. Burnley road and other local roads are in poor condition. Road safety is already a serious issue around Crawshawbooth Primary School and indeed there have been recent accidents near the proposed site itself. In winter, cars will park on the main road blocking it further as people struggle to get their cars up the hills to their properties through snow and ice. Further large-scale development in Loveclough along with sites already approved will only exacerbate these issues.
4. **Flooding risk** – This development would be concreting over areas already prone to flood. It would impact the natural springs and run offs from the hills. In severe weather Burnley Road already floods next to the proposed site. Water pours through the walls from the hills onto Goodshaw Lane, which in turn then travels through the site to Burnley Road.
5. **Wildlife / Loss of Open Space Amenity** – The proposed site would be destructive to a site abundant in local wildlife (birds, bats, badgers etc.), trees and shrubs. It has been brought to my knowledge that newts have been seen at the Southern end of the site. It is an Open Amenity much loved and used by the local community.

Yours sincerely,

Sally Dewhurst

Dear Sir or Madam,

Re. EL8.009.1 Pre-application Information Provided by the Landowner for H5

I wish to make known my objections to the above

Having reading the pre-application there a number points I would like to raise in objection

1. The pre-application implies that the councils recommendation of 47 house is too few in number and contends that 60+ plus can be squeezed onto the site. The site will be will be crammed and it no way in keeping with other developments in the area. The submission makes great play of the commercial value of the site but it seems that that only be met at the cost of landscaping and environmental protection.
2. The submission is disingenuous in trying to compare the building of so many house on a relatively small area with rows of cottages on old ordinance survey maps and even the low density of development in the 1960s and 1970s. This a dense development that is in no way keeping with area.
3. The development is open land, which currently acts as part the flood plains in the steep valley. The proposal down plays the importance of not just flooding on the site, but the impact that so many house will have on the area, and in particular houses below the development and on Burnley Road.
4. The site access is steep yet the pre-application is misleading in when saying the proposed access will be via gentle slope. One only has to stand on Burnley Road at look up at the site to see that entrance would be on a considerable slope unless there is wholesale removal of the side of the valley, impacting on the character of the area. and with further implications regarding flooding.
5. The pre-submission does not take account of the vast number of cars at busy times exiting and entering the site given the number of proposed houses and the fact that there will only ever be one exit and entry which will cause delays and health hazards as car are idling or slowing to enter the estate.
6. There is pie in the sky proposal that a mini roundabout could be put in Burnley Road. This would have a impact of the high levels of traffic that currently use the road and would be a hazard to speeding traffic.
7. There is a suggestion that the parking problems in Crawshawbooth could be solved by throwing money at it. This is not the case there is no room in the village for further parking.
8. The Primary schools in the area already over prescribed, the pre-application does not take account of this.
9. The pre-submission make no mention of protected animals on the site and what measures would be taken to protect them after a full environmental assessment is done. Would they be willing to reduce the density if there was a loss of profit?

Yours faithfully,

Ian Boucher

[Redacted signature block]

[Redacted signature block]

[REDACTED]
[REDACTED]
[REDACTED]
27.02.21

Dear Planning Officer,

Reference : My Comments concerning “Local Plan Schedule of Actions 8.3,8.4, Identification of Site Density Optimisation of Density”.

I wish to object strongly to elements in and the foreseeable consequences arising from the above document, in particular concerning Housing Allocation Reference H39, Land off Cowtoot Lane, Bacup.

A. The top area is much used by local people for their own wellbeing due to it's easy access. People are able to walk their dogs without hitting the farm owned land.

B. This is a large development which will take away the lands natural ability to absorb rainwater. The lack of absorption which the grassy lands provide may cause flooding in the river Irwell, then leading to Bacup centre which is already an area of flood risk. One could question already whether the current house building is having environmental effects on the area

C. . Another great concern are the plans for the access roads. The roads here are single lane due to the householders cars parked on one side of the road. Building traffic will make the access here the same as it is with the school traffic. During the school run the roads get gridlocked with cars double parked over both sides of the road. My partner & I will not return home from work during the school run as we will not be able to access our home. If there was to be a emergency up here during the school run the emergency services would not be able to access the houses. The same will happen with the building machinery. It would constantly be getting stuck and holding up traffic making homes in-accessible. A costing of a road directly from Burnley Road should be built by the housebuilders for machinery and new residents if the council continues with stealing our land.

I cannot over stress how bad the roads here are at present, more heavier traffic will cause chaos. I would suggest you visit during the afternoon school run when the schools are running properly to understand what I mean. These are small roads built when few people had cars, they are bendy and narrow. With a new development of 82... which has now

apparently become 94 houses, and goodness knows how many cars I feel my road will be in a constant school run.

With residents avoiding heading for Burnley road for fear of getting stuck they will use as I often do Lanehead Road. However now with the new roundabout system in Bacup is often gridlocked, time consuming and dangerous to get out of at the bottom.

Bacup itself is not a very accessible area. The roads leading to Bacup are full of potholes and utility services are always doing repairs. Different roadworks appear every day, it doesn't matter what direction you are going in. In the valley on the whole the roads are not up to the heavier traffic volume. If housebuilding is needed then build in Rawtenstall which has good road networks to the shops, Manchester, Burnley and beyond. We don't need more traffic in Bacup. Rossendale council dumps in Bacup, most of our council tax is spent further up the valley.

I would be grateful if you would take on board my objections, my concerns and my observations in the Planning Inspector's ongoing examination and decision making. Having lived here for 17 years I have noticed the difference in traffic due to the now overcrowded schools like Thorn Primary School & Nursery which is the outcome of house building in the area. Please leave a bit of land for the people who live here.

Yours faithfully

Barrie Clinch

Re; PRE-APPLICATION PROPOSED LOCAL PLAN ALLOCATION H5 LAND WEST OF SWINSHAW HALL, BURNLEY ROAD, LOVECLOUGH.

I would like to object to the above planning taking place.

This would have a direct impact on my home, looking at the plans the development is going to come right up to my boundaries, have an impact on my privacy, thus then having a detrimental impact on the value of my home.

I am also extremely concerned about the flood risk, this year there have been several occasions that my garden has become a waterfall, and the built up on the bottom garden area, which nearly came into my home, having a housing development in the field will only cause this to become worse, and as I'm at the bottom of the gradient, I will be left with the devastation consequences.

Wildlife - the wild life I see some and go in this field is numerous, bird life seems to be growing year on year, this will diminish with yet another building project. What will happen to the badger sets?

Traffic and parking- the parking situation from the school house upwards has grown drastically in the last year or so, especially with cars from the apartments that used to be the glory pub, the developer of these was asked to make private parking. This has not happen, and this was requested I think 2 years ago. Recently due to the other new development off commercial st, commercial st residents have had to park on Burnley rd, this has to be Frank caused chaos, then we have the extreme weather, when this occurs all cars park off Burnley from all the estates, causing double parking, blind spots, parking of pavements- risk to pedestrians.

With the already proposed development in loveclough we are going to be looking at another 200 cars, with this development of 69 plus 22 houses - thats an extra 160 plus cars as most households now have 2 cars.

Plus only 2 miles away at reedshomes are another 100 or so houses, so all this extra traffic in a 2 mile radius. This route when the country is not in lock down is already under pressure, traffic build up easily.

I think the council needs to take peoples mental health into consideration, this has been proven even more so this last year. This route along goodshaw Lane is one of the most used walks for people and dog walkers, surrounded by trees and grazing land, sheep's, then the lambs in spring all have a positive impact of the local peoples mental health, this is gradually being taken from people and we will be surrounded by brick, the community that currently supports each other will be gone, as it will be a sea of people who just get their cars for their drive to Manchester, as there houses will not be affordable for local people, if this was about local housing, there are many local areas in rossendake that are suitable sites and are areas that need regeneration, and development as the buildings are derelict, but those areas don't have the price tag of loveclough.

Infrastructure- before more homes are built, they need school places, GP places, we don't even have a [local.shop](#) in loveclough... nearest one is about 1 mile away. So guess what that means more cars on the road, as you can't just walk to the shop, the post office the chemist.

Please consider the negative impact that this is going to have on our area, not everywhere has to become like suburbia, people come to live in loveclough or stay to live somewhere with a community, countryside, wildlife, not to look like a brick, that is no longer in keeping. Loveclough will look like a large car park.

Also I'm concerned for the security of my home, currently the back of my home and a few others is only accessible over a field, with this new development, the back of my property will be accessible, meaning I am more likely to be broken into. I know personal issues are not highly regarded, but all this will have a negative impact on the price of these houses.

Kind regards

Tracey McMahon

Good morning,

This email is in regards to the recent planning pre-application which was provided by the landowner for the H5 - Swinshaw Hall.

As a local resident this is my email of objection for application.

Local resident who resides on [REDACTED]

Reasons for objecting are as follows;

1. Local infrastructure.

- Schools: the local school being Crawshawbooth is already over subscribed each year. With the application stating nearly 70 new houses, built in a style for families it is likely there to be an additional 15 to 20 children needing to find a place at a local school. There is mention of a monetary contribution towards the school, for school expansion within the application.

However there is no details of the value of this contribution. The school has limited room for physical expansion of the building and any monetary contribution will not reflect the actual cost which the school will incur for years to come.

Dentists, Doctors & local health care: as above all of which are already near maximum capacity and would struggle to facilitate the extra numbers.

2. Roads

The main road which would access the site is a 40mph limit. With speed cameras situated at each side of the proposed development entrance. This would point towards accident hot spots. A further main junction along this stretch of road would increase the risk of incidents occurring.

Traffic flow, already around the 'rush hour' periods traffic can severely be effected travelling into Rawtenstall and/or Burnley. The extra 300 plus vehicle journeys made from this development would push existing traffic issues further behind. With there being no alternative route traffic would be forced to use the already struggling road network.

Goodshaw lane is a mainly single carriageway with limited visibility, farm land and equestrian fields adjacent to this road. This road has high pedestrian footfall via walkers, rambles, cyclists and local residents for dog walking. The development will attract vast increased vehicle usage of this road as it could provide an alternative route out of the immediate development prior to joining the above mention road network.

3. Flood/Water issues.

Having lived in multiple house in the immediate area surrounding the proposed development it is factual to state that local fields, and gardens of dwellings become severely water logged during winter/spring months. The land proposed currently acts as a critical soak up for rain water which travels through local fields. With this land being dug up and used for development all the existing water will be forced into surrounding areas and gardens.

Potentially forcing residents to invest on average £3000 per property in installing additional drainage.

4. Wildlife.

The destruction/pollution of trees, fields and rivers caused by the construction of the house would devastate local wildlife. This area has many different types of wildlife habiting it.

5. Residents.

Directs impact on local residents throughout the construction phase. Noise pollution caused.

Environmental impacts.

Visual impacts.

Regards

Mr M. Ramsden

Good morning,

Re; PRE-APPLICATION PROPOSED LOCAL PLAN
ALLOCATION H5 LAND WEST OF SWINSHAW HALL,
BURNLEY ROAD, LOVECLOUGH.

I'm writing to formally object to the above pre-application. The land is an area of significant beauty, historical significance (as noted in the application) and is not suited to a proposed development of this nature. The land and area is already prone to flooding and the current roads and amenities are not capable of servicing the local population now, never mind with additional developments.

We strongly oppose the development.

Mr and Mrs G Oates

[REDACTED]
[REDACTED]
[REDACTED]

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Disclaimer: To read our email disclaimer please [visit our website](#).

Dear planning. I would like to object to any new building around the Loveclough area. Particularly at Swinshaw. The school is over subscribed every year. The one road to Rawtenstall is congested already, there can be no capacity for 1 extra car on that road. Many years ago a new road was to go behind the already built estates, this never materialised. Barbara Rose [REDACTED].

In respect of the LDP for Rossendale, allocation H5.

We live on Meadows Drive.

We have concerns about **all** of the development that has been proposed and the overall impact along Burnley Road A682 and the surrounding greenbelt.

Our main concerns are as follows:

- We have noticed that traffic on Burnley Road A682 has increased in recent years particularly at peak times. This will increase further as a result of the significant number of new homes proposed, in this locality, in the LDP. I note the application suggest 1 car every 2 minutes will enter/leave the site. However add this to all the other proposed developments and existing housing along Burnley Road, and the impact on traffic flow will be immense particularly as it is the only main road on this side of the valley. We have already seen the mayhem caused when there has been an accident/snow/roadworks and traffic has built up to cause considerable delays and gridlock.
- There are public right of way /footpaths in our local area and the whole valley. These must remain open. There is one down the side of Swinshaw Hall.
- We are very concerned about the environmental impact on wildlife, natural habitats, trees, hedgerows and woodland in the valley due to increased development. We have observed the recent tree felling at a nearby site and we are concerned if this happens at several sites that this could add up to significant loss of mature trees and the species they sustain within the valley. We are concerned that the type of tree which is planted to replace felled trees will not be appropriate to support wildlife in the same way as those lost (native species). We must preserve the hedgerows and dry stone walls which support wildlife but are also a huge part of the heritage and charm of the area.
- Flooding is always a concern in the valley.
- The X43 is the *only* bus service along Burnley Road and as such should not be seen as a selling point to support development along Burnley Road.

Regards,

Deborah Brown and Andrew Morris.

[REDACTED]

Dear Planning Councillors

I write with my concerns as to the New build of industrial units at Newhall Hey to Townsendfold.

My childhood was in a bungalow that my parents built down "The Holme". How can industrial units be built that will have such a massive impact on the rural small community? My mum still lives in her bungalow, and we have had only one letter asking if she would be willing to sell her land. Obviously certain aspects of this build have been pushed through and passed without landowners been asked or even informed until after the event. We noticed this with the apology in the letter from MS Nathalie Davies, head of planning.

The green belt area is used daily by many people, walkers, dog walkers, cyclists, people using the walk to access their place of work. Covid has seen the number of walkers increase dramatically in this area, mainly because of its beauty, its flat and is a direct rout to Rawtenstall without having to walk by a busy road.

The path through from the BRYNBELLA FIELD through to groundwork is now a horrible, muddy, flooding mess. This has been reported, but no one seems to care or wants to accept responsibility for this utter disgraceful mess. Never in my life have I had to wade through a self-made deep running waterway, caused by the industrial units built, the culvert being disturbed and causing erosion of the foot path.

If you look on the "Save Townsendfold Greenbelt" you will see my video. It has been far worse recently. I've seen people turning around as there is no way through the vast amount of water.

I worry if these ugly units are built, the whole area of beauty will be destroyed, people's property's we be devalued.

Would you like to see green field you've looked at for over 50 years be lost to some undistinctive looming buildings?

We have no idea of how far these industrial units will encroach upon people's land and privacy.

What about the pylons, the gas pipe and the water works that are ongoing for the new water pipe line which are all in Turners field? Have these even been taken into consideration?

I really think councillor's need to have a meeting with members of our group, we feel no information is forth coming, then when we do have information, it is a small-time representation we are allowed to reply. An actual plan of how many and just where these industrial units are going to be would be wonderful, although I sadly suspect that no matter what we say of do, this plan will be passed. it's a pity the councilor's who push this through, don't actually have to live looking out at unsightly industrial units.

A bridge over the river Irwell has been mentioned, at a cost of £2 million pounds. WOW,do RBC have that amount of cash to spend on a bridge to access possibly 2 industrial units ?

Another point, covid has closed businesses down do we need more units, possibly to encourage businesses to move into them thus leaving a previously used unit empty?

Screwfix is a large unit that only actually employs 3 people on minimum wages, thats not exactly bringing vast amounts of jobs into the area is it.

Solomons are combining all of their workforce into the new unit at Newhall Hey, therefore leaving their other units empty, do we see a pattern emerging here?

The "Gateway" to Rossendale won't be beautiful green fields, full of fresh air, it will be "Doomsvill" full of dark industrial units. Well done RBC Planning.

I urge you to think about what you are pushing through.

Yours Sincerely

Beverley A Cook (Mrs)

Also representing

Betty Hoyle (Mrs)

Langbrook View

The Holme

Townsendfold

Good morning

I am writing to raise my objections to the above pre-planning application for up to 69 dwellings on land to the west of Swinshaw Hall in Loveclough.

I feel that a development of up to 69 dwellings would not be in keeping with the locality and would cause considerable strain on the infrastructure of the surrounding area.

Burnley Road is an extremely busy road, used by numerous lorries for local businesses, James Killelea in Crawshawbooth and Kenross Containers in Loveclough to name but two, along with buses and cars. School drop off and pick up times are particularly heavy with queues forming through Crawshawbooth centre in both directions; one simple holdup can cause major disruptions. I feel that the number of extra cars this development would bring would only add to the problem especially when the housing development at the old Broadley's site at Reedsholme is also taken into consideration. Local shopping is limited in the area so traffic to and from the town centres and supermarkets would also increase. The condition of the road would suffer as a result of extra traffic and, as the council seems to be struggling to attend to the upkeep of the road at present, this can only have a negative impact on those who would be using it.

The current schools and nurseries in the local vicinity are already struggling to cope with the numbers of children wanting places. The scope for increasing capacity for these schools is limited to say the least. In addition, only one local school is within walking distance so this would add to the traffic issue mentioned above. Is there an intention to build new schools in the area to facilitate the education of the young people living in the new houses?

Similarly, doctors' surgeries and dental practices in the Rawtenstall area are extremely busy and current patients struggle to gain appointments when needed. An influx of people into new houses would see the demand for places increase and the problem will only get worse. Are new doctors' surgeries planned?

Crawshawbooth is already in serious danger of flooding in the winter and spring months. My fear is that additional houses further up the valley will only exacerbate the problem and mean more money has to be spent to 'shore up' the defences around buildings such as the Village Centre in the middle of the village at a considerable cost.

Finally, I fail to see why houses need to be built on green spaces when there are more appropriate 'brown field' areas available. Surely it makes more sense to build on land which has previously been built upon rather than use the precious open land which is indicative of our beautiful valley.

I await your response.

Regards

Christine Smithies



I am objecting to the above Plans because I do not think it will be safe on the roads i.e. Blackthorn Lane, Cowtoot Lane and Lanehead Lane. I live on Croft Street and even now it is sometimes like a racetrack and cars are parked on both sides of the street so no emergency vehicles would get through if needed. This area is an accident waiting to happen. When schoolchildren are going to and from school it is absolute chaos, with cars parked just anywhere. We do not need anymore traffic in this area. Also, what's it going to be like when these houses are being built, with construction traffic. The roads are in a bad enough state now.

There are not enough schools in and around Bacup and the Drs. are already overworked.

Why don't they leave Greenbelt alone and knock down some of the derelict buildings and build houses on there.

Where is all the water, which now soaks into the ground, going to go? The existing drains will not be able to take it.

Mrs. Patricia Simcock,

████████████████████

██████████

████████████████

Dear planning

I am objecting to the planning at Swinshaw Lane Loveclough

The infrastructure can not accommodate any more houses in Loveclough the school and the road are inadequate already.

Lindsay Rose

Dear planning

Please could i object to the proposed development on Swinshaw Lane Loveclough. The amount of cars can not increase by 1 never mind by the hundreds which it will be increased by if all the proposed building should go ahead. Dean Rose [REDACTED]

Mr and Mrs Finn [REDACTED]

February 28th 2021

RE: EL8.009.1 Pre-application information provided by the Landowner for H5

I write to you in relation to the pre-application that has been provided for the land adjacent to Swinshaw Hall. Contrary to pre-application guidance on the Government website which recommends "Pre-application engagement with the community is encouraged" the landowner has shown complete disregard for local residents. No residents have been notified of his intentions and this pre-application information forward with no consultation. This highlights to me that landowner and developer have no intention of collaborating with the local community or care about the impact they are having.

I have read in detail the 178 page document that has been submitted and took great interest in noting not once was the perspective of local residents included. The report has not considered and a huge of increase in traffic on Burnley Road , the noise from the extra traffic and road safety amongst others which will make this an unviable development. The other obvious detail is that Loveclough does not have any facilities to support this new housing. I have expanded my objection in the following points

1. Road Safety

The new development proposes an entrance replacing the current bus stop on Burnley Road. As you will be aware the council has recently approved 80 houses to be built to the west side of Burnley Road (opposite this development). Therefore in a space of less than 200 metres there would be three junctions feeding c.240 houses (480 cars). This is traffic that would all be trying to get on to an existing already very busy Burnley road (the main route from Burnley to Manchester) a 40mph zone. The three junctions being so close would undoubtedly result in congestion and subsequent accidents. How would children be expected to cross the road safely with all this traffic?

Only a couple of weeks ago a car smashed into the traffic island directly outside the proposed new junction showing how unsafe the road already is without this increase in traffic. I live just off Burnley Road on a narrow lane which will make it even more difficult to exit onto Burnley Road.

Living just off Burnley Road the noise of the traffic especially with the larger trucks and buses is very noisy indeed. Couple that with the noise from all of the building works, lorries and then the extra cars from the developments will increase not only the noise pollution but air pollution too.

2. Over development of local area

As mentioned previously the council has already agreed to significant development within the direct vicinity of this housing. This is a rural area that is being significantly over developed and one has to question where this will end?

Loveclough is a village with NO facilities. We do not have a shop let alone doctors. Crawshawbooth School is significantly oversubscribed every year and this development would only add pressure to already overstretched resources in Rossendale.

3. Waterworks

The pre-application states that the waterworks would need to be completely redeveloped to sustain the proposed houses. This if anything proves that the area is being over developed and we would not support any disruption to our water supply. The above points are merely the tip of the iceberg in terms of reasons why this development should not go ahead but given the short notice period that we have been given to react to this (as we were not consulted by the landowner) we hope it is sufficient to stop this development before it goes any further.
Your Faithfully

Elizabeth and John Finn

Sent from my iPad

Re plans for the site:

EL8.015_Actions_15.1__15.2_and_15.6_to_15.10___New_Employment_Sites

I wish to raise an objection to the proposed new development, because it will have a detrimental effect to the area.

C Higginbotham

[REDACTED]

[REDACTED]

Sent from my iPhone

Comments concerning action 10.7, site H39 Proposed Cowtoot Lane estate.

Rajender Singh

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I would like to voice my objections to the above mentioned plans.

8.2 Part of the reason I moved to this area was for the nearness to the current landscape.

8.3 The number of houses proposed will have a significant impact on the usage/ access of my street which is already problematic.

8.6 There is currently a working farm at the top of Gordon Street I don't agree that this should be changed to build houses.

8.7 to 8.10 unknown shallow mine workings will inevitable cause a danger, the cost of the risk assesments needed will drive the overall build cost up making the house prices unviable.

8.11 to 8.13 I have seen in other areas where building or landscaping in areas like this have caused significant damage/problems from surface water to exising properties below them Landgate in Shawforth, Rochdale Road in Britannia and even the cycle path in Shawforth. You can not guarantee that water will not cause damage to properties below this site.

8.14 to 8.16 In my opinion I beleive that the landscape would be damaged significantly by building houses in this area.

8.17 to 8.20 Highway access to this site via Gordon Street, Cowtoot Lane and Blackthorn Lane, these are all essentially single laned roads, as this stands now, this can sometimes be problematic during busier times of day ie. school drop off and collection times. To increase the amount of traffic on these roads to gain access to the site would be extremley dangerous and put all local residents in danger. I dont beleive that any amount of traffic calming measures will make this safe with the increased amount of traffic. It is an accident waiting to happen.

Rajender Singh

Sent from Samsung tablet

Chris Allen pp The Troggs


<http://www.thetroggs.co.uk/>

<https://www.facebook.com/TheTroggsBand>

<https://www.facebook.com/groups/310624065803099/>

----- Forwarded Message -----

From: Chris Allen <rockartistmgmtchris@aol.co.uk>

To: forwardplanning@rossendalebc.co.uk <forwardplanning@rossendalebc.co.uk>

Sent: Sunday, February 28, 2021, 07:56:00 PM GMT

Subject: Townsendfold

Dear sir/Madame.

I wish to make an objection to the plans to build on green land near Townsendfold. This is an area used by many Rossendale residents for 'recreation and exercise and many hundreds, to walk dogs in a safe area. Also provides a scenic entry to the valley for train passengers.

Sincerely

Chris Allen



Chris Allen pp The Troggs


<http://www.thetroggs.co.uk/>

<https://www.facebook.com/TheTroggsBand>

<https://www.facebook.com/groups/310624065803099/>

Mr & Mrs C Turner

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

28 February 2021

Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall. It feels as if the applicants are using the "COVID pandemic" to try to sneak this pre-application information forward with no consultation. This does not fill me with much confidence in the proposal.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are "four landowners". Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The terminology in the document to class land as "degraded" is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. The area is a beautiful rural village, which if this development goes ahead will destroy. The land is not "degraded" it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

"The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development"

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of "free from development"?

In 2019, the field where the access road is proposed, was in the previous local plan and rejected as it was deemed “uneconomical” for development, so I am unclear why dwellings, a roundabout and roads on this land are being proposed and considered. Please can you confirm what has changed since 2019?

Any building on this field where the access road is planned (parallel to Burnley Road) will be liable to flooding as there is a stream and culvert, which regularly floods.

Flood Risk / Drainage

On page 146 Flood Risk and Drainage where it is considered that this is within Flood Zone 1 and this site is not considered to have flooding constraints, the river regularly floods and floods Burnley road, so drainage is a massive issue.

The proposed allocation of 69 houses would have a major impact on draining and flooding, in particular for those living at Broad Ing House, Croft and Cottage and those living opposite on Burnley road. The path between Loveclough park and the site floods regularly and flows on to Burnley road opposite Commercial street. This creates hazardous conditions for passing traffic and pedestrians which will only be exacerbated by this further development.

On page 7 there is a map from 1848 which shows a block of terrace houses on Burnley Road referenced as Union Row. This also shows the land bordering Broad Ing House and Swinshaw Hall was a field, so I am not sure I understand why the fact that there were houses there in another century, justifies re-building in that area. It could be equally argued that the field was here in the previous century and should remain if we are going back to how things may have been in the past, for a decision now. This evidence could be used in support of either argument.

The second map from 1962 also show no houses at the site. This is no surprise with the volume of water which comes from these fields on to the roads, and the fact that the retaining wall has had to be rebuilt on numerous occasions as the volume of water regularly pushes it out.

Can you confirm why the houses were demolished in this area originally?

Was it due to “damp” or subsidence due to the drainage issues etc?

Significant Development in the Area Already Approved

On page 8, the proposal references existing approved development within the direct vicinity of the proposal relating to the 10 dwellings on the site of the Working Mens Club at the corner of Commercial Street and Burnley Road (just across Burnley Road) (Ref H13). There is no consideration of the also approved development of 80 houses on the west side of Burnley Road within the document and the additional impact a further 69 proposed dwellings would have on existing infrastructure, which at best just copes currently, before any of the currently approved developments comes on line. There is **only one access road to Loveclough.**

I note that Rossendale Council had said that this planning was suitable for 47 dwellings potentially, but the proposal already has pushed that up to 69 dwellings, so already pushing the boundaries and no doubt the profit margins for the three applicant parties.

On page 36 and again on page 40 the document comments that the “local road were driven” and “site analysis” was undertaken in April 2020. This means that the report of impact on roads would be severely understated, as at this point the country was under a national lockdown due to COVID and road traffic was at 10% at best of the normal traffic levels and certainly with the schools closed, this isn’t a representative time period to assess the impact.

Local Environment

Section 7.0 Visual Appraisal page 60 of the document reflects VP6 Swinshaw Hall with multiple upper floor and garden views over the central site has – “High Susceptibility”, it is also noted that Vp11 Properties on Broad Ing are also deemed as “high susceptibility”, Have conversations taken place with all parties impacted by this development. There is reference to trees providing some coverage, but these would only be during the summer months, which would leave six months with no protection. All the screening to mitigate the visual receptors appears to be from the direction of Swinshaw Hall and none of the other “High Susceptibility” properties, which is not proportionate or fair.

Proposed Access Road

Looking at the plan for the layout of the access road, there is a significant risk that vehicles accessing the road at night, the headlights would shine directly into the front of properties on Broad Ing and the back of the School House. This would impact significantly on the occupiers of the building and would impact on their health and well-being.

Have the privacy issues of the existing dwellings been considered as the cars would be able to see into these properties, resulting in a loss of privacy.

Is there consideration of providing access at the bottom of Goodshaw Lane by widening the road here and providing an access point at the bottom of this road.

Wildlife and Environment Impacts

The development will have a major impact on the wildlife in the area, with bats, badgers, foxes and deer all living within the proposed development sites. The field owned by David and Diana Isherwood is so boggy that it is largely untouched by people and wildlife are living in a haven currently, untouched by human intervention.

Population Considerations

The proposal is to build 69 houses across the two fields and facing on to Burnley Road. This which would equate to 276 additional people based on an assumption of 4 residents in a dwelling and 138 additional cars, based on 2 per household.

This planning application does not consider the already planned development on the west side of Burnley Road (opposite this development), which is the building of an additional 80 houses, which will have a massive impact on the road infrastructure, educational and health

needs of the population. This will have a significant impact on the local area, before this development commences.

There is substantial housing estate across the Valley which is empty. Has the Council explored using this estate and renovating existing buildings as opposed to continually choosing to destroy the beauty of the Valley by building more homes, whilst significant building stock is left to sit empty and start to fall into disrepair?

There were c 5,000 empty properties across the Valley. I would be interested to know the number currently.

Driver Visibility

The proposal on Page 10 states

“The masterplan produced by TPM landscapes demonstrates that visibility splays of 2.4m x 90m (in both directions to nearest kerb lines) can be achieved at a new site access junction with Burnley Road.”

As states above there is no consideration of the additional 80 houses and the impact on the roads and the further impact of this proposal. There will be three junctions feeding a large number of houses if the planned developments all proceed as per the local plan with 239 additional dwellings in Loveclough, plus further developments already going ahead on Burnley road including Woodside. Excluding Woodside, this would be an additional 480 cars in Loveclough within a 100-yard stretch of road. Commercial Street has significant dwellings and vehicles existing, plus there is a large housing estate at the bottom of Commercial Street. With the already 10 approved new houses, and this proposal of a further 69 increases the traffic significantly. This traffic would be trying to get on to a very busy Burnley Road, the main route from Burnley to Manchester which accommodates significant HGV traffic currently. This road is also a 40mph road.

The three junctions so close together would create additional congestion and would be creating an accident black spot. Crossing the road safely is a significant issue.

There have been numerous near misses especially with a blind corner within 400m of the proposed additional junction.

As a regular driver on Burnley Road I am very concerned by this impact.

The number of cars which park on the road and double parking has significantly increased over the last 12 years, with most houses having 2 cars and no parking. Although the plans would provide for parking, there are no guarantees that in periods of inclement weather, when the access roads are not safe that people will not leave their cars on Burnley Road. This is certainly the case currently and impacts on driver visibility and access to Burnley Road.

Page 10 of the report highlights that 69 dwellings will result in the generation of 295 trips on average a day. If these were families, there would be at least 4 vehicle trips per day just taking and collecting from a primary school in the valley. This assumes that there is one vehicle per household, this is a flawed assumption as most dwellings have at least two cars. I do not believe that Burnley road and Rawtenstall roundabout can cope with the amount of traffic that the proposed plan will create. The journey from Loveclough to Rawtenstall should take no more than 10 minutes in a car, but yet it takes up to 25 minutes currently in

rush hour, and this is before the impact of an additional 180 cars from the already approved developments of 90 dwellings. The proposed plan will result in a further 138 extra cars using Burnley Road. There is no consideration within the document of the development further down Burnley Road on the old Broadleys site which is the Woodside development undertaken by Taylor Wimpey. This development will add a further 97 individual dwellings with parking for 193 additional cars. Again, the impact on Burnley Road and the impact on Loveclough has not been considered and this again will add to congestion, delays and pollution to the area and it is the **ONLY** access road in or out of Loveclough, there are no alternative routes.

Dwellings to be Provided

I would like to know if the “off-market” discussions with builders has identified the types of houses to be proposed. I note that Rossendale Borough Council when speaking to residents when the plans were being discussed relating the approved development of 80 houses had confirmed that “the valley had plenty of 3 and 4 bedroom houses and this building stock wasn’t required”. I would like to understand the ratio of houses and the affordable housing which is referenced on page 13 as part of the draft policy for Swinshaw Hall.

Impact on Public Services: School provision

The document on page 14 mentions a “contribution towards increased school provision within the area (if identified as necessary)”. I would feel that this would be necessary both for Crawshawbooth primary and for impact on the local secondary school which is Alder Grange.

Crawshawbooth primary school is already operating at capacity as is Alder Grange school, with both schools being over-subscribed within the existing catchment area and residents. Although there is no obligation to build a school if there are places within the Valley, I would like to know the current demand for school places compared to the population demographics and what impact this development has?

If the developer chose to do works on the existing school site, for instance adding an additional floor to accommodate the demand for school places, then can you outline the proposal for how this is done without impacting on the functioning of the school and disrupting the education of our children, which has been significantly disrupted over the last 12 months of the pandemic.

Impact on Public Services: GP and Dental Services

The proposal does not offer to contribute to either primary care services or dental services, of which the closest are in Rawtenstall. These developments in totality need to ensure that the services can accommodate the new residents. Has the Council considered this?

Quaker Burial Ground

The document references the Quaker burial ground – this needs to be commissioned independently and if there is a burial ground it needs to be respected as such and left untouched.

Parking in Crawshawbooth

On page 15 the document states it will “identify and contribute to parking solutions within the local centre”. This financial contribution will need to be significant as would involve

significant works to create parking on what is a very built up area i.e. purchase and demolition of existing buildings and making good a site.

Section 106 monies

Can you tell me the % and value of section 106 monies to be levied on this development and how these are to be used as the document talks about contributions “if required”, given the economic climate and the austerity measures this funding would be essential for the area and should not be seen as discretionary.

Investment

Page 130 of the document states that this development “will represent a significant private sector investment and result in the creation of additional direct and indirect employment both during and after the development”. Can you confirm that the home builders who have been having discussions with the applicants are not national builders and are local only, otherwise the roads will be even busier as workforce travel into the area in order to work. I would also like to understand what long-term jobs there are after this development?

Land Preservation

On page 130 it talks about protecting the land immediately to the west of Swinshaw Hall – is this the field opposite Broad Ing? So, can Rossendale Borough Council guarantee that there will be no further development considered in this area?

I would also like a formal response on all the issues raised.

This should be counted as 2 objections as it comes from both individuals named who have signed it.

Yours sincerely,

Sally and Christopher Turner

Mr & Mrs C Turner

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

28 February 2021

Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall. It feels as if the applicants are using the "COVID pandemic" to try to sneak this pre-application information forward with no consultation. This does not fill me with much confidence in the proposal.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are "four landowners". Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The terminology in the document to class land as "degraded" is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. The area is a beautiful rural village, which if this development goes ahead will destroy. The land is not "degraded" it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

"The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development"

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of "free from development"?

In 2019, the field where the access road is proposed, was in the previous local plan and rejected as it was deemed “uneconomical” for development, so I am unclear why dwellings, a roundabout and roads on this land are being proposed and considered. Please can you confirm what has changed since 2019?

Any building on this field where the access road is planned (parallel to Burnley Road) will be liable to flooding as there is a stream and culvert, which regularly floods.

Flood Risk / Drainage

On page 146 Flood Risk and Drainage where it is considered that this is within Flood Zone 1 and this site is not considered to have flooding constraints, the river regularly floods and floods Burnley road, so drainage is a massive issue.

The proposed allocation of 69 houses would have a major impact on draining and flooding, in particular for those living at Broad Ing House, Croft and Cottage and those living opposite on Burnley road. The path between Loveclough park and the site floods regularly and flows on to Burnley road opposite Commercial street. This creates hazardous conditions for passing traffic and pedestrians which will only be exacerbated by this further development.

On page 7 there is a map from 1848 which shows a block of terrace houses on Burnley Road referenced as Union Row. This also shows the land bordering Broad Ing House and Swinshaw Hall was a field, so I am not sure I understand why the fact that there were houses there in another century, justifies re-building in that area. It could be equally argued that the field was here in the previous century and should remain if we are going back to how things may have been in the past, for a decision now. This evidence could be used in support of either argument.

The second map from 1962 also show no houses at the site. This is no surprise with the volume of water which comes from these fields on to the roads, and the fact that the retaining wall has had to be rebuilt on numerous occasions as the volume of water regularly pushes it out.

Can you confirm why the houses were demolished in this area originally?

Was it due to “damp” or subsidence due to the drainage issues etc?

Significant Development in the Area Already Approved

On page 8, the proposal references existing approved development within the direct vicinity of the proposal relating to the 10 dwellings on the site of the Working Mens Club at the corner of Commercial Street and Burnley Road (just across Burnley Road) (Ref H13). There is no consideration of the also approved development of 80 houses on the west side of Burnley Road within the document and the additional impact a further 69 proposed dwellings would have on existing infrastructure, which at best just copes currently, before any of the currently approved developments comes on line. There is **only one access road to Loveclough.**

I note that Rossendale Council had said that this planning was suitable for 47 dwellings potentially, but the proposal already has pushed that up to 69 dwellings, so already pushing the boundaries and no doubt the profit margins for the three applicant parties.

On page 36 and again on page 40 the document comments that the “local road were driven” and “site analysis” was undertaken in April 2020. This means that the report of impact on roads would be severely understated, as at this point the country was under a national lockdown due to COVID and road traffic was at 10% at best of the normal traffic levels and certainly with the schools closed, this isn’t a representative time period to assess the impact.

Local Environment

Section 7.0 Visual Appraisal page 60 of the document reflects VP6 Swinshaw Hall with multiple upper floor and garden views over the central site has – “High Susceptibility”, it is also noted that Vp11 Properties on Broad Ing are also deemed as “high susceptibility”, Have conversations taken place with all parties impacted by this development. There is reference to trees providing some coverage, but these would only be during the summer months, which would leave six months with no protection. All the screening to mitigate the visual receptors appears to be from the direction of Swinshaw Hall and none of the other “High Susceptibility” properties, which is not proportionate or fair.

Proposed Access Road

Looking at the plan for the layout of the access road, there is a significant risk that vehicles accessing the road at night, the headlights would shine directly into the front of properties on Broad Ing and the back of the School House. This would impact significantly on the occupiers of the building and would impact on their health and well-being.

Have the privacy issues of the existing dwellings been considered as the cars would be able to see into these properties, resulting in a loss of privacy.

Is there consideration of providing access at the bottom of Goodshaw Lane by widening the road here and providing an access point at the bottom of this road.

Wildlife and Environment Impacts

The development will have a major impact on the wildlife in the area, with bats, badgers, foxes and deer all living within the proposed development sites. The field owned by David and Diana Isherwood is so boggy that it is largely untouched by people and wildlife are living in a haven currently, untouched by human intervention.

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The three junctions so close together would create additional congestion and would be creating an accident black spot. Crossing the road safely is a significant issue.

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rush hour, and this is before the impact of an additional 180 cars from the already approved developments of 90 dwellings. The proposed plan will result in a further 138 extra cars using Burnley Road. There is no consideration within the document of the development further down Burnley Road on the old Broadleys site which is the Woodside development undertaken by Taylor Wimpey. This development will add a further 97 individual dwellings with parking for 193 additional cars. Again, the impact on Burnley Road and the impact on Loveclough has not been considered and this again will add to congestion, delays and pollution to the area and it is the **ONLY** access road in or out of Loveclough, there are no alternative routes.

Dwellings to be Provided

I would like to know if the “off-market” discussions with builders has identified the types of houses to be proposed. I note that Rossendale Borough Council when speaking to residents when the plans were being discussed relating the approved development of 80 houses had confirmed that “the valley had plenty of 3 and 4 bedroom houses and this building stock wasn’t required”. I would like to understand the ratio of houses and the affordable housing which is referenced on page 13 as part of the draft policy for Swinshaw Hall.

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The document on page 14 mentions a “contribution towards increased school provision within the area (if identified as necessary)”. I would feel that this would be necessary both for Crawshawbooth primary and for impact on the local secondary school which is Alder Grange.

Crawshawbooth primary school is already operating at capacity as is Alder Grange school, with both schools being over-subscribed within the existing catchment area and residents. Although there is no obligation to build a school if there are places within the Valley, I would like to know the current demand for school places compared to the population demographics and what impact this development has?

If the developer chose to do works on the existing school site, for instance adding an additional floor to accommodate the demand for school places, then can you outline the proposal for how this is done without impacting on the functioning of the school and disrupting the education of our children, which has been significantly disrupted over the last 12 months of the pandemic.

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The proposal does not offer to contribute to either primary care services or dental services, of which the closest are in Rawtenstall. These developments in totality need to ensure that the services can accommodate the new residents. Has the Council considered this?

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significant works to create parking on what is a very built up area i.e. purchase and demolition of existing buildings and making good a site.

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Can you tell me the % and value of section 106 monies to be levied on this development and how these are to be used as the document talks about contributions “if required”, given the economic climate and the austerity measures this funding would be essential for the area and should not be seen as discretionary.

Investment

Page 130 of the document states that this development “will represent a significant private sector investment and result in the creation of additional direct and indirect employment both during and after the development”. Can you confirm that the home builders who have been having discussions with the applicants are not national builders and are local only, otherwise the roads will be even busier as workforce travel into the area in order to work. I would also like to understand what long-term jobs there are after this development?

Land Preservation

On page 130 it talks about protecting the land immediately to the west of Swinshaw Hall – is this the field opposite Broad Ing? So, can Rossendale Borough Council guarantee that there will be no further development considered in this area?

I would also like a formal response on all the issues raised.

This should be counted as 2 objections as it comes from both individuals named who have signed it.

Yours sincerely,

Sally and Christopher Turner

Mr J Norris

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

27 February 2021

Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5 Swinshaw Hall

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall. The pre-application guidance on the Government website which recommends that “pre-application engagement with the community is encouraged”, the applicants have shown complete disregard for local residents and used the “COVID pandemic” to try to sneak this pre-application information forward with no consultation. This does not fill me with much confidence with the proposal as it disregards the impact on the community and existing residents, this doesn’t bode well for any collaboration / engagement with the community going forwards on any proposals if they were to progress.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are “four landowners”. Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the Rossendale Council website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

I have read the 178-page pre-application document and I chose to live in this area due to the beautiful views and countryside, as opposed to built up residential areas such as Waterfoot where I grew up. I must state that the document is not easy to read and doesn’t follow any “plain English” guidance, making it incredibly difficult for the reader. The plans do not map individual areas very well, so through this letter I have articulated the areas referenced as best I can.

The terminology in the document to class land as “degraded” is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. I find the area I live in an area of natural beauty and rural, which if this development goes ahead will destroy. The land is not “degraded” it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

“The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development”

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of “free from development”?

In 2019, the field where the access road is proposed, was in the previous local plan and rejected as it was deemed “uneconomical” for development, so I am unclear why dwellings, a roundabout and roads on this land are being proposed and considered. Please can you confirm what has changed since 2019?

Any building on this field where the access road is planned (parallel to Burnley Road) will be liable to flooding as there is a stream and culvert, which regularly floods, I note the pictures included in the proposal were taken during good weather, and I can provide evidence of flooding gained over a number of years. The trees in the field bordering Broad Ings are also subject to a Tree Preservation Order. The field adjacent to Loveclough Park owned by David and Diana Isherwood has only been cut once in 12 years due to the bogginess of the site, with a tractor getting stuck in the field during the height of summer in 2020, even after a sustained period of dry weather.

Flood Risk / Drainage

On page 146 Flood Risk and Drainage where it is considered that this is within Flood Zone 1 and this site is not considered to have flooding constraints, the river regularly floods and floods Burnley road, so drainage is a massive issue.

As mentioned above the site at the top of Broad Ings has significant drainage issues. There is a stream running parallel to the Broad Ing private drive which comprises of two other streams one which runs from within the field where the proposed development is and another which runs horizontally down from Swinshaw Hall to Broad Ing. I note the pictures and the documents do not highlight this water flow and have been taken during the summer months.

The proposed allocation of 69 houses would have a major impact on draining and flooding, in particular for those living at Broad Ing House, Croft and Cottage and those living opposite on Burnley road. The path between Loveclough park and the site floods regularly and flows on to Burnley road opposite Commercial street. This creates hazardous conditions for passing traffic and pedestrians which will only be exacerbated by this further development.

The following pictures show the stream running parallel to Broad Ing private drive and the impact on Burnley Road of the water running from the proposed development sites at the top of Broad Ing.





On page 7 there is a map from 1848 which shows a block of terrace houses on Burnley Road referenced as Union Row. This also shows the land bordering Broad Ing House and Swinshaw Hall was a field, so I am not sure I understand why the fact that there were houses there in another century, justifies re-building in that area. It could be equally argued that the field was here in that period and should remain now, if we are going back to how things may have been in the past, for a decision now. This evidence could be used in support of either argument.

The second map from 1962 also show no houses at the site. This is no surprise with the volume of water which comes from these fields on to the roads, and the fact that the retaining wall has had to be rebuilt on numerous occasions as the volume of water regularly pushes it out.

Can you confirm why the houses were demolished in this area originally?
Was it due to “damp” or subsidence due to the drainage issues etc?

The following picture provides evidence of the water on the road after a dry period, as can be seen from the picture, the wall which was redone over the last 2 years has started to move again.



The following picture below provides evidence of the dangerous situation to both pedestrians and vehicles during the winter period when it freezes.



Significant Development in the Area Already Approved

On page 8, the proposal references existing approved development within the direct vicinity of the proposal relating to the 10 dwellings on the site of the Working Mens Club at the corner of Commercial Street and Burnley Road (just across Burnley Road) (Ref H13). There is no consideration of the also approved development of 80 houses on the west side of Burnley Road within the document and the additional impact a further 69 proposed dwellings would have on existing infrastructure, which at best just copes currently, before any of the currently approved developments comes on line. There is **only one access road to Loveclough.**

I note that Rossendale Council had said that this planning was suitable for 47 dwellings potentially, but the proposal already has pushed that up to 69 dwellings, so already pushing the boundaries and no doubt the profit margins for the three applicant parties.

On page 36 and again on page 40 the document comments that the “local road were driven” and “site analysis” was undertaken in April 2020. This means that the report of impact on roads would be severely understated, as at this point the country was under a national lockdown due to COVID and road traffic was at 10% at best of the normal traffic levels and certainly with the schools closed, this isn't a representative time period to assess the impact.

I live in [REDACTED] and was disappointed to see in the document [REDACTED] that a picture was taken off our shared private drive, with out any consultation / discussion / agreement with residents of Broad Ing Cottage or Croft, who are parties to the shared drive.

Local Environment

Section 7.0 Visual Appraisal page 60 of the document reflects VP6 Swinshaw Hall with multiple upper floor and garden views over the central site has – “High Susceptibility”, it is also noted that Vp11 Properties on Broad Ing are also deemed as “high susceptibility”, but I note that no conversations have taken place with myself or the neighbours in Broad Ing Croft, unlike the residents of Swinshaw Hall. It seems that steps are being taken to protect Swinshaw Hall, but no steps are being taken for the residents on Broad Ing. There is reference to trees providing some coverage, but these would only be during the summer months, which would leave six months with no protection. All the screening to mitigate the visual receptors appears to be from the direction of Swinshaw Hall and none of the other “High Susceptibility” properties, which is not proportionate or fair.

Section 7.4 on page 61 comments that

“generally views are restricted and often oblique or from upper floor windows. The quality of the view is often ordinary as detracting elements are common even when the views include distant hills. The sensitivity is generally Medium or Medium/High and elevated to high for Swinshaw Hall to reflect its historic value and its views over open sections of the countryside”

As I live in Broad Ing Cottage I refute this statement. The views I have are amazing and not just from top floors it is from the house generally. I can see Swinshaw Hall for at least 6 months of the year, and when the trees are in leaf the beauty of the fields and the livestock in them amazing and the reason I paid a high price for my property, which is now going to be devalued.

Please note that the applicants in Broad Ing House, have limited views due to the reduced number of windows and visibility of this aspect, unlike the residents of Broad Ing Croft and Broad Ing Cottage who have ground floor views. I would like consultation on this assumption as I believe it is flawed.

The following pictures I believe are far from an ordinary view, which can be seen from my front door step, my large ground floor barn window and the window to the front aspect of my property. These contradict the assumptions in the pre-planning document.





Page 79 which is the road I currently live on, I don't agree with the terminology that the land is degraded and then the note cuts off mid-sentence – I would like to see the remainder of what is said in here as it is currently hidden in the submitted document..

Proposed Access Road

Looking at the plan for the layout of the access road, there is a significant risk that vehicles accessing the road at night, the headlights would shine directly into the front of properties on Broad Ing and the back of the School House. This would impact significantly on the occupiers of the building and would impact on their health and well-being.

There will be a significant impact on Broad Ing with both houses and the access road so close to the private drive. Is there consideration of alternative access roads, as the current position will increase pollution, road noise with an additional 138 cars passing our homes daily and more than once a day. Any cars passing our house would be able to see into the house. This results in a loss of much valued privacy. Is there consideration of providing access at the bottom of Goodshaw Lane by widening the road here and providing an access point at the bottom of this road.

Wildlife and Environment

The development will have a major impact on the wildlife in the area, with bats being seen every evening in the field in front of Broad Ing Cottage, Croft and House. There is a badger family living in the field where the access road is proposed. I would like to see the results of the wildlife assessment as the field owned by David and Diana Isherwood is so boggy that it is largely untouched by people and wildlife are living in a haven currently, untouched by human intervention.

The below is a picture of wildlife in my garden, I also have a wildlife camera which has recorded numerous sightings of badgers, foxes and deer. At dusk I am an avid watcher of the local bat population around our residence.



Population Considerations

The proposal is to build 69 houses across the two fields and facing on to Burnley Road. This which would equate to 276 additional people based on an assumption of 4 residents in a dwelling and 138 additional cars, based on 2 per household.

This planning application does not consider the already planned development on the west side of Burnley Road (opposite this development), which is the building of an additional 80 houses, which will have a massive impact on the road infrastructure, educational and health needs of the population. This will have a significant impact on the local area, before this development commences.

There is substantial housing estate across the Valley which is empty. Has the Council explored using this estate and renovating existing buildings as opposed to continually choosing to destroy the beauty of the Valley by building more homes, whilst significant building stock is left to sit empty and start to fall into disrepair?

Investment in this area would be better for the carbon footprint of the Council and would represent significant value for money, providing affordable, sustainable housing without destroying the beauty of the Valley. There were c 5,000 empty properties across the Valley. I would be interested to know the number currently and I am happy to ask for this information under the Freedom of Information (FOI) legislation.

Driver Visibility

The proposal on Page 10 states

“The masterplan produced by TPM landscapes demonstrates that visibility splays of 2.4m x 90m (in both directions to nearest kerb lines) can be achieved at a new site access junction with Burnley Road.”

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The three junctions so close together would create additional congestion and would be creating an accident black spot. Crossing the road safely is a significant issue.

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The number of cars which park on the road and double parking has significantly increased over the last 12 years I have lived here, with most houses having 2 cars and no parking. Although the plans would provide for parking, there are no guarantees that in periods of inclement weather, when the access roads are not safe that people will not leave their cars on Burnley Road. This is certainly the case currently and impacts on driver visibility and access to Burnley Road.

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Dwellings to be Provided

I would like to know if the “off-market” discussions with builders has identified the types of houses to be proposed. I note that Rossendale Borough Council when speaking to residents when the plans were being discussed relating the approved development of 80 houses had confirmed that “the valley had plenty of 3 and 4 bedroom houses and this building stock wasn’t required”. I would like to understand the ratio of houses and the affordable housing which is referenced on page 13 as part of the draft policy for Swinshaw Hall.

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Crawshawbooth primary school is already operating at capacity as is Alder Grange school, with both schools being over-subscribed within the existing catchment area and residents. Although there is no obligation to build a school if there are places within the Valley, I would like to know the current demand for school places compared to the population demographics and what impact this development has?

Given the financial crisis facing local government and Lancashire County Council due to the COVID pandemic there would be a need to not just contribute to the school, but to re-build or re-provide a purpose-built building which could accommodate the increased demand. There would may also be a need to contribute in the short-term to the running costs until the Council austerity measures are completed.

If the developer chose to do works on the existing school site, for instance adding an additional floor to accommodate the demand for school places, then can you outline the proposal for how this is done without impacting on the functioning of the school and disrupting the education of our children, which has been significantly disrupted over the last 12 months of the pandemic.

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Quaker Burial Ground

The document references the Quaker burial ground – this needs to be commissioned independently and if there is a burial ground it needs to be respected as such and left untouched.

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On page 15 the document states it will “identify and contribute to parking solutions within the local centre”. This financial contribution will need to be significant as would involve significant works to create parking on what is a very built up area i.e. purchase and demolition of existing buildings and making good a site.

Section 106 monies

Can you tell me the percentage and value of section 106 monies to be levied on this development and how these are to be used as the document talks about contributions “if required”, given the economic climate and the austerity measures this funding would be essential for the area and should not be seen as discretionary.

Investment

Page 130 of the document states that this development “will represent a significant private sector investment and result in the creation of additional direct and indirect employment both during and after the development”. Can you confirm that the home builders who have been having discussions with the applicants are not national builders and are local only, otherwise the roads will be even busier as workforce travel into the area in order to work. I would also like to understand what long-term jobs there are after this development?

Land Preservation

On page 130 it talks about protecting the land immediately to the west of Swinshaw Hall – is this the field opposite Broad Ing? So, can Rossendale Borough Council guarantee that there will be no further development considered in this area?

The above points are an example of the issues and it is disappointing that this proposal is trying to sneak through under the radar of residents of Loveclough, without due consultation and appropriate debate and the chance for the local community to have their say. We have not been consulted by the landowners and would like confirmation from Rossendale Council that this proposal will not proceed.

Yours sincerely,

Jason Norris

Miss K Abbott

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

27 February 2021

Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5 Swinshaw Hall

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall. The pre-application guidance on the Government website which recommends that “pre-application engagement with the community is encouraged”, the applicants have shown complete disregard for local residents and used the “COVID pandemic” to try to sneak this pre-application information forward with no consultation. This does not fill me with much confidence with the proposal as it disregards the impact on the community and existing residents, this doesn’t bode well for any collaboration / engagement with the community going forwards on any proposals if they were to progress.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are “four landowners”. Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the Rossendale Council website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

I have read the 178-page pre-application document and I chose to live in this area due to the beautiful views and countryside, as opposed to built up residential areas such as Waterfoot where I grew up. I must state that the document is not easy to read and doesn’t follow any “plain English” guidance, making it incredibly difficult for the reader. The plans do not map individual areas very well, so through this letter I have articulated the areas referenced as best I can.

The terminology in the document to class land as “degraded” is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. I find the area I live in an area of natural beauty and rural, which if this development goes ahead will destroy. The land is not “degraded” it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

“The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development”

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of “free from development”?

In 2019, the field where the access road is proposed, was in the previous local plan and rejected as it was deemed “uneconomical” for development, so I am unclear why dwellings, a roundabout and roads on this land are being proposed and considered. Please can you confirm what has changed since 2019?

Any building on this field where the access road is planned (parallel to Burnley Road) will be liable to flooding as there is a stream and culvert, which regularly floods, I note the pictures included in the proposal were taken during good weather, and I can provide evidence of flooding gained over a number of years. The trees in the field bordering Broad Ings are also subject to a Tree Preservation Order. The field adjacent to Loveclough Park owned by David and Diana Isherwood has only been cut once in 12 years due to the bogginess of the site, with a tractor getting stuck in the field during the height of summer in 2020, even after a sustained period of dry weather.

Flood Risk / Drainage

On page 146 Flood Risk and Drainage where it is considered that this is within Flood Zone 1 and this site is not considered to have flooding constraints, the river regularly floods and floods Burnley road, so drainage is a massive issue.

As mentioned above the site at the top of Broad Ings has significant drainage issues. There is a stream running parallel to the Broad Ing private drive which comprises of two other streams one which runs from within the field where the proposed development is and another which runs horizontally down from Swinshaw Hall to Broad Ing. I note the pictures and the documents do not highlight this water flow and have been taken during the summer months.

The proposed allocation of 69 houses would have a major impact on draining and flooding, in particular for those living at Broad Ing House, Croft and Cottage and those living opposite on Burnley road. The path between Loveclough park and the site floods regularly and flows on to Burnley road opposite Commercial street. This creates hazardous conditions for passing traffic and pedestrians which will only be exacerbated by this further development.

The following pictures show the stream running parallel to Broad Ing private drive and the impact on Burnley Road of the water running from the proposed development sites at the top of Broad Ing.





On page 7 there is a map from 1848 which shows a block of terrace houses on Burnley Road referenced as Union Row. This also shows the land bordering Broad Ing House and Swinshaw Hall was a field, so I am not sure I understand why the fact that there were houses there in another century, justifies re-building in that area. It could be equally argued that the field was here in that period and should remain now, if we are going back to how things may have been in the past, for a decision now. This evidence could be used in support of either argument.

The second map from 1962 also show no houses at the site. This is no surprise with the volume of water which comes from these fields on to the roads, and the fact that the retaining wall has had to be rebuilt on numerous occasions as the volume of water regularly pushes it out.

Can you confirm why the houses were demolished in this area originally?
Was it due to “damp” or subsidence due to the drainage issues etc?

The following picture provides evidence of the water on the road after a dry period, as can be seen from the picture, the wall which was redone over the last 2 years has started to move again.



The following picture below provides evidence of the dangerous situation to both pedestrians and vehicles during the winter period when it freezes.



Significant Development in the Area Already Approved

On page 8, the proposal references existing approved development within the direct vicinity of the proposal relating to the 10 dwellings on the site of the Working Mens Club at the corner of Commercial Street and Burnley Road (just across Burnley Road) (Ref H13). There is no consideration of the also approved development of 80 houses on the west side of Burnley Road within the document and the additional impact a further 69 proposed dwellings would have on existing infrastructure, which at best just copes currently, before any of the currently approved developments comes on line. There is **only one access road to Loveclough.**

I note that Rossendale Council had said that this planning was suitable for 47 dwellings potentially, but the proposal already has pushed that up to 69 dwellings, so already pushing the boundaries and no doubt the profit margins for the three applicant parties.

On page 36 and again on page 40 the document comments that the “local road were driven” and “site analysis” was undertaken in April 2020. This means that the report of impact on roads would be severely understated, as at this point the country was under a national lockdown due to COVID and road traffic was at 10% at best of the normal traffic levels and certainly with the schools closed, this isn't a representative time period to assess the impact.

I live in [REDACTED] and was disappointed to see in the document on [REDACTED] that a picture was taken off our shared private drive, with out any consultation / discussion / agreement with residents of Broad Ing Cottage or Croft, who are parties to the shared drive.

Local Environment

Section 7.0 Visual Appraisal page 60 of the document reflects VP6 Swinshaw Hall with multiple upper floor and garden views over the central site has – “High Susceptibility”, it is also noted that Vp11 Properties on Broad Ing are also deemed as “high susceptibility”, but I note that no conversations have taken place with myself or the neighbours in Broad Ing Croft, unlike the residents of Swinshaw Hall. It seems that steps are being taken to protect Swinshaw Hall, but no steps are being taken for the residents on Broad Ing. There is reference to trees providing some coverage, but these would only be during the summer months, which would leave six months with no protection. All the screening to mitigate the visual receptors appears to be from the direction of Swinshaw Hall and none of the other “High Susceptibility” properties, which is not proportionate or fair.

Section 7.4 on page 61 comments that

“generally views are restricted and often oblique or from upper floor windows. The quality of the view is often ordinary as detracting elements are common even when the views include distant hills. The sensitivity is generally Medium or Medium/High and elevated to high for Swinshaw Hall to reflect its historic value and its views over open sections of the countryside”

As I live in [REDACTED] I refute this statement. The views I have are amazing and not just from top floors it is from the house generally. I can see Swinshaw Hall for at least 6 months of the year, and when the trees are in leaf the beauty of the fields and the livestock in them amazing and the reason I paid a high price for my property, which is now going to be devalued.

Please note that the applicants in Broad Ing House, have limited views due to the reduced number of windows and visibility of this aspect, unlike the residents of Broad Ing Croft and Broad Ing Cottage who have ground floor views. I would like consultation on this assumption as I believe it is flawed.

The following pictures I believe are far from an ordinary view, which can be seen from my front door step, my large ground floor barn window and the window to the front aspect of my property. These contradict the assumptions in the pre-planning document.





Page 79 which is the road I currently live on, I don't agree with the terminology that the land is degraded and then the note cuts off mid-sentence – I would like to see the remainder of what is said in here as it is currently hidden in the submitted document..

Proposed Access Road

Looking at the plan for the layout of the access road, there is a significant risk that vehicles accessing the road at night, the headlights would shine directly into the front of properties on Broad Ing and the back of the School House. This would impact significantly on the occupiers of the building and would impact on their health and well-being.

There will be a significant impact on Broad Ing with both houses and the access road so close to the private drive. Is there consideration of alternative access roads, as the current position will increase pollution, road noise with an additional 138 cars passing our homes daily and more than once a day. Any cars passing our house would be able to see into the house. This results in a loss of much valued privacy. Is there consideration of providing access at the bottom of Goodshaw Lane by widening the road here and providing an access point at the bottom of this road.

Wildlife and Environment

The development will have a major impact on the wildlife in the area, with bats being seen every evening in the field in front of Broad Ing Cottage, Croft and House. There is a badger family living in the field where the access road is proposed. I would like to see the results of the wildlife assessment as the field owned by David and Diana Isherwood is so boggy that it is largely untouched by people and wildlife are living in a haven currently, untouched by human intervention.

The below is a picture of wildlife in my garden, I also have a wildlife camera which has recorded numerous sightings of badgers, foxes and deer. At dusk I am an avid watcher of the local bat population around our residence.



Population Considerations

The proposal is to build 69 houses across the two fields and facing on to Burnley Road. This which would equate to 276 additional people based on an assumption of 4 residents in a dwelling and 138 additional cars, based on 2 per household.

This planning application does not consider the already planned development on the west side of Burnley Road (opposite this development), which is the building of an additional 80 houses, which will have a massive impact on the road infrastructure, educational and health needs of the population. This will have a significant impact on the local area, before this development commences.

There is substantial housing estate across the Valley which is empty. Has the Council explored using this estate and renovating existing buildings as opposed to continually choosing to destroy the beauty of the Valley by building more homes, whilst significant building stock is left to sit empty and start to fall into disrepair? Investment in this area would be better for the carbon footprint of the Council and would represent significant value for money, providing affordable, sustainable housing without destroying the beauty of the Valley. There were c 5,000 empty properties across the Valley. I would be interested to know the number currently and I am happy to ask for this information under the Freedom of Information (FOI) legislation.

Driver Visibility

The proposal on Page 10 states

“The masterplan produced by TPM landscapes demonstrates that visibility splays of 2.4m x 90m (in both directions to nearest kerb lines) can be achieved at a new site access junction with Burnley Road.”

As states above there is no consideration of the additional 80 houses and the impact on the roads and the further impact of this proposal. There will be three junctions feeding a large number of houses if the planned developments all proceed as per the local plan with 239 additional dwellings in Loveclough, plus further developments already going ahead on Burnley road including Woodside. Excluding Woodside, this would be an additional 480 cars in Loveclough within a 100-yard stretch of road. Commercial Street has significant dwellings and vehicles existing, plus there is a large housing estate at the bottom of Commercial Street. With the already 10 approved new houses, and this proposal of a further 69 increases the traffic significantly. This traffic would be trying to get on to a very busy Burnley Road, the main route from Burnley to Manchester which accommodates significant HGV traffic currently. This road is also a 40mph road.

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Given the financial crisis facing local government and Lancashire County Council due to the COVID pandemic there would be a need to not just contribute to the school, but to re-build or re-provide a purpose-built building which could accommodate the increased demand. There would may also be a need to contribute in the short-term to the running costs until the Council austerity measures are completed.

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Yours sincerely,

Kaye Abbott

Mr and Mrs Weir

[REDACTED]

[REDACTED]

[REDACTED]

28th February 2021

RE: EL8.009.1 Pre-application information provided by the Landowner for H5

I am writing to you in response to the pre-application for the land adjacent to Swinshaw Hall. This has only come to my attention recently and seems to be an intentionally discreet and furtive tactic to submit this application without anyone knowing. This is in direct contravention to the pre-application guidance on the Government website which recommends "Pre-application engagement with the community is encouraged". This has not been the case and seems that the landowner and developer have no intention of collaborating with the local community.

I have read the 178 page document that has been submitted and have noted the following points in response:

Road Safety -

The new development proposes an entrance replacing the current bus stop on Burnley Road. As you will be aware the council has recently approved 80 houses to be built to the west side of Burnley Road (opposite this development). In a space of less than 200 metres there would be three junctions feeding c.240 houses (480 cars). This is traffic that would all be trying to get on to an existing already very busy Burnley road (the main route from Burnley to Manchester) a 40mph zone. The three junctions being so close would undoubtedly result in congestion and subsequent accidents.

Only a couple of weeks ago a car smashed into the traffic island directly outside the proposed new junction showing how unsafe the road already is without this increase in traffic.

Over development of local area -

As mentioned previously the council has already agreed to significant development within the direct vicinity of this housing. This is a rural area that is being significantly over developed and is in danger of losing its very appeal.

Lovoclough is a village without any facilities. Crawshawbooth School is significantly oversubscribed every year and this development would only add pressure to already overstretched resources in Rossendale.

Flooding risk-

As can be seen by anyone walking around the area there is significant water flows off the fields of this proposed development. The drainage for this site and the impact it would have on the houses that sit below it has not been considered.

The above points are only a small snippet of why the development should to not go ahead but given the short notice period that we have been given to react to this (as we were not consulted by the landowner) we hope it is sufficient to stop this development before it goes any further.

Your Sincerely,

George and Jaimie Weir

Dear Sir/Madam

Please find formal objection to planned building works to develop 40+ residential dwellings at the area known as H5 on the land between goodshaw lane and Burnley road.

I reside at [REDACTED] and will suffer detriment to my property, outlook and interruption of services to which I strongly oppose.

We note the latitude given to swinshaw hall as a heritage property. It is also noted that Laneside farm has been in Situ for the same period of time and yet does not gain the same attention as is afforded to swinshaw hall.

Regards
Wesley mort

Sent from my iPhone

Mrs S. Lofthouse

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

28 February 2021

Re: Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I object to the planning application for the land adjacent to Swinshaw Hall. The pre-application guidance on the Government website recommends that “pre-application engagement with the community is encouraged”, there has been no such engagement or consultation. The applicants have shown no regard for the impact on the community and existing residents.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are “four landowners”. Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The pre-planning application document is not easy to read and doesn’t follow any “plain English” guidance, making it incredibly difficult for the reader.

The terminology in the document to class land as “degraded” is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. I find the area I live in an area of natural beauty and rural, which if this development goes ahead will destroy. The land is not “degraded” it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

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I note that Rossendale Council had said that this planning was suitable for 47 dwellings potentially, but the proposal already has pushed that up to 69 dwellings, so already pushing the boundaries and no doubt the profit margins for the three applicant parties.

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Proposed Access Road

Looking at the plan for the layout of the access road, there is a significant risk that vehicles accessing the road at night, the headlights would shine directly into the front of properties on Broad Ing and the back of the School House. This would impact significantly on the occupiers of the building and would impact on their health and well-being.

There will be a significant impact on Broad Ing with both houses and the access road so close to the private drive. Is there consideration of alternative access roads, as the current position will increase pollution, road noise with an additional 138 cars passing our homes daily and more than once a day. Any cars passing our house would be able to see into the house. This results in a loss of much valued privacy. Is there consideration of providing access at the bottom of Goodshaw Road by widening the road here and providing an access point at the bottom of this road.

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The development will have a major impact on the wildlife in the area, with bats being seen every evening in the field in front of Broad Ing Cottage, Croft and House. There is a badger family living in the field where the access road is proposed. I would like to see the results of the wildlife assessment, as the field owned by David and Diana Isherwood is so boggy that it is largely untouched by people, and wildlife are living in a haven, currently untouched by human intervention.

Population Considerations

The proposal is to build 69 houses across the two fields and facing on to Burnley Road. This would equate to 276 additional people based on an assumption of 4 residents in a dwelling and 138 additional cars, based on 2 per household.

This planning application does not consider the already planned development on the west side of Burnley Road (opposite this development), which is the building of an additional 80 houses, which will have a massive impact on the road infrastructure, educational and health needs of the population. This will have a significant impact on the local area, before this development commences.

There is substantial housing estate across the Valley which is empty. Has the Council explored using this estate and renovating existing buildings as opposed to continually choosing to destroy the beauty of the Valley by building more homes, whilst significant building stock is left to sit empty and start to fall into disrepair? Investment in this area would be better for the carbon footprint of the Council and would represent significant value for money, providing affordable, sustainable housing without destroying the beauty of the Valley. There were c 5,000 empty properties across the Valley. I would be interested to know the number currently and I am happy to ask for this information under the Freedom of Information (FOI) legislation.

Driver Visibility

The proposal on Page 10 states

“The masterplan produced by TPM landscapes demonstrates that visibility splays of 2.4m x 90m (in both directions to nearest kerb lines) can be achieved at a new site access junction with Burnley Road.”

As states above there is no consideration of the additional 80 houses and the impact on the roads and the further impact of this proposal. There will be three junctions feeding a large number of houses if the planned developments all proceed as per the local plan with 239 additional dwellings in Loveclough, plus further developments already going ahead on Burnley road including Woodside. Excluding Woodside, this would be an additional 480 cars in Loveclough within a 100-yard stretch of road. Commercial Street has significant dwellings and vehicles existing, plus there is a large housing estate at the bottom of Commercial Street. With the already 10 approved new houses, and this proposal of a further 69 increases the traffic significantly. This traffic would be trying to get on to a very busy Burnley Road, the main route from Burnley to Manchester which accommodates significant HGV traffic currently. This road is also a 40mph road.

The three junctions so close together would create additional congestion and would be creating an accident black spot. Crossing the road safely is a significant issue. There have been numerous near misses especially with a blind corner within 400m of the proposed additional junction.

The private drive for Broad Ing Cottage, House and Croft already has significant numbers of cars turning around in it and this will no doubtedly increase with this proposal and the plan to build at the bottom of the field on Burnley Road. The number of cars which park on the road and double parking has significantly increased, with most houses having 2 cars and no parking. Although the plans would provide for parking, there are no guarantees that in periods of inclement weather, when the access roads are not safe that people will not leave their cars on Burnley Road. This is certainly the case currently and impacts on driver visibility and access to Burnley Road.

Page 10 of the report highlights that 69 dwellings will result in the generation of 295 trips on average a day. If these were families, there would be at least 4 vehicle trips per day just taking and collecting from a primary school in the valley. This assumes that there is one vehicle per household, this is a flawed assumption as most dwellings have at least two cars if not three. I do not believe that Burnley road and Rawtenstall roundabout can cope with the amount of traffic that the proposed plan will create. The journey from Loveclough to Rawtenstall should take no more than 10 minutes in a car, but yet it takes up to 25 minutes currently in rush hour, and this is before the impact of an additional 180 cars from the already approved developments of 90 dwellings. The proposed plan will result in a further 138 extra cars using Burnley Road. There is no consideration within the document of the development further down Burnley Road on the old Broadleys site which is the Woodside development undertaken by Taylor Wimpey. This development will add a further 97 individual dwellings with parking for 193 additional cars. Again, the impact on Burnley Road and the impact on Loveclough has not been considered and this again will add to congestion, delays and pollution to the area and it is the **ONLY** access road in or out of Loveclough, there are no alternative routes.

Dwellings to be Provided

I would like to know if the “off-market” discussions with builders has identified the types of houses to be proposed. I note that Rossendale Borough Council when speaking to residents when the plans were being discussed relating the approved development of 80 houses had confirmed that “the valley had plenty of 3 and 4 bedroom houses and this building stock wasn’t required”. I would like to understand the ratio of houses and the affordable housing which is referenced on page 13 as part of the draft policy for Swinshaw Hall.

Impact on Public Services: Schools

The document on page 14 mentions a “contribution towards increased school provision within the area (if identified as necessary)”. I would feel that this would be necessary both for Crawshawbooth primary and for impact on the local secondary school which is Alder Grange. Crawshawbooth primary school is already operating at capacity as is Alder Grange school, with both schools being over-subscribed within the existing catchment area and residents. Although there is no obligation to build a school if there are places within the Valley, I would like to know the current demand for school places compared to the

population demographics and what impact this development has? If the developer chose to do works on the existing school site, for instance adding an additional floor to accommodate the demand for school places, then can you outline the proposal for how this is done without impacting on the functioning of the school and disrupting the education of our children, which has been significantly disrupted over the last 12 months of the pandemic.

Impact on Public Services: GP and Dental Services

The proposal does not offer to make a contribution to either primary care services or dental services, of which the closest are in Rawtenstall. These developments in totality need to ensure that the services can accommodate the new residents. Has the Council considered this?

Quaker Burial Ground

The document references the Quaker burial ground – this needs to be commissioned independently and if there is a burial ground it needs to be respected as such and left untouched.

Parking in Crawshawbooth

On page 15 the document states it will “identify and contribute to parking solutions within the local centre”. This financial contribution will need to be significant as would involve significant works to create parking on what is a very built up area i.e. purchase and demolition of existing buildings and making good a site.

Investment

Page 130 of the document states that this development “will represent a significant private sector investment and result in the creation of additional direct and indirect employment both during and after the development”. Can you confirm that the home builders who have been having discussions with the applicants are not national builders and are local only, otherwise the roads will be even busier as workforce travel into the area in order to work. I would also like to understand what long-term jobs there are after this development?

Land Preservation

On page 130 it talks about protecting the land immediately to the west of Swinshaw Hall – is this the field opposite Broad Ing? So, can Rossendale Borough Council guarantee that there will be no further development considered in this area?

The above points are an example of the issues and it is disappointing that this proposal is trying to sneak through under the radar of residents of Loveclough, without due consultation and appropriate debate and the chance for the local community to have their say. We have not been consulted by the landowners and would like confirmation from Rossendale Council that this proposal will not proceed.

Please may you count this as two objections for both people included in the signature below.

Yours faithfully,
Mrs Sonia Lofthouse and Mr Jonathan Lofthouse

Mrs S. Lofthouse

28 February 2021

Re: Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I object to the planning application for the land adjacent to Swinshaw Hall. The pre-application guidance on the Government website recommends that “pre-application engagement with the community is encouraged”, there has been no such engagement or consultation. The applicants have shown no regard for the impact on the community and existing residents.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are “four landowners”. Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The pre-planning application document is not easy to read and doesn’t follow any “plain English” guidance, making it incredibly difficult for the reader.

The terminology in the document to class land as “degraded” is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. I find the area I live in an area of natural beauty and rural, which if this development goes ahead will destroy. The land is not “degraded” it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

“The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a

small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development”

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of “free from development”?

In 2019, the field where the access road is proposed, was in the previous local plan and rejected as it was deemed “uneconomical” for development, so I am unclear why dwellings, a roundabout and roads on this land are being proposed and considered. Please can you confirm what has changed since 2019?

Any building on this field where the access road is planned (parallel to Burnley Road) will be liable to flooding as there is a stream and culvert, which regularly floods, I note the pictures included in the proposal were taken during good weather. The trees in the field bordering Broad Ings are also subject to a Tree Preservation Order.

Flood Risk / Drainage

On page 146 Flood Risk and Drainage where it is considered that this is within Flood Zone 1 and this site is not considered to have flooding constraints, the river regularly floods and floods Burnley road, drainage is a huge issue.

As mentioned above, the site at the top of Broad Ings has significant drainage issues. There is a stream running parallel to the Broad Ing private drive which comprises of two other streams one which runs from within the field where the proposed development is and another which runs horizontally down from Swinshaw Hall to Broad Ing. I note the pictures and the documents do not highlight this water flow.

The proposed allocation of 69 houses would have a major impact on draining and flooding, in particular for those living at Broad Ing House, Croft and Cottage and those living opposite on Burnley road. The path between Loveclough park and the site floods regularly and flows on to Burnley road opposite Commercial street. This creates hazardous conditions for passing traffic and pedestrians which will only be exacerbated by this further development.

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Please may you count this as two objections for both people included in the signature below.

Yours faithfully,
Mrs Sonia Lofthouse and Mr Jonathan Lofthouse

I hereby make my objection to the above planning site.

My address is;

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The proposed build is unethical. Rossendale BC own the land adjacent to my property, and I personally feel would be accepting this proposal purely on a financial benefit for themselves, certainly given the financial standing of the council at this present time.

I would like to know if the site has been investigated regarding the alleged Quaker burial ground? Please inform of the outcome.

Please confirm your findings of the reported newts in the H5 site. Has a survey been carried out? Or is this being dismissed?

I look forward to your responses.

Regards

Nina Mort

Sent from my iPhone

To whom it may concern,

I am writing to put forward our objection to the proposals to develop the aforementioned land at Loveclough into dwellings.

As homeowners whose property directly borders the proposed site, we have grave concerns about the potentially severe detrimental effect development will have on us.



The above photograph illustrates the rear of our property, looking east towards SHLAA 16207 of the proposed site. As you can see, the supporting random stone boundary wall is some 3 metres below the ground level of the field.

In instances of heavy rain, snow, and frost, the saturating water makes it way through the ground and a substantial amount escapes through this wall.

It is our fear that the use of heavy machinery on this field would disturb the earth to a degree that our wall could be damaged, collapsed, or destroyed. Even a single stone falling from the wall would be fatal to our young son.

In the 178 page pre-application document there is no mention or reference to soakaways, irrigation, flooding, or geology, therefore I feel the effects on the current residents have not been considered by the developers.

Speaking of our son, due to the ground level difference between our property and the proposed site, his bedroom window ([REDACTED]), would be exposed to any onlookers. This is a serious invasion of privacy. Not to mention such a pleasant view would be ruined forever. Furthermore, the noise of a construction site that would be inflicted so close to a 1 year old's window is inhumane.

Goodshaw Lane, which is a popular walking route with locals, would undoubtedly be the route taken for heavy goods vehicles and machinery access the building site. In its current state it is not suitable for frequent heavy traffic of this kind of vehicle. It is narrow, bumpy, steep in places and has several adverse cambers. Furthermore, if the additional estimated car journeys per day in the report are to be considered, even a proposed new junction would not necessarily stem the flow of traffic in the vicinity; Goodshaw Lane would inevitably become a rat run at peak travelling times. As mentioned, it is a popular walking route, and additional traffic on this narrow road would be an accident waiting to happen.

On traffic, despite the existing pedestrian refuge point, as a resident I can tell you that it does very little to slow down traffic. On a daily basis we can hear cars flying past our house with no regard to the speed limit. Residents in Loveclough have been crying out for the speed limit on Burnley Road to be reduced from 40mph to 30mph for a long time, yet the council has yet to find the evidence necessary to make this change. Adding more traffic and potentially another junction is simply put gambling with people's lives.

I hope these valid objections are reasonably assessed and considered on your path to rejecting this egregious and unnecessary defilement of our healthy countryside.

Kind regards

Jason & Sarah Menzies

████████████████████
████████████████
██████████

Mr & Mrs J Norris,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

27 February 2021

Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall. It feels as if the applicants are using the "COVID pandemic" to try to sneak this pre-application information forward with no consultation. This does not fill me with much confidence with the proposal.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are "four landowners". Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The terminology in the document to class land as "degraded" is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. The area is a beautiful rural village, which if this development goes ahead will destroy. The land is not "degraded" it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

"The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development"

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of "free from development"?

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Flood Risk / Drainage

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Can you tell me the % and value of section 106 monies to be levied on this development and how these are to be used as the document talks about contributions “if required”, given the economic climate and the austerity measures this funding would be essential for the area and should not be seen as discretionary.

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Yours sincerely,

Jack and Dorothy Norris

Mr & Mrs J Norris,

[REDACTED]
[REDACTED]
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Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall. It feels as if the applicants are using the "COVID pandemic" to try to sneak this pre-application information forward with no consultation. This does not fill me with much confidence with the proposal.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are "four landowners". Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land, they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The terminology in the document to class land as "degraded" is used to give a view to the reader that it is not worth keeping and that development is a much better option, which I refute. The area is a beautiful rural village, which if this development goes ahead will destroy. The land is not "degraded" it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

"The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development"

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of "free from development"?

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Yours sincerely,

Jack and Dorothy Norris

Hi,

My name is Robert Belshaw, I live at [REDACTED].

The proposed site at the top of Cowtoot Lane and Gordon Street/Higher Blackthorn should be a non starter. The access routes up to the said area are very hard to navigate with the current traffic as it is, so to increase it with more is just ridiculous. It is a lot harder in the winter months as Cooper Street becomes inaccessible very quickly which only leaves Gordon Street and Carlton Street (at the far end of Greensnook Lane).

Also, with Thorn School and Nursery being situated on Cowtoot Lane access is very restricted also.

All the above is at the present time.

So, even if the estate gets the approval the amount of traffic during the building works will be chaos. The road back down to the town centre, Lanehead Lane, is one way and just wide enough to fit a car through let alone an earth moving truck or delivery wagon.

The whole idea just does not make sense.

I strongly disagree with the go ahead to the building of this estate, having lived up here for over 50 years.

Regards

Robert Belshaw

Mr & Mrs M Abbott

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
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There have been numerous near misses especially with a blind corner within 400m of the proposed additional junction.

As a regular driver on Burnley Road I am very concerned by this impact.

The number of cars which park on the road and double parking has significantly increased over the last 12 years, with most houses having 2 cars and no parking. Although the plans would provide for parking, there are no guarantees that in periods of inclement weather, when the access roads are not safe that people will not leave their cars on Burnley Road. This is certainly the case currently and impacts on driver visibility and access to Burnley Road.

Page 10 of the report highlights that 69 dwellings will result in the generation of 295 trips on average a day. If these were families, there would be at least 4 vehicle trips per day just taking and collecting from a primary school in the valley. This assumes that there is one vehicle per household, this is a flawed assumption as most dwellings have at least two cars. I do not believe that Burnley road and Rawtenstall roundabout can cope with the amount of traffic that the proposed plan will create. The journey from Loveclough to Rawtenstall should take no more than 10 minutes in a car, but yet it takes up to 25 minutes currently in rush hour, and this is before the impact of an additional 180 cars from the already approved developments of 90 dwellings. The proposed plan will result in a further 138 extra cars using Burnley Road. There is no consideration within the document of the development further down Burnley Road on the old Broadleys site which is the Woodside development undertaken by Taylor Wimpey. This development will add a further 97 individual dwellings with parking for 193 additional cars. Again, the impact on Burnley Road and the impact on Loveclough has not been considered and this again will add to congestion, delays and pollution to the area and it is the **ONLY** access road in or out of Loveclough, there are no alternative routes.

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for Crawshawbooth primary and for impact on the local secondary school which is Alder Grange.

Crawshawbooth primary school is already operating at capacity as is Alder Grange school, with both schools being over-subscribed within the existing catchment area and residents. Although there is no obligation to build a school if there are places within the Valley, I would like to know the current demand for school places compared to the population demographics and what impact this development has?

If the developer chose to do works on the existing school site, for instance adding an additional floor to accommodate the demand for school places, then can you outline the proposal for how this is done without impacting on the functioning of the school and disrupting the education of our children, which has been significantly disrupted over the last 12 months of the pandemic.

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The proposal does not offer to contribute to either primary care services or dental services, of which the closest are in Rawtenstall. These developments in totality need to ensure that the services can accommodate the new residents. Has the Council considered this?

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Page 130 of the document states that this development “will represent a significant private sector investment and result in the creation of additional direct and indirect employment both during and after the development”. Can you confirm that the home builders who have been having discussions with the applicants are not national builders and are local only, otherwise the roads will be even busier as workforce travel into the area in order to work. I would also like to understand what long-term jobs there are after this development?

I would also like a formal response on all the issues raised.

This should be counted as 2 objections as it comes from both individuals named who have signed it.

Yours sincerely,

Michael and Christine Abbott

Mr & Mrs M Abbott

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

27 February 2021

Re Pre-planning Consent Ref EL8.009.1 Pre-application information provided by the Landowner for H5.

I am writing to object to the pre-planning application that has been provided for the land adjacent to Swinshaw Hall.

Conflict of Interest

There is also documentation on Rossendale Borough Council website that states there are “four landowners”. Nowhere in the 178-page document is a fourth landowner referenced and in the Schedule of Actions Matter on the website it states under Action 9.1, point 2.1 that Rossendale Council is a partner. Please can you confirm if Rossendale Council is a partner and which land they currently own within the proposal. Can you also outline how the conflict of interest will be managed as surely the decision making will be biased if Rossendale Borough Council is making a decision on a proposal within which it has a vested interest?

The terminology in the document to class land as “degraded” is used to give a view to the reader that it is not worth keeping and that development is a much better option. The area is a beautiful rural village, which if this development goes ahead will destroy. The land is not “degraded” it is a natural countryside and a wildlife haven, home to deer, foxes, badgers and bats.

The Council response contained within the document on page 28 highlights the following:

“The historic landscape setting on Swinshaw Hall will experience the main influence of this site. This area is sensitive, and the retention of this land as public open space, linking the northern and southern areas of development, would help preserve the setting to the Hall, whilst also helping to lessen the potential for visual harm to the eastern end of the CA. To be clear, Officers do not support the provision of dwellings within any part of this area, including the hatched area in the indicative Masterplan (identified as possible scope for a small number of dwellings). This small piece of land contains TPOs and has a PROW running through it and must remain free from development”

Can you tell me how building a significant access road, roundabout and dwellings does not fall within the definition of “free from development”?

In 2019, the field where the access road is proposed, was in the previous local plan and rejected as it was deemed “uneconomical” for development, so I am unclear why dwellings, a roundabout and roads on this land are being proposed and considered. Please can you confirm what has changed since 2019?

Any building on this field where the access road is planned (parallel to Burnley Road) will be liable to flooding as there is a stream and culvert, which regularly floods.

Flood Risk / Drainage

On page 146 Flood Risk and Drainage where it is considered that this is within Flood Zone 1 and this site is not considered to have flooding constraints, the river regularly floods and floods Burnley road, so drainage is a massive issue.

The proposed allocation of 69 houses would have a major impact on draining and flooding, in particular for those living at Broad Ing House, Croft and Cottage and those living opposite on Burnley road. The path between Loveclough park and the site floods regularly and flows on to Burnley road opposite Commercial street. This creates hazardous conditions for passing traffic and pedestrians which will only be exacerbated by this further development.

Significant Development in the Area Already Approved

On page 8, the proposal references existing approved development within the direct vicinity of the proposal relating to the 10 dwellings on the site of the Working Mens Club at the corner of Commercial Street and Burnley Road (Ref H13). There is no consideration of the also approved development of 80 houses on the west side of Burnley Road within the document and the additional impact a further 69 proposed dwellings would have on existing infrastructure, which at best just copes currently, before any of the currently approved developments comes on line. There is **only one access road to Loveclough.**

I note that Rossendale Council had said that this planning was suitable for 47 dwellings potentially, but the proposal already has pushed that up to 69 dwellings.

On page 36 and again on page 40 the document comments that the “local road were driven” and “site analysis” was undertaken in April 2020. This means that the report of impact on roads would be severely understated, as at this point the country was under a national lockdown due to COVID and road traffic was at 10% at best of the normal traffic levels and certainly with the schools closed, this isn’t a representative time period to assess the impact.

Local Environment

Section 7.0 Visual Appraisal page 60 of the document reflects VP6 Swinshaw Hall with multiple upper floor and garden views over the central site has – “High Susceptibility”, it is also noted that Vp11 Properties on Broad Ing are also deemed as “high susceptibility”, Have conversations taken place with all parties impacted by this development. There is reference to trees providing some coverage, but these would only be during the summer months, which would leave six months with no protection. All the screening to mitigate the visual receptors appears to be from the direction of Swinshaw Hall and none of the other “High Susceptibility” properties, which is not proportionate or fair.

Proposed Access Road

Looking at the plan for the layout of the access road, there is a significant risk that vehicles accessing the road at night, the headlights would shine directly into the front of properties on Broad Ing and the back of the School House. This would impact significantly on the occupiers of the building and would impact on their health and well-being.

Have the privacy issues of the existing dwellings been considered as the cars would be able to see into these properties, resulting in a loss of privacy.

Is there consideration of providing access at the bottom of Goodshaw Lane by widening the road here and providing an access point at the bottom of this road.

Wildlife and Environment Impacts

The development will have a major impact on the wildlife in the area, with bats, badgers, foxes and deer all living within the proposed development sites. The field owned by David and Diana Isherwood is so boggy that it is largely untouched by people and wildlife are living in a haven currently, untouched by human intervention.

Population Considerations

The proposal is to build 69 houses across the two fields and facing on to Burnley Road. This which would equate to 276 additional people based on an assumption of 4 residents in a dwelling and 138 additional cars, based on 2 per household.

This planning application does not consider the already planned development on the west side of Burnley Road (opposite this development), which is the building of an additional 80 houses, which will have a massive impact on the road infrastructure, educational and health needs of the population. This will have a significant impact on the local area, before this development commences.

There is substantial housing estate across the Valley which is empty. Has the Council explored using this estate and renovating existing buildings as opposed to continually choosing to destroy the beauty of the Valley by building more homes, whilst significant building stock is left to sit empty and start to fall into disrepair?

There were c 5,000 empty properties across the Valley. I would be interested to know the number currently.

Driver Visibility

The proposal on Page 10 states

“The masterplan produced by TPM landscapes demonstrates that visibility splays of 2.4m x 90m (in both directions to nearest kerb lines) can be achieved at a new site access junction with Burnley Road.”

As states above there is no consideration of the additional 80 houses and the impact on the roads and the further impact of this proposal. There will be three junctions feeding a large number of houses if the planned developments all proceed as per the local plan with 239 additional dwellings in Loveclough, plus further developments already going ahead on Burnley road including Woodside. Excluding Woodside, this would be an additional 480 cars

in Loveclough within a 100-yard stretch of road. Commercial Street has significant dwellings and vehicles existing, plus there is a large housing estate at the bottom of Commercial Street. With the already 10 approved new houses, and this proposal of a further 69 increases the traffic significantly. This traffic would be trying to get on to a very busy Burnley Road, the main route from Burnley to Manchester which accommodates significant HGV traffic currently. This road is also a 40mph road.

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Yours sincerely,

Michael and Christine Abbott

Hello,

In response to your email regarding planning for traveler sites, I wish to express my interest and support regarding alternative stopping areas for travellers rather than the costs which will be incurred for a permanent site. As I have expressed in many consultations and responses Tooter Quarry is not and has never been a suitable location for a traveller site due to its biodiversity, dangerous cliff faces, drowning, flooding, high speed road with blind bends, poor vision due to low cloud and mist all year round, 1300ft above sea level....

Kind regards Jean Howarth

Sent from my iPhone

Dear Sir/Madame,

With regard to Tooter Quarry and the proposed Travellers site, I believe taking advantage of Windfall sites or negotiated stopping would be a much more suitable approach than using Tooter Quarry with all the complications associated with the Quarry. I still believe Tooter Quarry is completely inappropriate for travellers.

Kind Regards,

CHRIS HOWARTH

[REDACTED]
[REDACTED]
[REDACTED]

Dear sir/madam,

I am writing to object to the current planning for 94 houses (development H39).

My main concern is the access to the site (Gordon street).

I am a resident at [REDACTED] Gordon street and don't believe there is sufficient road space available for access to the 94 houses to be built. The parking situation on Gordon street is already very busy and further traffic in the area will likely cause chaos and would be extremely unsafe in my opinion.

I have two young children and would be concerned about the high volume of traffic and noise pollution it would bring to the area.

This would also effect the farmer at blackthorn farm, who keeps livestock which would have negative affects.

I hope you can take my points into consideration.

Yours faithfully,

Jake Nixon

[REDACTED]
[REDACTED]

Get [Outlook for iOS](#)

Good Morning,

I am writing to give my opposition to the above plan for various reasons.

It is one of the last pieces of greenbelt in this area which is good for wellbeing of the community and has certainly been a godsend during the pandemic. It supports a variety of wildlife that would lose their habitat. The building of more Industrial Units so close to the river would contribute to more flooding downstream because the rainwater would have nowhere to go other than the river. The footpath along the side of the river has been a disgrace this winter since the new Units have been built flooding with water coming off the site. There will be years of disruption while the building goes on and access to land near Holmeswood Park would need a bridge being built at a cost that would be unjustified or access would have to be via Holme Lane, which in my mind is not suitable for large amounts of traffic that would have to use this road to access the site. The list could go on and on however I oppose this development.

One very angry resident

Steve Holt, [REDACTED]

[REDACTED] Email:

I forwarded my opposition to the extension of the Industrial park last week and one of the reasons was flooding these are photos taken over the last 24 hours. I cannot remember a time that this footpath has been flooded before.

Shame on planning for allowing this to happen.

Steve Holt

Sent from my iPad



Rossendale Local Plan Examination in Public

Subject: Response to second tranche consultation on the Schedule of Actions (Document EL6.001)

On behalf of: Anwyl Land

Site: Part of Housing Allocation H72 (Land west of Market Street, Edenfield)

Prepared by: Justin Cove (Director, Hive Land & Planning)

Date Issued: 1st March 2021

1. Introduction

- 1.1 Hive Land & Planning represented Anwyl Land in the Local Plan Examination Hearing Sessions and now provide this consultation response on their behalf.
- 1.2 A number of documents have been released for consultation as part of the second tranche consultation on the Schedule of Actions and comments are hereby provided in respect of the following:
 - Action 2.2 – Settlement Hierarchy (EL8.004.3)
 - Action 14.3 – H72 Land west of Market Street, Edenfield (EL8.014)
- 1.3 For clarity, this consultation response is provided as part of the continued promotion of Land at Exchange Street in Edenfield, which forms the southernmost part of the wider proposed Housing Allocation H72 (Land west of Market Street, Edenfield).
- 1.4 The parcel of land being promoted by Anwyl Land is accessed via Exchange Street and is capable of accommodating around 90-100 homes. Land to the immediate north forms part of the same allocation and Anwyl Land have continued to engage with Taylor Wimpey and Peel who are the other landowners in order that the whole allocation is delivered in a co-ordinated manner as required within the Local Plan.

2. Action 2.2 – Settlement Hierarchy (EL8.004.3)

Provide further information about the evidence base for the spatial strategy and produce a new supporting document which clarifies the sustainability / ranking of each settlement.

- 2.1 The Council's response has set out the approach that has been taken to assess the characteristics of each settlement within Rossendale and following the analysis, where each one should sit within the hierarchy.
- 2.2 As a result of this assessment, a number of changes to the settlement hierarchy set out under Strategic Policy SS are proposed, one of which is to identify Edenfield as an Urban Local Service Centre. Anwyl are in support of this proposed modification and the evidence provided by the Council to reach this conclusion has been justified and is consistent with the approach that has been taken with other settlements.
- 2.3 The criteria used to establish the Key Characteristics of each settlement are what we would expect to see assessed, including the presence of retail/service provision, bus services, schools and community/recreation facilities. Appendix 1 of Document EL8.004.3 then sets out the assessment undertaken in respect of each settlement.
- 2.4 It is clear that Edenfield is well served in respect of the assessment criteria, containing a Neighbourhood Parade, regular bus services, primary school, pharmacy, community space, library, sports pitches and many other leisure and recreation facilities. The level of provision identified in Edenfield is comparable to the other Urban Local Service Centres of Crawshawbooth, Helmshore, Stacksteads and Waterfoot, is in excess of the facilities found in the Rural Local Service Centres and Villages, but not as well served as the Key Service Centres.
- 2.5 Anwyl are therefore supportive of the further assessment work that has been undertaken by the Council in respect of the settlement hierarchy in Rossendale and the resultant modifications, which together are considered to respond appropriately to Action 2.2.

3. Action 14.3 – H72 Land west of Market Street, Edenfield (EL8.014)

i. Lancashire County Council to provide a note to the Inspector regarding some wording for access and transport improvements in Policy HS3 14.3

- 3.1 The specified action requires Lancashire County Council, as local highway authority, to provide further details of the specific access and transport improvements required in relation to the site. The action arose during the Matter 14 Hearing Session that took place on 8th October 2019, in which Neil Stevens of Lancashire County Council confirmed that the principle of the access arrangements proposed to serve the whole of Allocation H72 were acceptable, including the use of Exchange Street to serve the land being promoted by Anwyl, with specific improvements then to be identified.
- 3.2 Highway improvements were discussed in the Hearing Session and the works proposed by Croft, acting on behalf of the Allocation H72 consortium, were supported in principle by LCC and the identified capacity of 90-100 homes on Anwyl's land was considered as part of this process. A detailed assessment of the highway implications of the whole of the H72 allocation (provided at Appendix A for ease of reference) was available at the time Mr Stevens represented LCC at the Examination Hearings and its findings were accordingly endorsed.
- 3.3 The comments now provided by LCC appear to suggest that the Exchange Street access is not acceptable as a matter of principle, but these comments are not supported in any way by a robust analysis or technical justification. This is completely contrary to the evidence that has already been provided by LCC to the Examination and the focus now, as the Action specified by the Inspector requires, is to identify any improvements deemed necessary. Anwyl would therefore question whether this submission from LCC is even admissible as it contradicts a position they have already submitted to the Examination.
- 3.4 At every stage of the Local Plan process, Anwyl (and prior to that the Methodist Church as landowner), has confirmed that this land is to be accessed via Exchange Street and more importantly, this has been backed up by technical data, taking into account the level of traffic generation proposed, the extent of adopted highway, land ownership considerations and any other physical constraints. An access layout had also been produced by Croft to support the use of this access, which is provided at Appendix B. The framework masterplan that has been produced by Randall Thorp (and has also been submitted to the

Examination) clearly shows Exchange Street as one of the three points of access proposed and so there has never been any suggestion that an alternative approach is intended or deemed necessary.

3.5 A distinct advantage exists in respect of the delivery of a phase of development via Exchange Street because in the context of the whole allocation, this phase is also located closer to the heart of Edenfield and so critical pedestrian and cycle connections can be delivered from the outset. The land ownership situation also lends itself to this approach and the availability of suitable access points to serve each land ownership allows for a logical and unrestricted delivery of housing across the whole of Allocation H72, with the delivery of each parcel not being contingent on the delivery of another. The joint masterplanning and design process that has been committed to across the whole of the allocation then ensures that a coherent and integrated approach is taken in respect of the delivery of housing across Allocation H72, irrespective of land ownerships.

3.6 To respond appropriately to the comments submitted by LCC in response to this Action, Anwyl's highway consultant Eddison (formerly Croft) has considered the points raised and their response is provided at Appendix C. To summarise, Croft have concluded the following:

- The width of Exchange Street is more than wide enough to safely and adequately accommodate any traffic generated by the proposed allocated site, regardless of any intermittent on-street car parking.
- The existing footway provision on Exchange Street will be improved with a new section between the junction of Highfield Road and the site boundary to ensure there is a continuous footway along the southern side of Exchange Street which will complement the footway along the northern side of the road which covers around half of the length of Exchange Street already.
- The level of additional traffic likely to be generated by the proposed allocated site will not have a material impact on the conflict, safety or operation of the junction of Exchange Street and Market Street.

3.7 It has therefore been demonstrated that access to the southernmost section of the H72 being promoted by Anwyl via Exchange Street is both an achievable and an appropriate solution in respect of both highway design and safety. Pedestrian and cycle links are to be provided to the north, ensuring that a comprehensive

approach to masterplanning is taken across the whole of the allocation, in line with the requirements of Policy HS3. Following adoption of the Local Plan, the specific details of the highway design will be agreed with LCC as part of the planning application submission in the usual way, building upon the principles that have already been established.

ii. Provision of additional information regarding education requirement in Edenfield – feasibility to expand Edenfield or Stubbins Primary Schools

- 3.8 As the Local Education Authority, LCC have provided comments in response to this Action and they have confirmed that it has not been possible to carry out a full feasibility study of either school. What has been acknowledged however, is that options are available to ensure that primary school places can be accommodated within Edenfield. What is not helpful at this stage is that LCC have not considered what the likely pupil yield generated from the development will be based upon the likely actual housing mix proposed across the Allocation, instead adopting a ‘worst case’ scenario of 100% four bedroom homes to calculate the number of additional pupil places needed in Edenfield as a result of Allocation H72.
- 3.9 As discussed in the Matter 14 Hearing Session that took place on 8th October 2021, EFM (acting on behalf of Taylor Wimpey) have provided a more accurate calculation of the pupil places likely to be generated across the whole of the H72 Allocation. The evidence presented was based on a more realistic housing mix and this concludes that there is insufficient justification to provide a primary school on site. A 1FE Primary School would support 210 pupils and the evidence already submitted to the Examination by EFM through Pegasus (on behalf of Taylor Wimpey) suggests that the H72 Allocation would only generate around 84 pupil places based on a mix of 20% 2-bed, 50% 3-bed and 30% 4-bed homes, which is considered to be a more realistic mix for this housing market area.
- 3.10 A more up to date assessment of local primary school capacity has been undertaken by EFM and the implications of the findings are included within the consultation response being provided by Pegasus on behalf of Taylor Wimpey, the findings of which Anwyl fully support.
- 3.11 Taking this more accurate evidence as a starting point, there is clearly no requirement for a new 1FE primary school to be justified on the site and the expansion of either Edenfield, Stubbins or Balladen Community primary schools are seen as a reasonable options, taking the relevant school catchment areas

for Edenfield into account. To that end, Anwyl's view is that the wording of Policy HS3 should be amended as follows to provide the degree of flexibility needed

"t. provision for a one form entry Primary School if sufficient need is identified, or alternatively contributions towards the expansion of Edenfield Primary School, or other local schools ~~cannot be expanded~~ to the required level."

3.12 The final point to raise is that in respect of the potential expansion of Edenfield Primary School, it is recognised that Green Belt land will be required to facilitate the expansion of the school should this be the preferred option and Anwyl support the Council's view at 4.3.4 to 4.3.8 that any expansion of the school would constitute Very Special Circumstances in accordance with paragraph 144 of the NPPF.

iii. Undertake a Green Belt assessment for the option of the Edenfield School extension – clarify exceptional circumstances

3.13 Anwyl note that the Council do not intend to release land at Edenfield Primary School from the Green Belt under exceptional circumstances through the Local Plan process and that any expansion of the school, if this is ultimately the preferred option, is to be carried out under Very Special Circumstances as part of a planning application submission.

3.14 LUC have considered the potential impact of the proposed expansion of the school on to the existing playground and then reprovide the playground on land in the Green Belt in their report at Appendix 2 of Document EL6.001. At paragraph 3.10 they conclude the following:

"The playground is contained by inset buildings on two edges, and enclosed by dense tree cover on a third side, so the impact on the integrity of the adjacent Green Belt would be negligible. The creation of a replacement playground within the Green Belt part of the school grounds would constitute only a limited impact on Green Belt openness, and would have little urbanising impact given that the area is already part of school site and therefore functionality associated with the inset settlement. It is therefore considered that the proposed school extension would not lead to significant harm to the Green Belt."

3.15 Anwyl fully support LUC's findings and it is clear that the expansion of Edenfield Primary School is feasible as a matter of principle taking Green Belt policy considerations into account.

iv. Note to confirm if the Green Belt assessment of the whole site allocation would differ from the assessment of the 3 parcels that has been carried out in the study

3.16 LUC have undertaken a further Green Belt Assessment and their report is provided at Appendix 2 of Document EL6.001. Anwyl fully support the findings of the assessment, which has considered Parcels 39, 43 and 44 as a combined parcel. Crucially, a distinction is made that landscape and view considerations (where a larger development may have a greater impact) are different to those required to form part of a Green Belt Assessment, which is more focussed on the relationship between urban development and countryside. In this case, the A56, the B6527 and the existing residential development comprising the existing Edenfield settlement have the effect of containing the combined parcels in a consistent manner and so it is reasonable to conclude that no greater harm exists when the three parcels are considered as a whole.

3.17 Anwyl consider that the updated evidence provided by LUC is justified and sufficient to address this Action.

v. Note to confirm the heritage position especially regarding the issue of substantial harm and how this conclusion has been reached? Consider production of mitigation plan showing any areas not to be built on including set back and any impacts on site capacity

3.18 The land being promoted by Anwyl is located at the southernmost extent of Allocation H72 and is unconstrained by heritage impacts and so no further comments are provided in respect of this Action.

vi. Note setting out a clear timeline on the delivery trajectory taking account of the different stages (e.g. masterplan agreement, design code, approval of planning application) that would lead to the completion of the first units in 2021; to be done in conjunction with the landowners

3.19 A joint statement has been provided by the planning representatives of Anwyl, Taylor Wimpey and Peel and can be found at Appendix 4 of Document EL6.001. The only point of note to highlight is that anticipated first completions are now not anticipated until 2023/24 as a result of the delays to the Local Plan Examination. Reassurance can however be provided that Anwyl are committed to submitting a planning application and facilitating the early delivery of housing as soon as the Local Plan is adopted.

vii. Publish Highways England update position statement and invite comments (see EL4.010 and Responses)

3.20 It is noted that Highways England have provided comments, but that these comments relate to Policy H73 and so are not considered relevant to the H72 Allocation

Appendix A

Consideration of Highways Matters on Land West of Market Street, Edenfield

(Croft, October 2018)

Proposed Residential Allocation

LAND TO THE WEST OF MARKET STREET, EDENFIELD

Consideration of Highways Matters

October 2018

Tim





REPORT CONTROL

Document: Consideratino fo Highways Matters

Project: Land to the West of Market Street, Edenfield

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1 INTRODUCTION

1.1 Introduction

1.1.1 This document has been prepared by Croft Transport Planning & Design on behalf of Taylor Wimpey UK Limited and Methodist Church to support the release of the land in Edenfield for the delivery of new family and affordable homes during the next plan period.

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

1.1.3 The Rossendale Draft Local Plan identifies draft allocation H72 as follows:

Housing Allocation Ref	Site Name	Net Developable Area (Ha)	No. of Units	Delivery Timescales
H72	Land west of Market Street	15.25	400	Years 6-15

Table 1.1 – Summary of Draft Housing Allocation within Edenfield

1.1.4 This submission considers the highways implications of the draft allocation H72.

1.1.5 The location of the site is shown on **Plan 1**.

1.2 Potential Development

1.2.1 For the purpose of the following analysis, the number of units identified within the Rossendale Draft Local Plan and set out in Table 1.1. above would be provided, i.e. a total of 400 units.



- 1.2.2 It is anticipated that these units would be delivered over three separate land parcels, namely land west of Market Street, land off Exchange Street and land to the west of Blackburn Road, and it is assumed that each of the land parcels would be served by separate vehicular access points.
- 1.2.3 The land off Exchange Street would be served via an extension to Exchange Street. The land west of Market Street would be served via a new priority controlled junction located along Market Street. The land to the west of Blackburn Road would be served via a new priority controlled junction located along Blackburn Road.
- 1.2.4 Whilst it is not anticipated that a vehicular connection will be provided between the land off Exchange Street and the land west of Market Street, a pedestrian, cycle and emergency vehicle link will be provided to ensure permeability by sustainable modes of transport.
- 1.2.5 An Illustrative Masterplan has been prepared and is shown at **Plan 2**.
- 1.2.6 The following provides a consideration of traffic impact of the three land parcels on the local highway network.



2 TRAFFIC IMPACT

2.1 Introduction

- 2.1.1 The following section of this report will discuss the potential traffic generation of the potential allocation sites as well as providing an assessment of the general impact on the local highway network.
- 2.1.2 A highway capacity study has been undertaken by Mott MacDonald (MM) on behalf of Rossendale Council, which considers the impact of the draft allocations on key junctions within the borough, as agreed with Lancashire County Council (LCC), the local highway authority, and Highways England.
- 2.1.3 With regard to junctions in the vicinity of Edenfield, the Market Street/Bury Road/Rochdale Road mini-roundabout has been identified, along with the M66/A56 roundabout.
- 2.1.4 The results of the MM study conclude that substantial spare capacity exists at the M66/A56 roundabout even at the end of the draft plan period, i.e.2034. The Market Street/Bury Road/Rochdale Road mini-roundabout is more constrained and it was concluded within the report that intervention may be required by the end of the plan period.
- 2.1.5 However, given the complexities of assessing the impact of all of the draft allocations, broad assumptions have been made with regard to, for example, the location of potential access points.
- 2.1.6 Given the allocation site that is considered within this report will be served by several access points, which will influenced the distribution of traffic locally, the following provides a review of the likely impact of the proposals on the local highway network, in particular the Market Street/Bury Road/Rochdale Road mini-roundabout.



2.2 Surveyed Flows

2.2.1 In order to establish the existing levels of traffic that occur on the local highway network, 2017 traffic survey data for the Market Street/Bury Road/Rochdale Road junction has been obtained from MM. This data has been agreed as being appropriate with LCC. The data is included at **Appendix 1**.

2.2.2 Analysis of this data reveals the peak flows at the junction occurred between 0730-0830 during the weekday AM peak and 1645-1745 during the weekday PM peak.

2.2.3 **Figures 1 and 2** show the 2017 surveyed flows, converted into passenger car units (PCUs)

2.3 Growthed Flows

2.3.1 The draft local plan covers the period up to 2034, and the impact of the allocation sites has therefore been considered at that assessment year. Consideration has also been given to an interim 2024 assessment year.

2.3.2 In order to growth the 2017 surveyed flows to the assessment years, reference has been given to TEMPro/National Transport Model growth factors.

2.3.3 It should, however, be recognised that a large proportion if not all of the increase in households and jobs contained within TEMPro will be associated with the existing local plan allocations. These will, however, be superceded by the emerging local plan allocations.



2.3.4 Therefore, for the purposes of this traffic impact analysis it has been assumed that there will no increase in households and jobs during this period and that solely the background growth assumed for the MSOA be applied to the highway network. The background growth represents the change in trips of existing land uses due to factors including changes in car use, fuel prices and income. Windfall developments are also included within background growth as their specific locations are unknown.

2.3.5 The resultant growth factors based on this methodology are shown below:

- 2017 to 2024 AM peak - 1.0407;
- 2017 to 2024 PM peak - 1.0351;
- 2017 to 2034 AM peak - 1.0740;
- 2017 to 2034 PM peak - 1.0642.

2.3.6 The resulting **Figures 3** and **4** show the 2024 growthed flows for the weekday AM and PM peaks respectively, whilst **Figures 5** and **6** shows the 2034 growthed flows for the weekday AM and PM peaks respectively.

2.4 Committed Development

2.4.1 No committed developments exist in the vicinity of the draft allocation sites under consideration.

2.4.2 As such, the growthed flows represent the base flows for the assessment years.



2.5 Allocation Site Trip Rates

- 2.5.1 Within their Highway Capacity Study, MM derived residential vehicular trips rates based on trip rates derived by reference to a number of Transport Assessments prepared in support of previous planning applications. The resulting trip rates were then applied to each of the draft residential allocations within the borough.
- 2.5.2 Given the myriad residential sites identified within the emerging local plan, this is considered a reasonable approach when preparing a borough wide study, but this may result in an overestimate of development trips in a specific location.
- 2.5.3 As such, consideration has been given the potential trips that would occur as a result of potential residential development within Edenfield.
- 2.5.4 First, the TRICS database was interrogated for 'Houses Privately' owned, with sites from Greater London and Ireland being excluded along with Town Centre and Edge of Town Centre sites. The TRICS output is included at **Appendix 2**.
- 2.5.5 Based on the TRICS database, the weekday AM and PM peak period all person trip rates (i.e. two-way) per household are as follows:
- AM Peak Period = 0.975 Two-way Person Trip Rate Per Household; and
 - PM Peak Period = 0.902 Two-way Person Trip Rate Per Household.
- 2.5.6 It is important to note that the development peak periods identified within TRICS and set out above are based on 0800-0900 hours and 1700-1800 hours. These are slightly different to the highway peak established from the traffic survey, but adding the development peak traffic onto the highway peak will add robustness to the assessment.



2.5.7 On the premise that up to 400 dwellings are proposed within the allocation sites under consideration, the sites have the potential person trip generation during both peak periods as follows:

- AM Peak Period = 390 two-way person trips; and
- PM Peak Period = 361 two-way person trips.

2.5.8 In addition, Table NTS0502 of the 2017 National Travel Survey identifies the percentage trips by trip purpose during the weekday AM and PM peak periods. Based on this information, the purpose split for each peak period is presented in Table 2.1 below.

2.5.9 For the purpose of the analysis, the following groupings were made when collating this data:

- Work = Commuting and Business;
- Education = Education and Escort Education;
- Shopping = Shopping; and
- Other = Other Work/ Other Escort and Personal Business, Visiting Friends/ Entertainment/ Sport, Holiday/ Day Trip/ Other.

Trip Purpose Percentage				
Peak Period	Work	Education	Shopping	Other
AM Peak	24%	51%	4%	21%
PM Peak	37%	5%	12%	46%

Table 2.1 2017 National Travel Survey – Peak Hour Trips by Journey Purpose



- 2.5.10 Therefore, based on the aforementioned, the weekday AM and PM peak hour person trips for 400 dwellings by purpose is shown in Table 2.2 below.

Person Trips by Purpose (400 dwellings)				
Peak Period	Work	Education	Shopping	Other
AM (08:00 – 09:00)	94	200	15	80
PM (17:00 – 18:00)	133	17	44	167

Table 2.2 Peak Hour Person Trips by Journey Purpose

Mode Split

- 2.5.11 By reference to the 2011 census Travel To Work data for the Middle Super Output Area Rossendale 008, the mode split for the commuting and business trips has been calculated.
- 2.5.12 As no mode split data is available for the remaining trip purposes, Table NTS0409 of the 2017 National Travel Survey was referenced for the mode split of non-work trips. A breakdown of the mode split for all purposes is presented in Table 2.3 below.



Person Trip Mode Split by Purpose				
Mode	Work	Education	Shopping	Other
Walk	10.0%	44.3%	27.1%	27.6%
Cycle	1.7%	1.3%	0.9%	1.5%
Car Driver	73.5%	21.5%	45.8%	37.7%
Passenger	7.4%	22.8%	18.7%	26.9%
Rail	0.3%	1.6%	1.0%	1.5%
Local Bus	5.5%	6.1%	5.2%	2.8%
Others	1.7%	2.6%	1.2%	1.9%
Total	100%	100%	100%	100%

Table 2.3 Summary of Person Trip Mode by Journey Purpose

2.5.13 Using the previously mentioned trip generations, trip purpose percentages and modal split percentages, the two-way multi-modal trips are presented in Table 2.4 below.



Two-way Trip Generation (400 Dwellings)										
Mode	Work		Education		Shopping		Other		Total by Mode	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Walk	9	13	88	7	4	12	22	46	124	79
Cycle	2	2	3	0	0	0	1	2	6	5
Car Driver	69	98	43	4	7	20	30	63	150	185
Passenger	7	10	46	4	3	8	22	45	77	67
Rail	0	0	4	0	0	0	1	2	5	4
Local Bus	5	7	12	1	1	2	2	5	20	15
Others	1	1	5	0	0	0	1	3	9	7
Total	94	133	200	17	15	44	80	167	390	361

Table 2.4 Summary of Two-way Multi Modal Peak Hour Trips by Journey Purpose

2.5.14 The TRICS output contained within Appendix B also provides the arrival / departure profile for the two-way person trip rates per household during each peak period and this has been summarised in Table 2.5 below.



AM and PM Arrival/Departure Profile			
Peak Period	Arrivals	Departures	Two-way
AM Peak	0.186	0.789	0.975
	19%	81%	100%
PM Peak	0.604	0.298	0.902
	67%	33%	100%

Table 2.5 Peak Hour Arrival/Departure Profile

2.5.15 Based upon these trip generations and arrival / departure profile, the predicted multi-modal trip generations for the AM and PM peak periods are set out in Table 2.6.



AM Multi-modal Trips (400 Dwellings)										
Mode	Work		Education		Shopping		Other		Total by Mode	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Walk	2	8	17	72	1	3	4	18	24	101
Cycle	0	1	1	2	0	0	0	1	1	4
Car Driver	13	56	8	35	1	6	6	25	29	121
Passenger	1	6	9	37	1	2	4	18	15	62
Rail	0	0	0	2	0	0	0	1	1	4
Local Bus	1	4	2	10	0	1	0	2	4	16
Others	0	1	1	3	0	0	0	1	1	7
Total	18	76	38	162	3	13	15	65	74	316

PM Multi-modal Trips (400 Dwellings)										
Mode	Work		Education		Shopping		Other		Total by Mode	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Walk	9	4	5	2	8	4	31	15	53	26
Cycle	1	1	0	0	0	0	2	1	4	2
Car Driver	66	32	2	1	13	7	42	21	124	61
Passenger	7	3	3	1	5	3	30	15	45	22
Rail	0	0	0	0	0	0	1	1	2	1
Local Bus	5	2	1	0	2	1	3	2	10	5
Others	1	0	0	0	0	0	2	1	4	3
Total	89	44	11	6	29	14	112	55	242	119

Table 2.6 Weekday AM and PM Peak Multi-Modal Trip Generations by Journey Purpose



2.5.16 Based on the above, it can be seen that the allocation sites under consideration would result in 29 vehicular arrivals and 121 vehicular departures during the weekday AM peak period, and 124 vehicular arrivals and 61 vehicular departures during the weekday PM peak.

2.5.17 Table 2,7, below, provides a breakdown of these trips based on each of the sites under consideration.

Site	Weekday AM Peak		Weekday PM Peak	
	Arrivals	Departures	Arrivals	Departures
Land to the west of Blackburn Road	4	19	19	9
Land west of Market Street	19	81	83	41
Land off Exchange Street	5	21	21	11
Total	29	121	124	61

Table 2.7 – Summary of Peak Hour Vehicular Trips by Land Parcel

2.6 Trip Distribution

2.6.1 In order to assign the light vehicles to the network, reference has been made to the 2011 census data, and consideration given to the origin of those employed in the middle upper output area (MSOA) workplace zones of Rossendale 008. This reveals the percentage of staff trips that are likely to originate within the MSOA workplace zones within the borough of Rossendale and within the wider boroughs.



- 2.6.2 The routes vehicles are likely to take from each of these locations to the application development site has then been predicted by reference to route planning software. The census data and routing assumptions are included at **Appendix 3**.
- 2.6.3 As the allocation sites will be served by different access points, there will be a slight variation in the distribution of traffic to/from each land parcel.
- 2.6.4 **Figure 7** shows the anticipated trip distribution for the Church land, **Figure 8** shows the distribution for the TW land and **Figure 9** shows the distribution for the Peel land.
- 2.6.5 The proposed vehicle trips for each site, as shown in Table 2.7, have been assigned to the network based on the site specific trip distribution.
- 2.6.6 The resulting trips are shown in **Figure 10** and **11** for the Church land, **Figures 12** and **13** for the TW land, and **Figures 14** and **15** for the Peel land. The predicted trips for each site have been combined to produced total allocation trip and these are shown in **Figure 16** and **17** for the weekday AM and PM peaks respectively.
- 2.6.7 The total allocation trips have been added to the growthed flows to produce 'with draft allocation' flows. **Figures 18** and **19** show the 2024 'with draft allocation' flows for the weekday AM and PM peaks respectively, whilst **Figures 20** and **21** show the 2034 'with draft allocation' flows for the weekday AM and PM peaks respectively.

2.7 Capacity Assessments

- 2.7.1 Having derived base and 'with draft allocation' flows, capacity assessments of the Market Street/Bury Road/Rochdale Road mini-roundabout have been undertaken.
- 2.7.2 The analysis has been undertaken using the industry-standard ARCADY computer program. A summary the results in provided in Table 2.8 and 2,9, below, for the 2024 and 2034 assessment years respectively. The full output is provided at **Appendix 4**.



Arm	2024 Base Flows						2024 'With Allocation' Flows					
	Weekday AM			Weekday PM			Weekday AM			Weekday PM		
	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)
Market Street	0.64	2	11	0.34	1	6	0.71	2	13	0.37	1	6
Rochdale Road	0.88	7	43	0.71	2	16	0.93	11	70	0.74	3	18
Bury Road	0.47	1	8	0.84	5	27	0.49	1	8	0.93	11	59

Table 2.8 – Summary of Capacity Analysis of the
Market Street/Rochdale Road/Bury Road Mini-Roundabout – 2024 Analysis

Arm	2034 Base Flows						2034 'With Allocation' Flows					
	Weekday AM			Weekday PM			Weekday AM			Weekday PM		
	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)
Market Street	0.66	2	11	0.35	1	6	0.73	3	14	0.39	1	6
Rochdale Road	0.92	10	60	0.73	3	17	0.97	17	106	0.76	3	19
Bury Road	0.49	1	8	0.87	6	34	0.51	1	9	0.97	17	84

Table 2.9 – Summary of Capacity Analysis of the
Market Street/Rochdale Road/Bury Road Mini-Roundabout – 2034 Analysis



- 2.7.3 As can be seen from the above tables, the Market Street/Rochdale Road/Bury Road mini-roundabout is predicted to operate within capacity at 2024 and 2034 base years and would continue to operate within capacity following the addition of traffic associated with the draft allocation sites.
- 2.7.4 The junction is predicted to experience modest increases in queuing compared with the base scenarios, however, it is not considered that the resulting increase in delay would substantially impact upon overall journey times.
- 2.7.5 Based on the above, it can be concluded that the Market Street/Rochdale Road/Bury Road mini-roundabout can accommodate the likely levels of traffic associated with the draft allocation sites.

2.8 Sensitivity Analysis

- 2.8.1 The trip rates adopted for the above analysis have been derived by reference to travel to work data obtained for the Super Middle Output Area specific to Edenfield. This reveals vehicular trip rates slightly lower than those adopted by MM within their borough wide highway capacity study but are considered appropriate for the purpose of considering the potential impact of the draft allocations within Edenfield.
- 2.8.2 Indeed, no account has been taken for the potential internalisation of education trips that may occur should additional primary school provision be provided within the immediate vicinity of the draft allocation sites.
- 2.8.3 Notwithstanding the above, a sensitivity assessment has been undertaken using the residential trips rates adopted within the MM highway capacity study. These are shown in Table 2.10, below, together with the sensitivity trips based on 400 units.



	Weekday AM Peak		Weekday PM Peak	
	Arr	Dep	Arr	Dep
Trip Rate	0.142	0.416	0.404	0.221
Trips	57	166	162	88

Table 2.10 – Sensitivity Trip Rates and Trips

- 2.8.4 The sensitivity trips have been assigned to the network based on the trip distributions shown in Figures 7 to 9. The resulting sensitivity allocation trips for each site are shown in **Figures 22 to 27**, with the total sensitivity allocation trips being shown in **Figures 28 and 29** for the weekday AM and PM peaks respectively.
- 2.8.5 The total sensitivity allocation trips have been added to the growthed flows to produce 'with draft allocation' sensitivity flows. **Figures 30 and 31** show the 2024 'with draft allocation' sensitivity flows for the weekday AM and PM peaks respectively, whilst **Figures 32 and 33** show the 2034 'with draft allocation' sensitivity flows for the weekday AM and PM peaks respectively.
- 2.8.6 Sensitivity capacity assessments have been undertaken using the sensitivity traffic flows and the results are summarised in Tables 2.11 and 2.12, below. The full output is provided at **Appendix 5**.



Arm	2024 Base Flows						2024 'With Allocation' Flows					
	Weekday AM			Weekday PM			Weekday AM			Weekday PM		
	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)
Market Street	0.64	2	11	0.34	1	6	0.73	3	14	0.39	1	6
Rochdale Road	0.88	7	43	0.71	2	16	0.95	14	88	0.75	3	19
Bury Road	0.47	1	8	0.84	5	27	0.51	1	9	0.97	17	85

**Table 2.11 – Summary of Capacity Analysis of the
Market Street/Rochdale Road/Bury Road Mini-Roundabout – 2024 Sensitivity Analysis**

Arm	2034 Base Flows						2034 'With Allocation' Flows					
	Weekday AM			Weekday PM			Weekday AM			Weekday PM		
	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)	Max RFC	Max Queue	Delay (secs)
Market Street	0.66	2	11	0.35	1	6	0.76	3	16	0.40	1	7
Rochdale Road	0.92	10	60	0.73	3	17	1.00	23	140	0.77	3	21
Bury Road	0.49	1	8	0.87	6	34	0.53	1	9	0.99	25	121

**Table 2.12 – Summary of Capacity Analysis of the
Market Street/Rochdale Road/Bury Road Mini-Roundabout – 2034 Sensitivity Analysis**



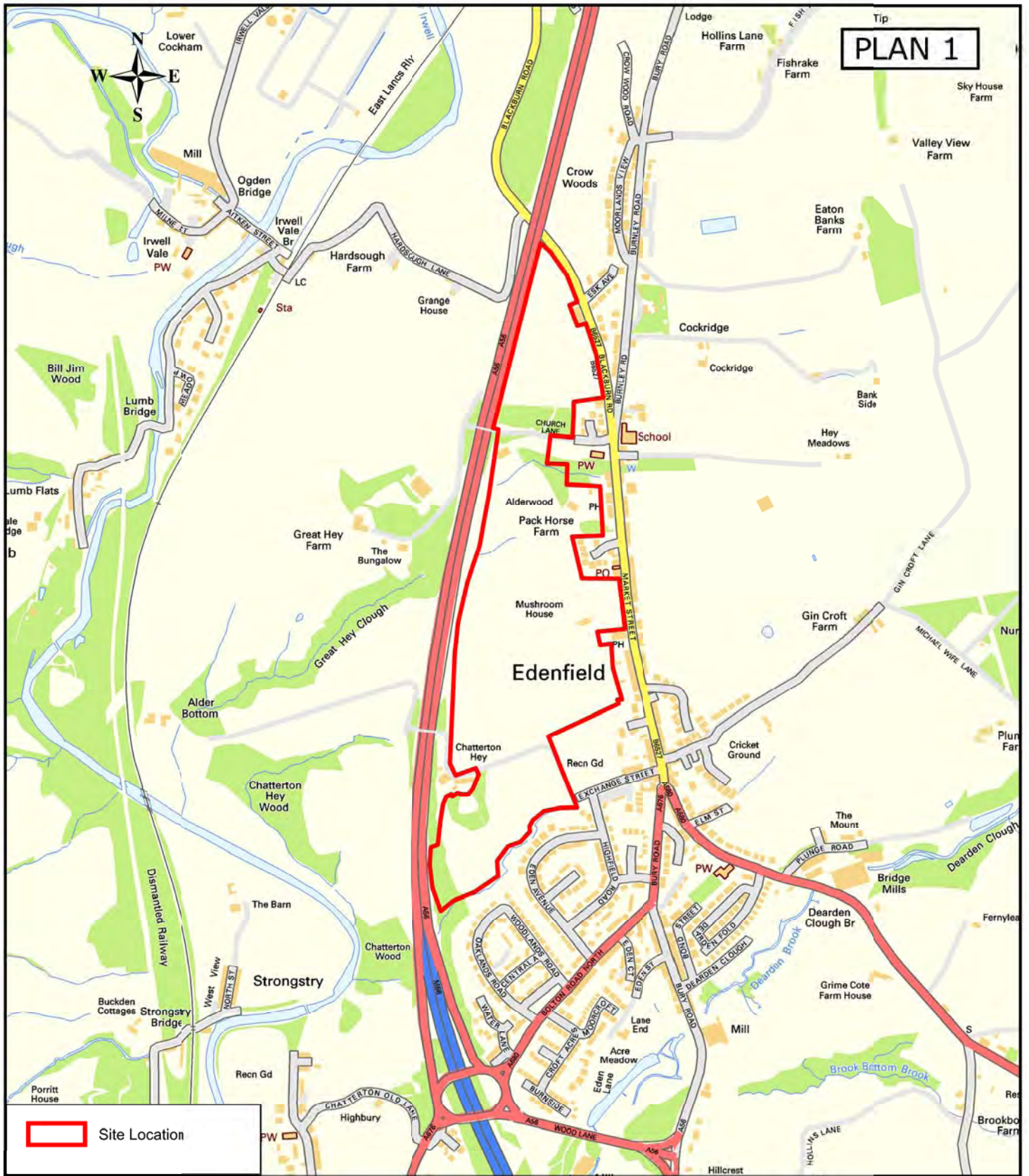
- 2.8.7 As can be seen from the above tables, the analysis based on the sensitivity trip rates predicted that the junction would operate within capacity during the 2024 assessment year following the additional of traffic associated with the draft allocation sites.
- 2.8.8 The assessment indicates that the junction would only just reach capacity at 2034 following the additional of traffic associated with the draft allocation site, however, even then, increases in delay are unlikely to impact on overall journey times.
- 2.8.9 Notwithstanding the above, as set out in the MM highway capacity study, the junction performance could benefit from the formalisation of the existing uncontrolled crossing on the Bury Road North arm of the junction into a demand controlled signalised crossing, if this is considered necessary by the local highway authority at the time of a planning future planning application(s).




3 CONCLUSIONS

- 3.1.1 This document has considered the potential traffic impact of the release of the land in Edenfield for the delivery of new family and affordable homes during the next plan period on the local highway network.
- 3.1.2 The analysis has examined that likely levels of traffic associated with the proposals and the likely routing of traffic on the network based on the anticipated access strategy.
- 3.1.3 The study has considered the impact of the proposals on the key junction within Edenfield, namely the Market Street/Rochdale Road/Bury Road mini-roundabout, at both 2024 and 2034 assessment years.
- 3.1.4 Based on the above, it can be concluded that the Market Street/Rochdale Road/Bury Road mini-roundabout can accommodate the likely levels of traffic associated with the draft allocation sites without any significant impacts on the surrounding highway network.

PLANS



Tip
PLAN 1

 Site Location

TAYLOR WIMPEY

**MARKET STREET, EDENFIELD
DRAFT LAND ALLOCATION**

Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk



DRAWN: GM	DATE: 19.10.18	CHECKED: TR	DATE: 19.10.18	SCALE: N.T.S	DRAWING NUMBER: 1537-01	REVISION: .
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KEY:

- Draft housing allocation boundary
- Existing Public Right of Way
- Existing vegetation
- Proposed development cell
- Proposed indicative frontage

- Proposed green space
- Proposed woodland
- Proposed highway access
- Proposed primary road
- Proposed secondary road

- Proposed pedestrian/cycle routes
- Potential footpath links
- Potential pedestrian/cycle/emergency connection

Date: 01.10.2018
Drawn by: SR
Checker: JF
Rev by:
Rev checker:
QM Status: checked
Product Status:
Client Review

**North West
Edenfield Local Plan
Representations
Combined Illustrative
Masterplan**

Drwg No: 610C-02B Scale: 1:5,000 @ A3

PLAN 2

FIGURES

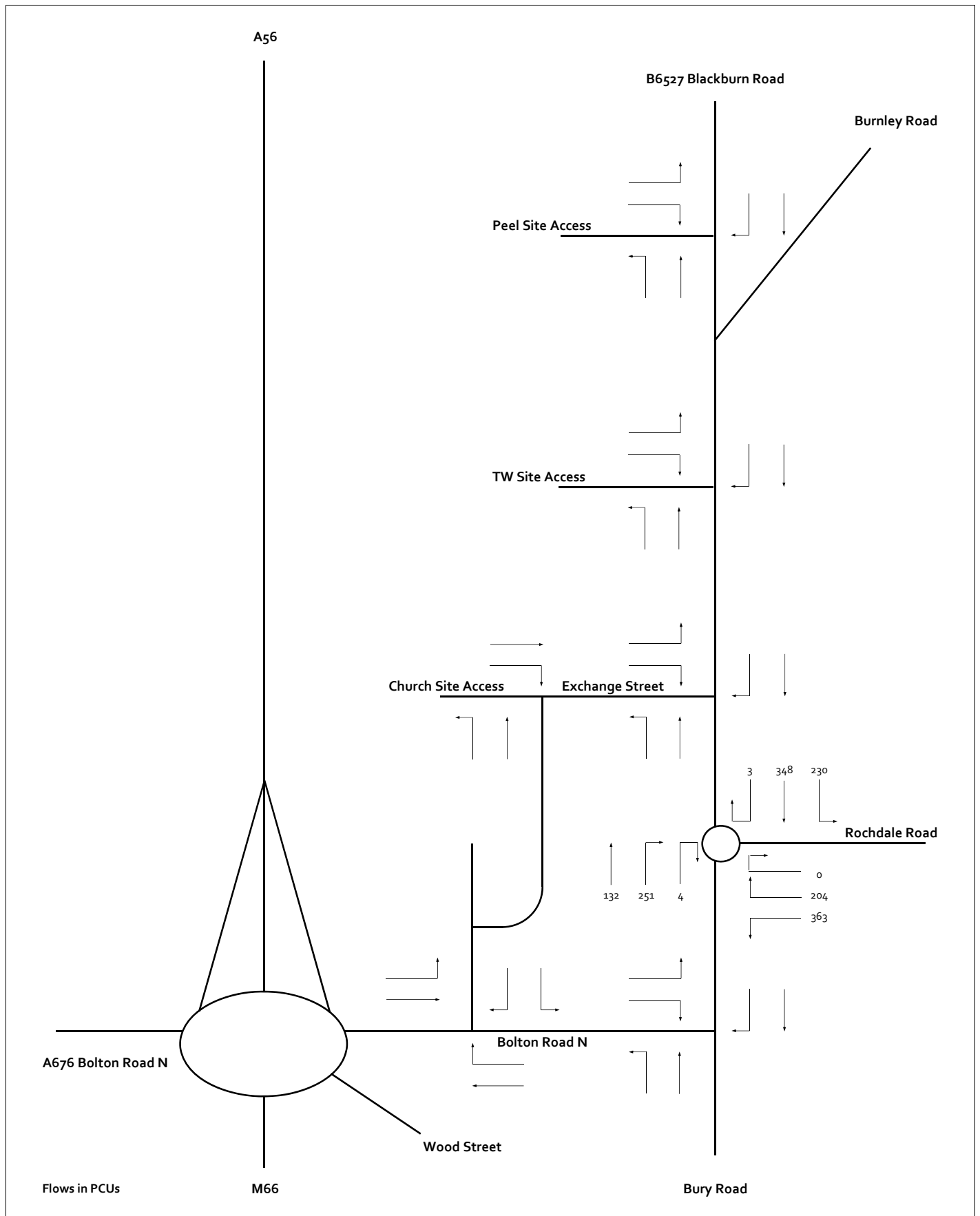


Figure 1 2017 Surveyed Flows - Weekday AM Peak (0730-0830)



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 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

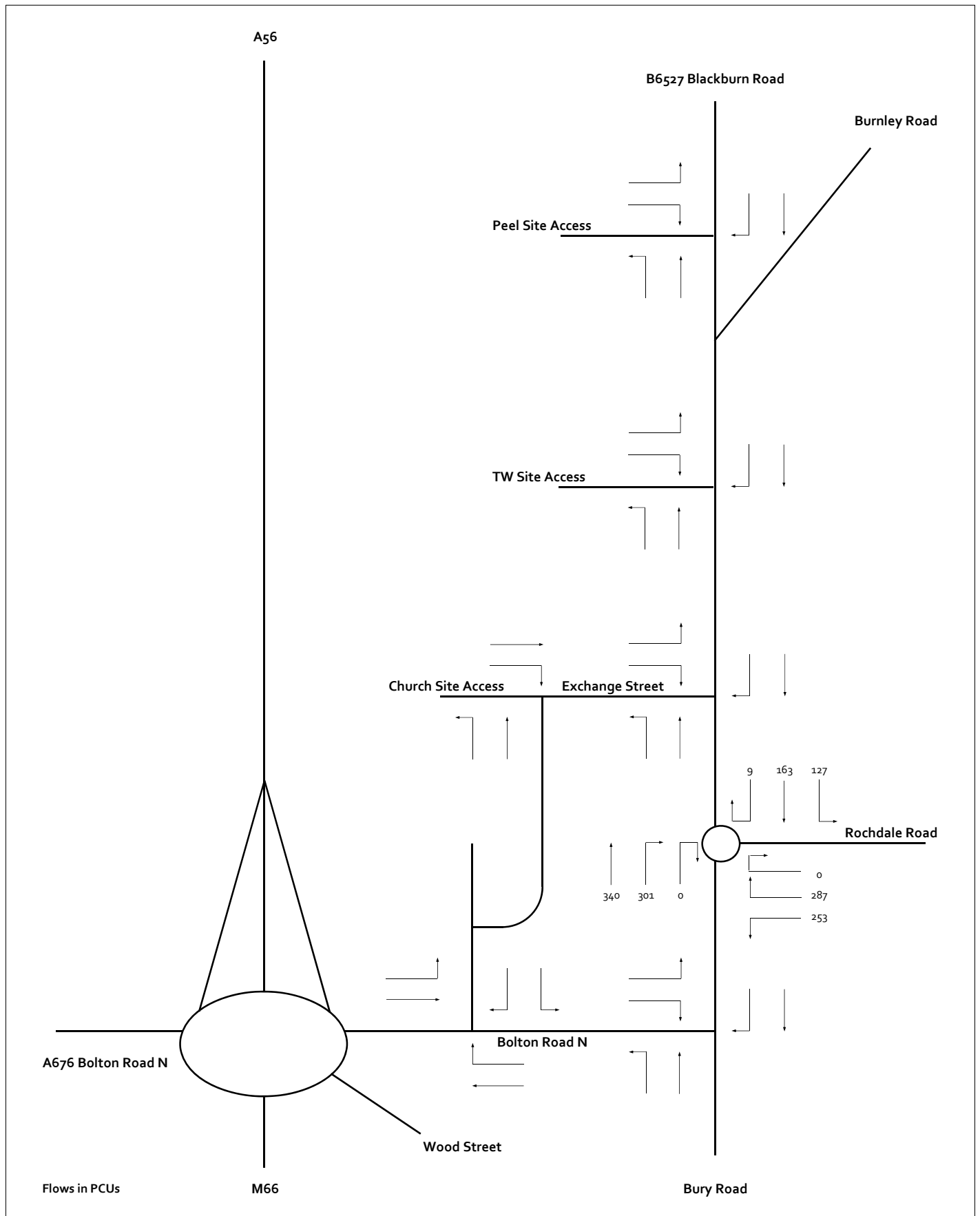


Figure 2 2017 Surveyed Flows - Weekday PM Peak (1645-1745)



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 Manchester
 M15 4PY

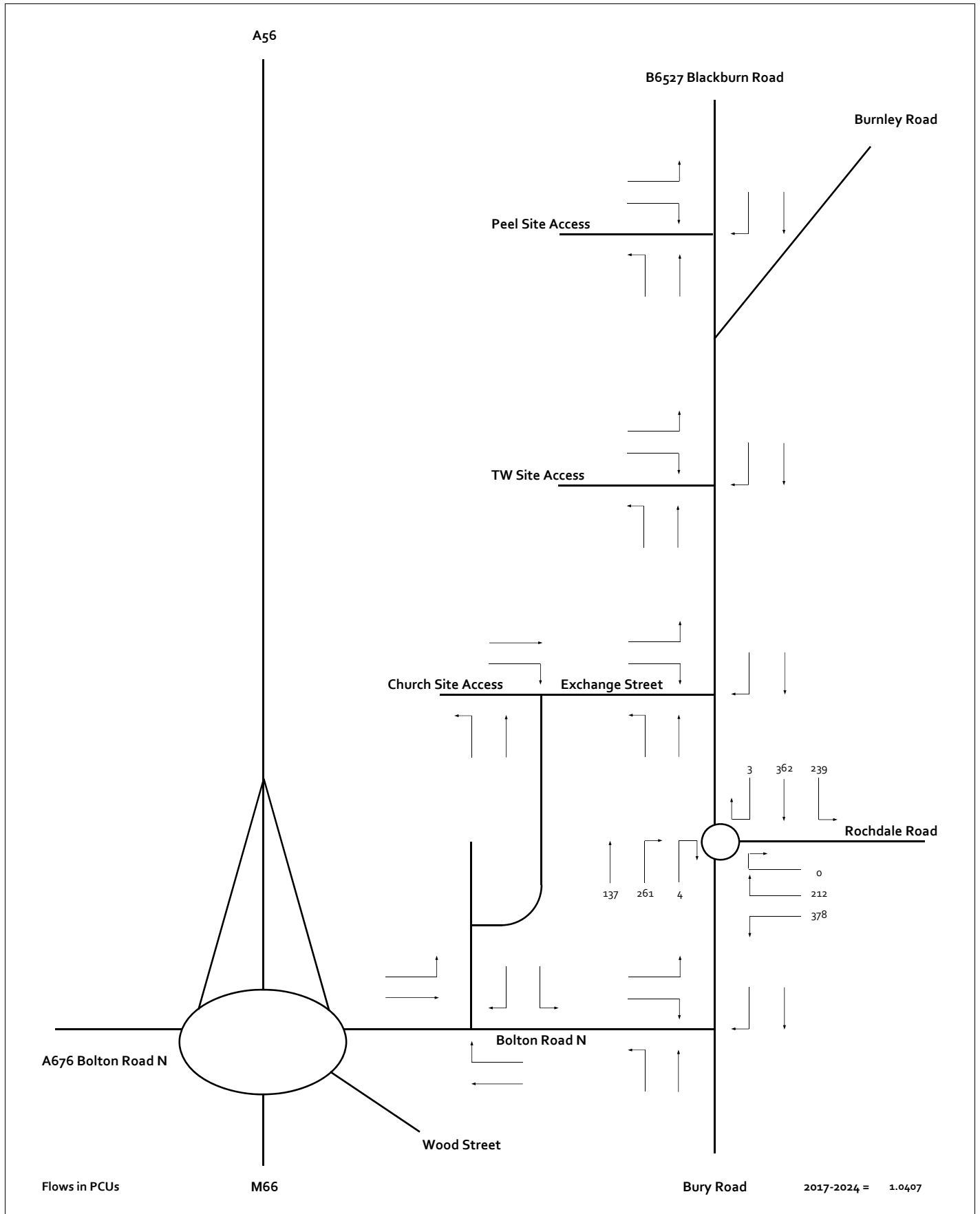


Figure 3 2024 Growthed Flows - Weekday AM Peak



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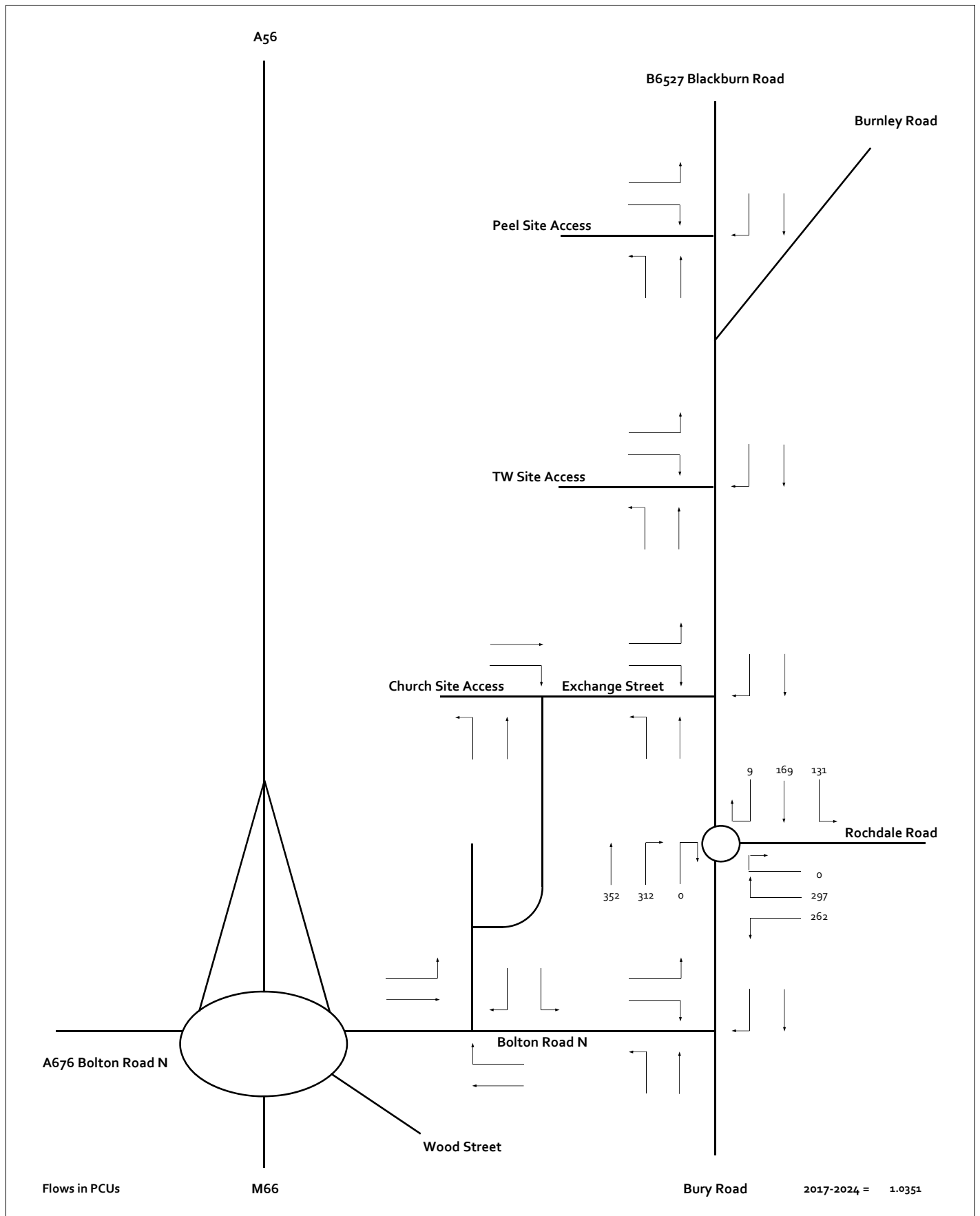


Figure 4 2024 Growthed Flows - Weekday PM Peak



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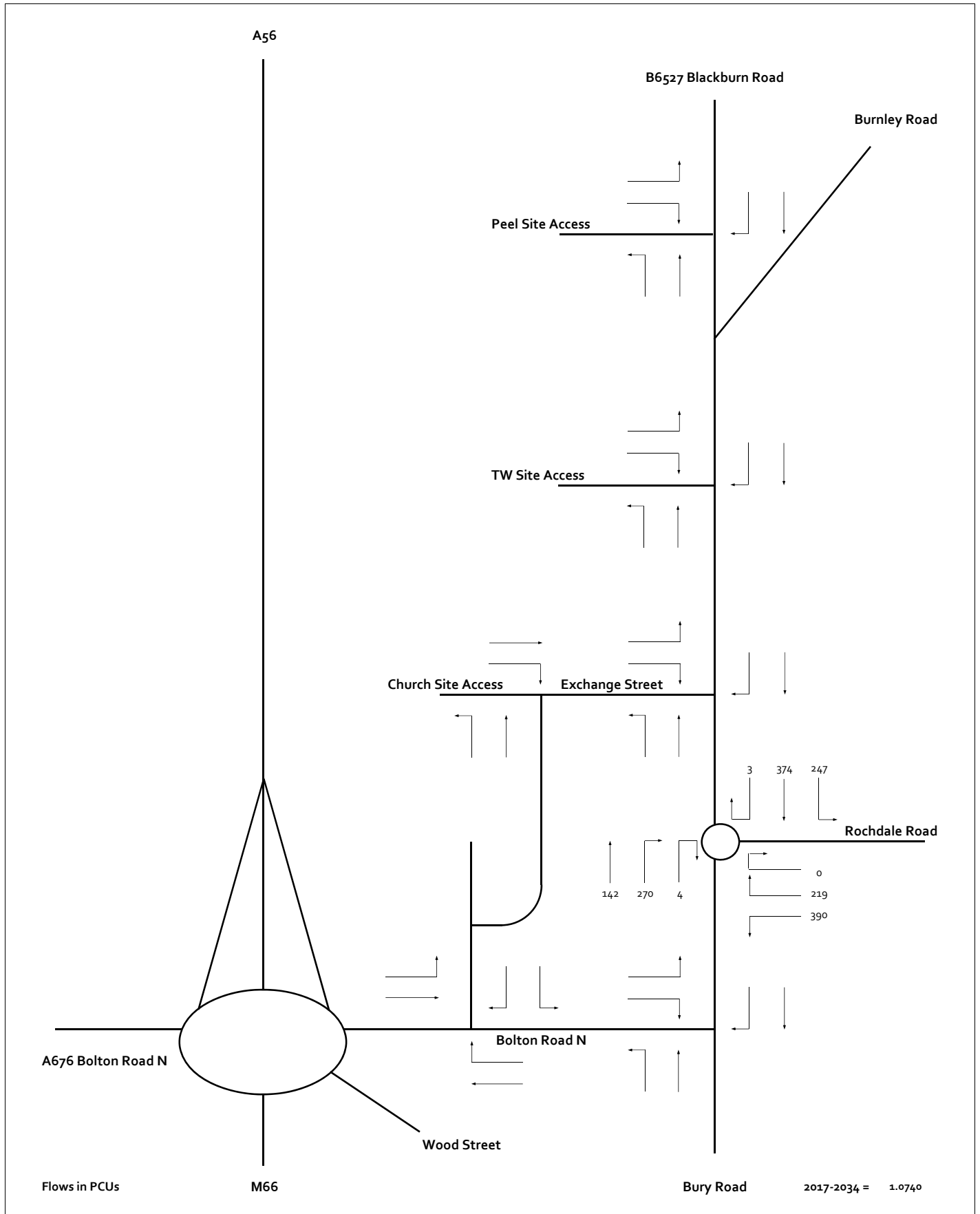


Figure 5 2034 Growthed Flows - Weekday AM Peak



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 M15 4PY

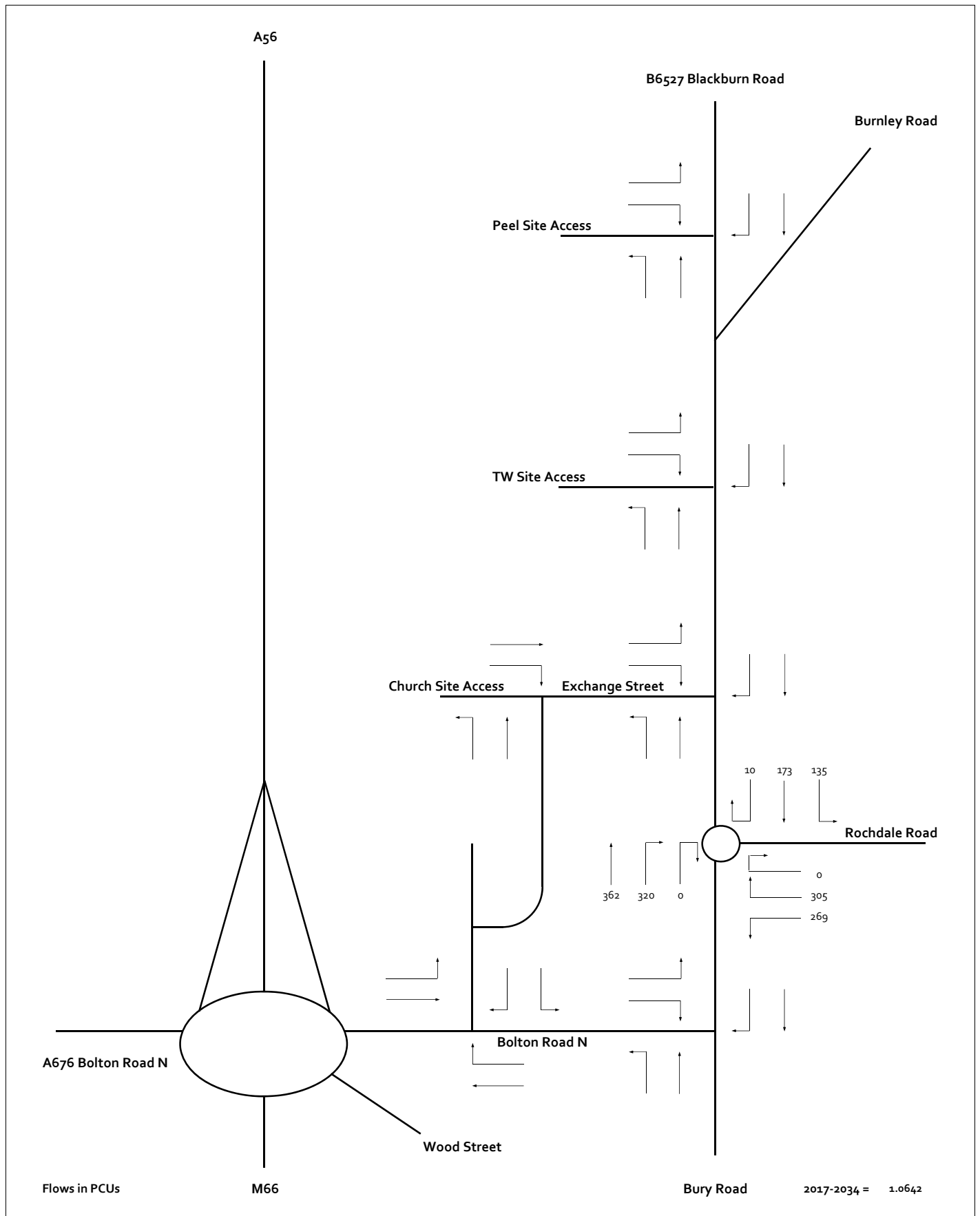


Figure 6 2034 Growthed Flows - Weekday PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

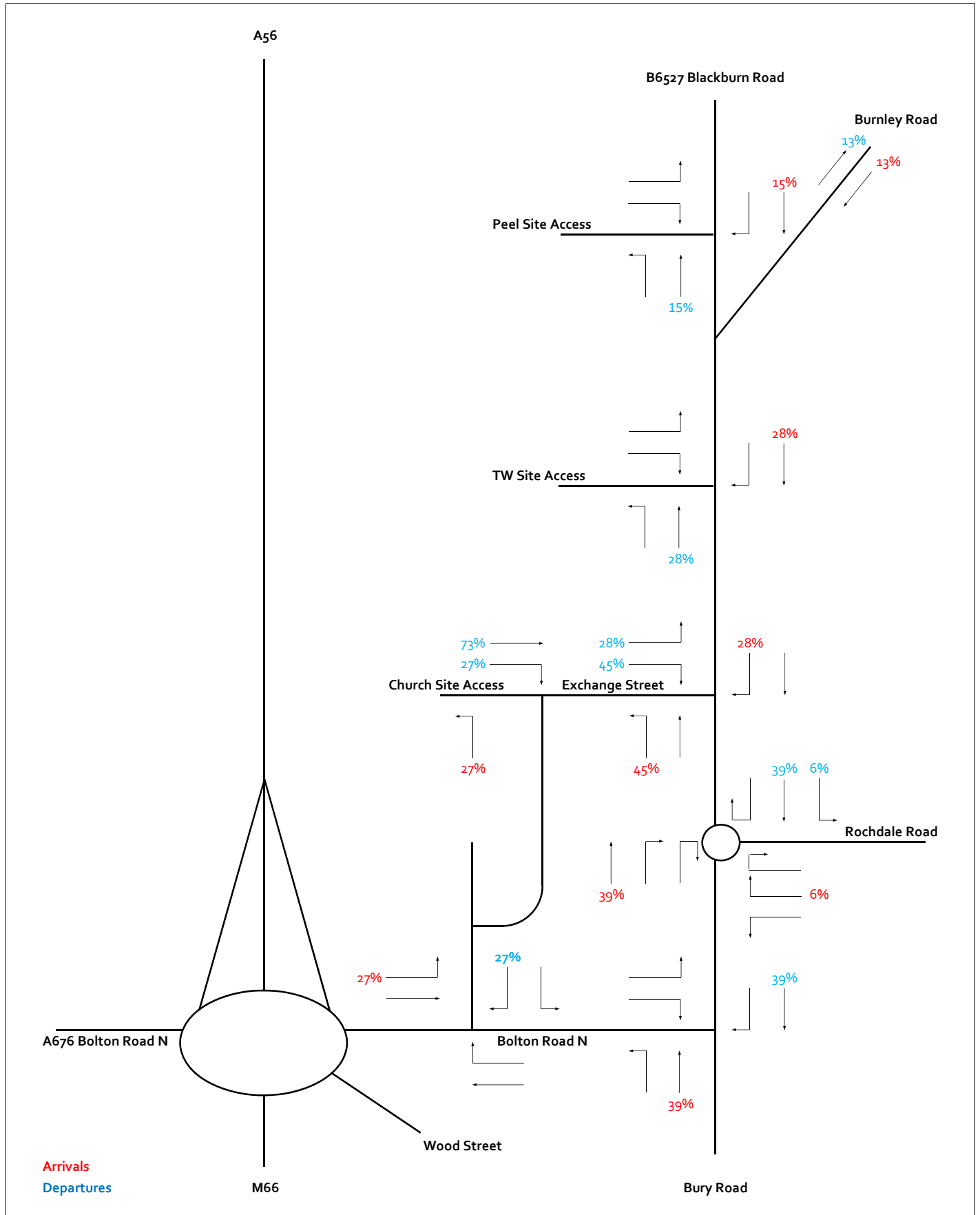


Figure 7 Proposed Church Land Vehicular Distribution



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

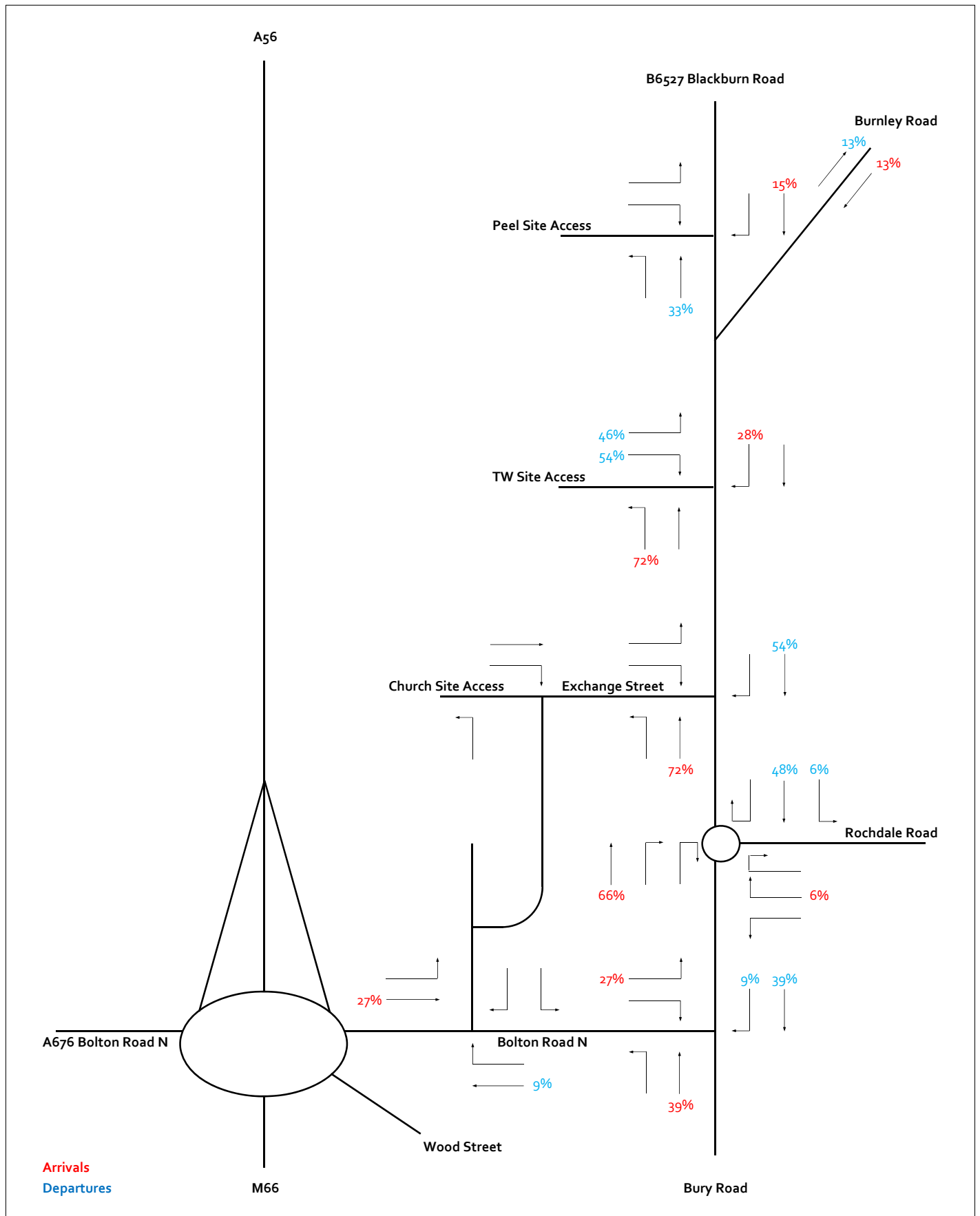


Figure 8 Proposed TW Land Vehicular Distribution



Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

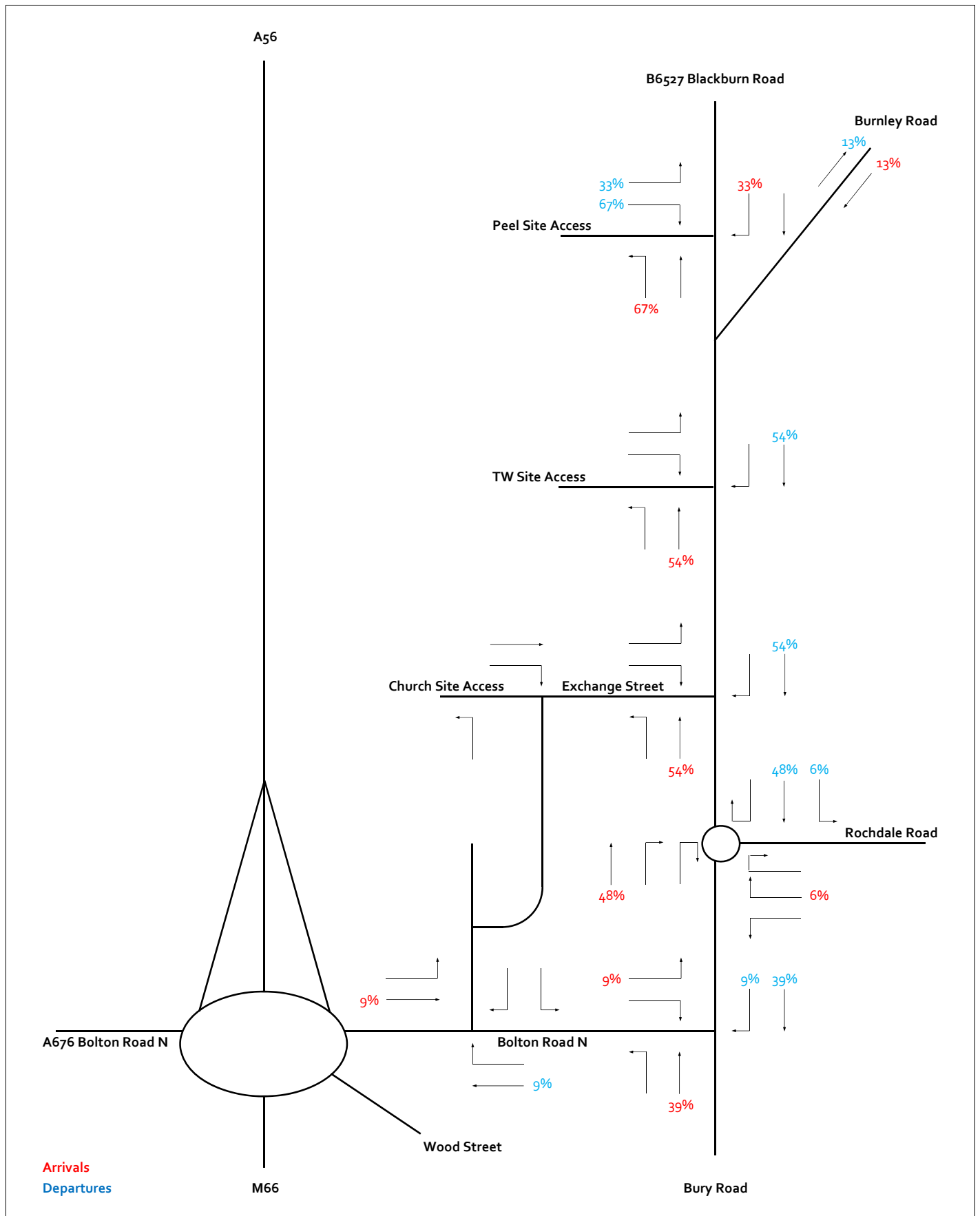


Figure 9 Proposed Peel Land Vehicular Distribution



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

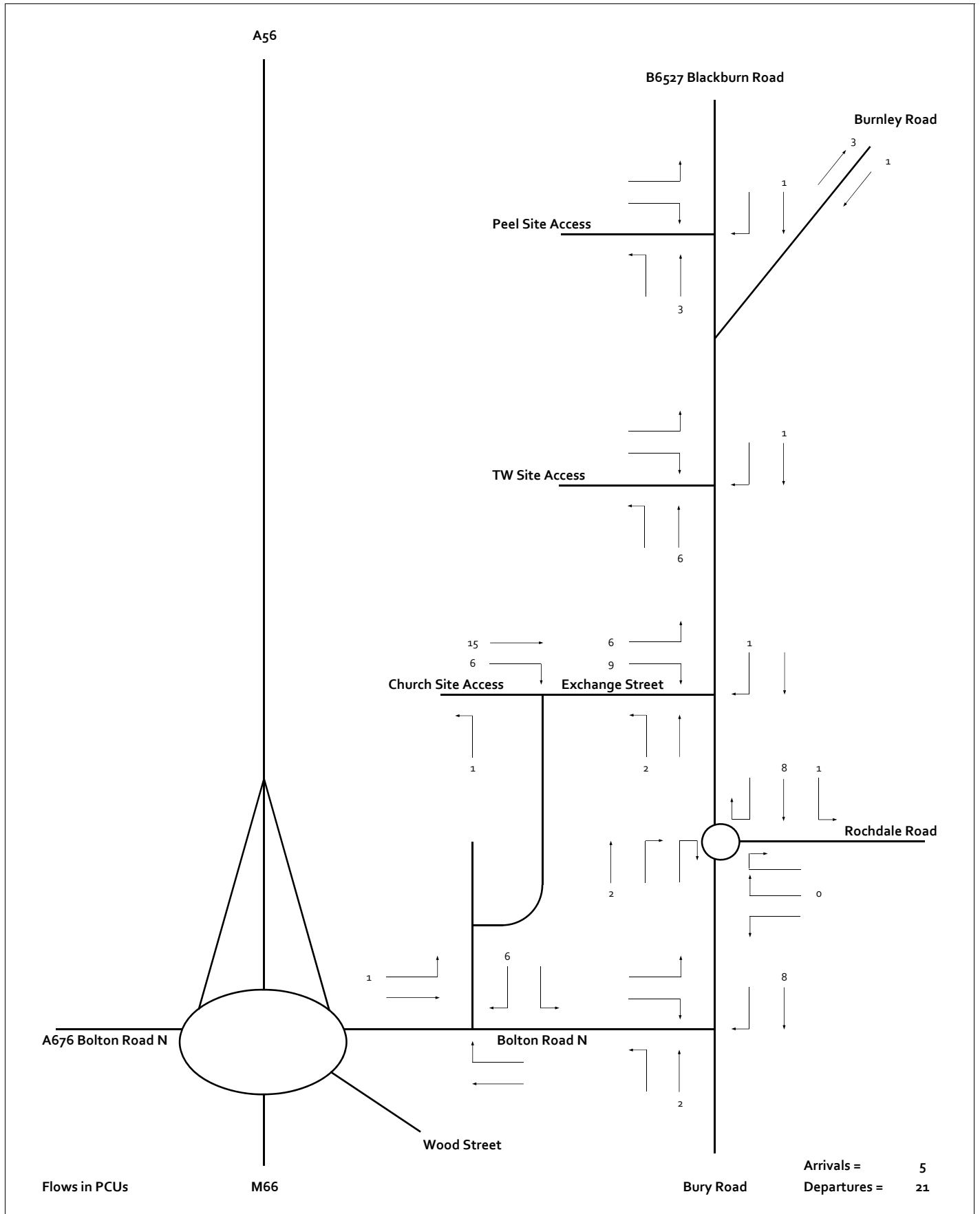


Figure 10 Proposed Church Land Trips - AM Peak



Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

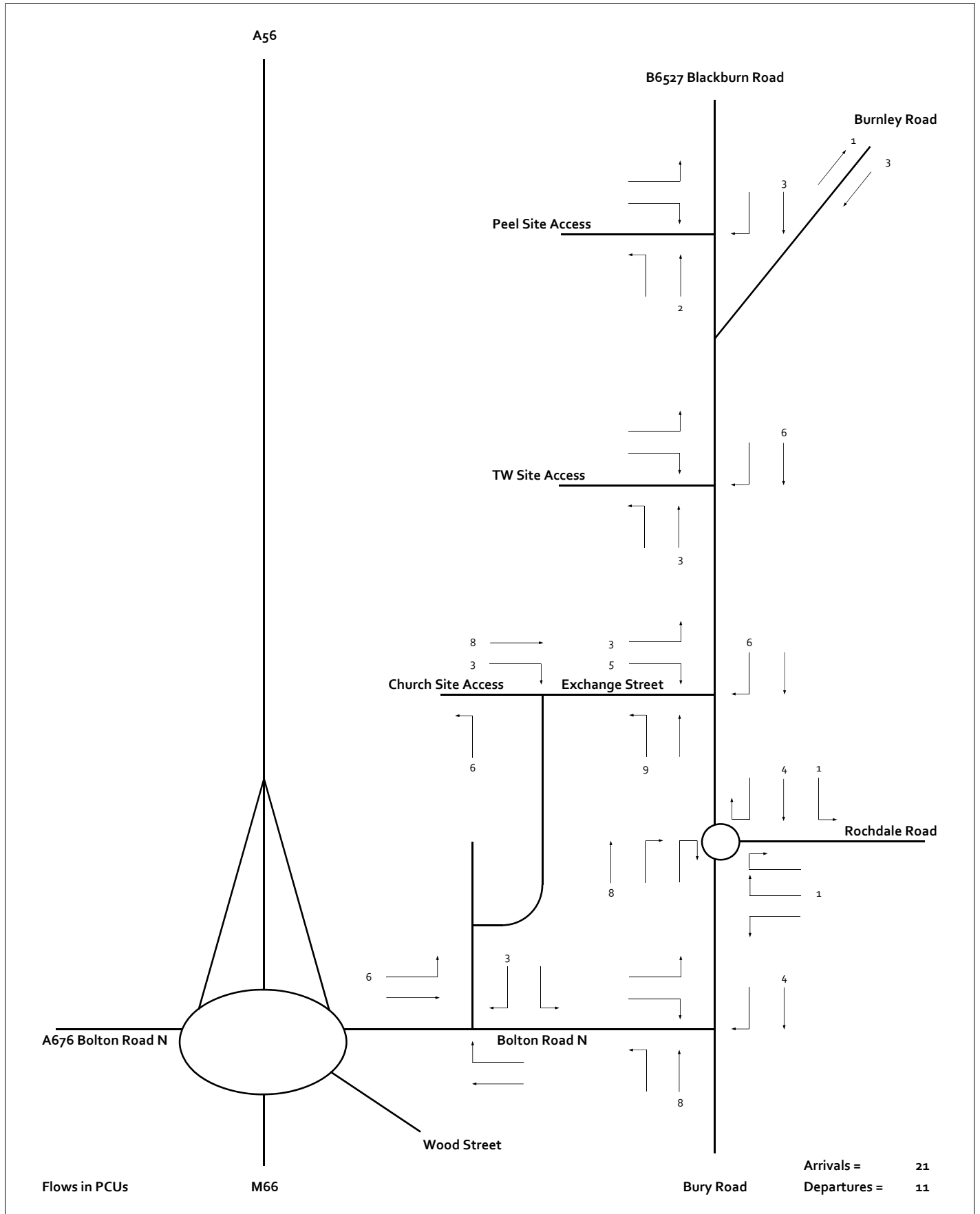


Figure 11 Proposed Church Land Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

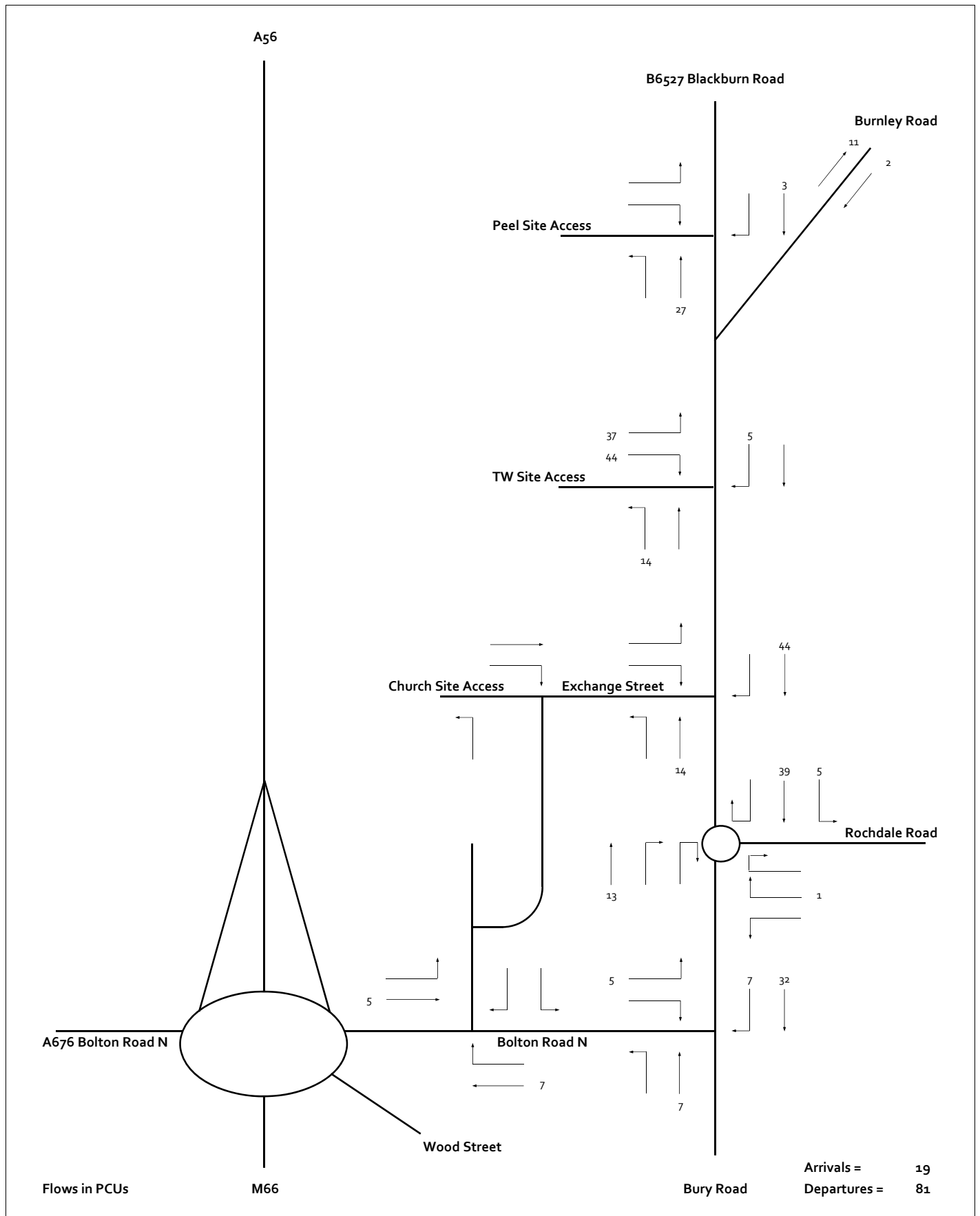


Figure 12 Proposed TW Site Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

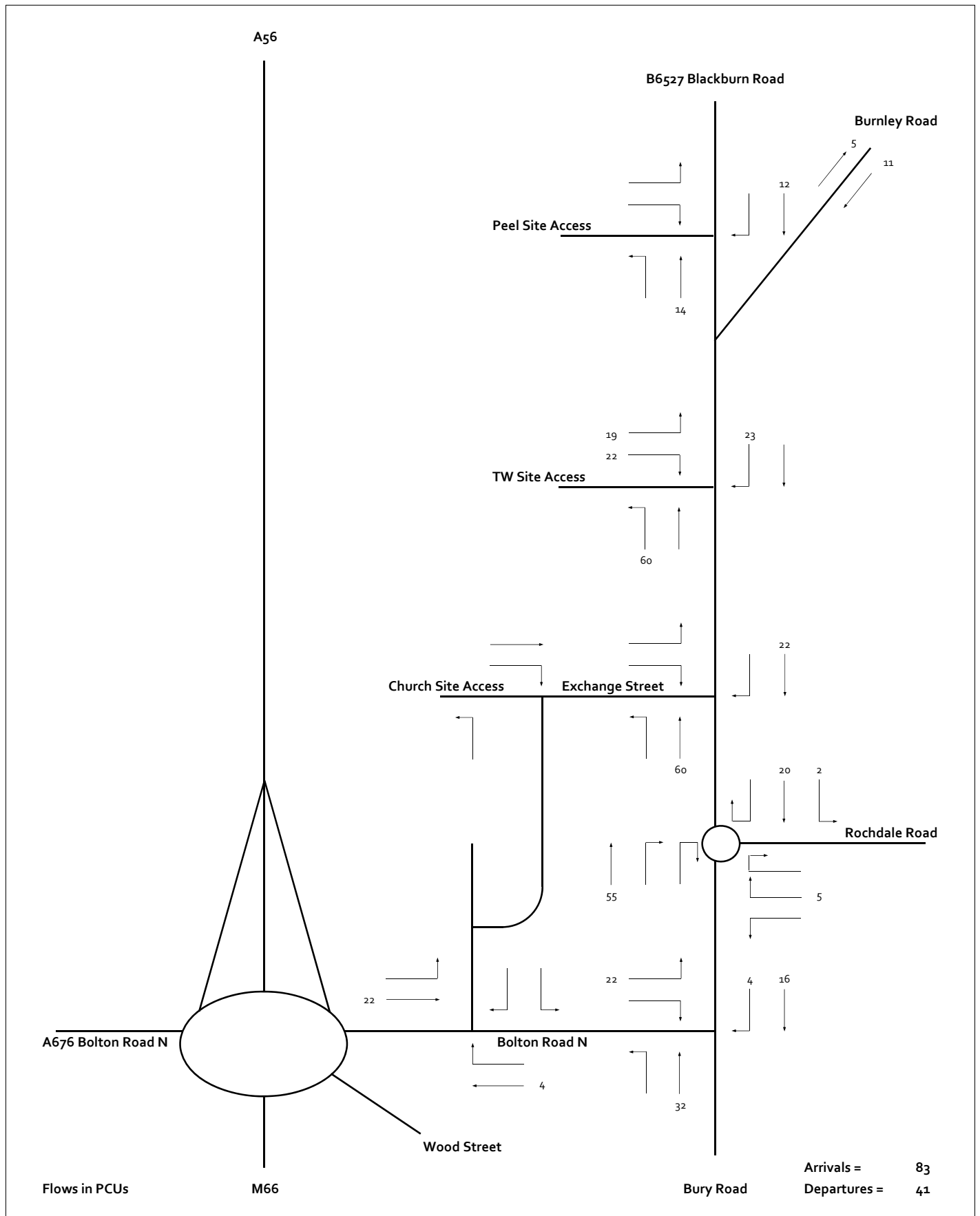


Figure 13 Proposed TW Land Trips - PM Peak



Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

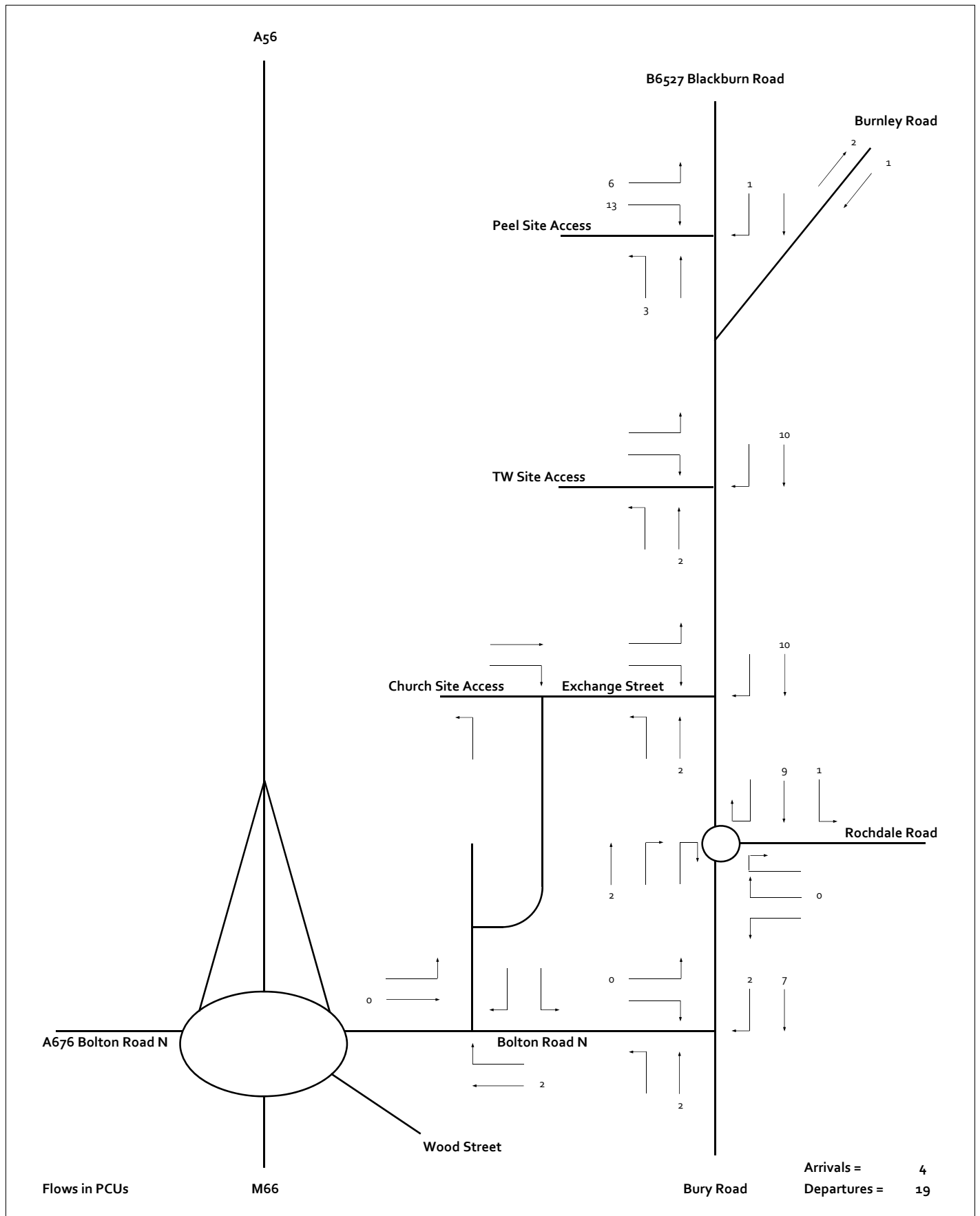


Figure 14 Proposed Peel Land Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

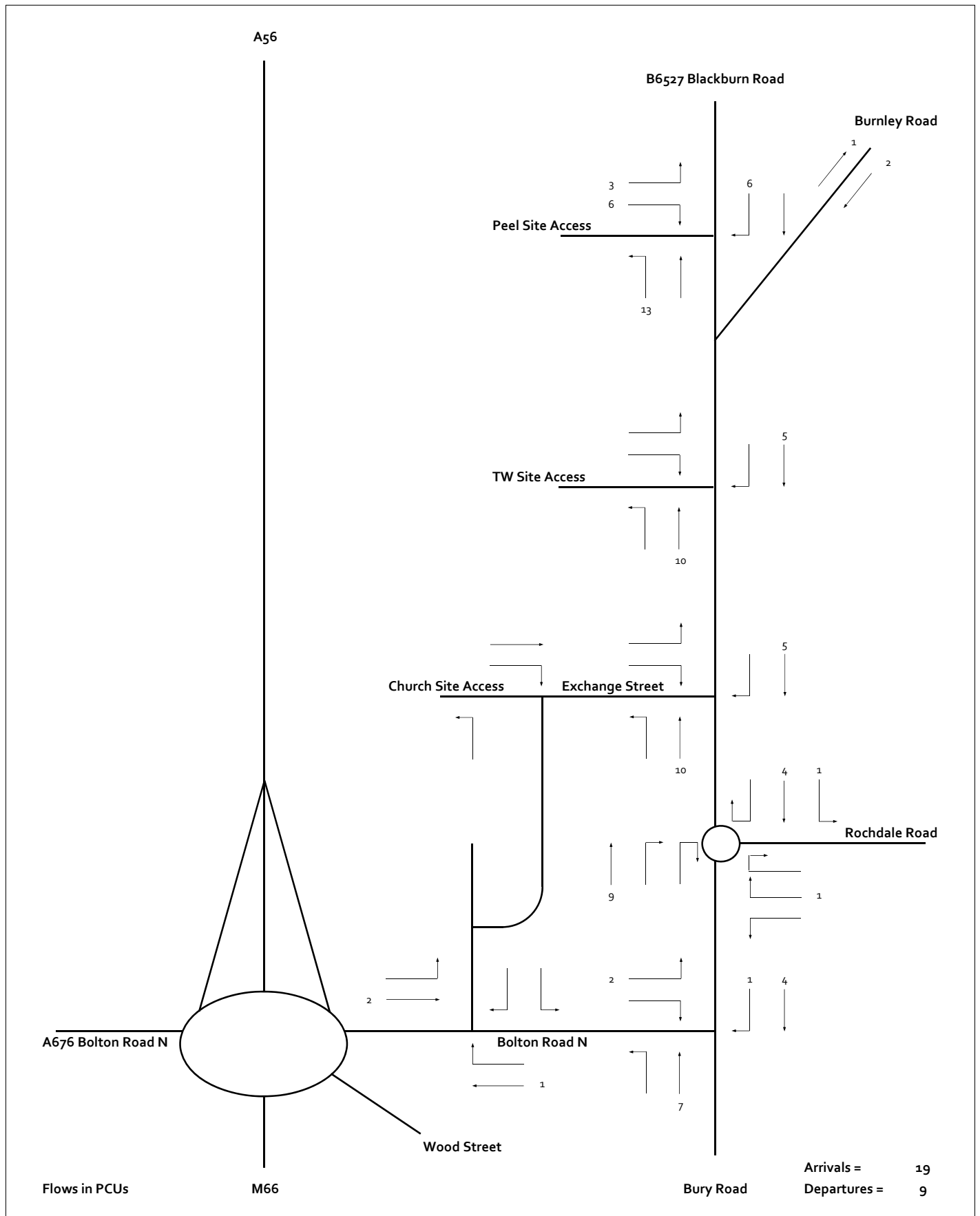


Figure 15 Proposed Peel Land Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

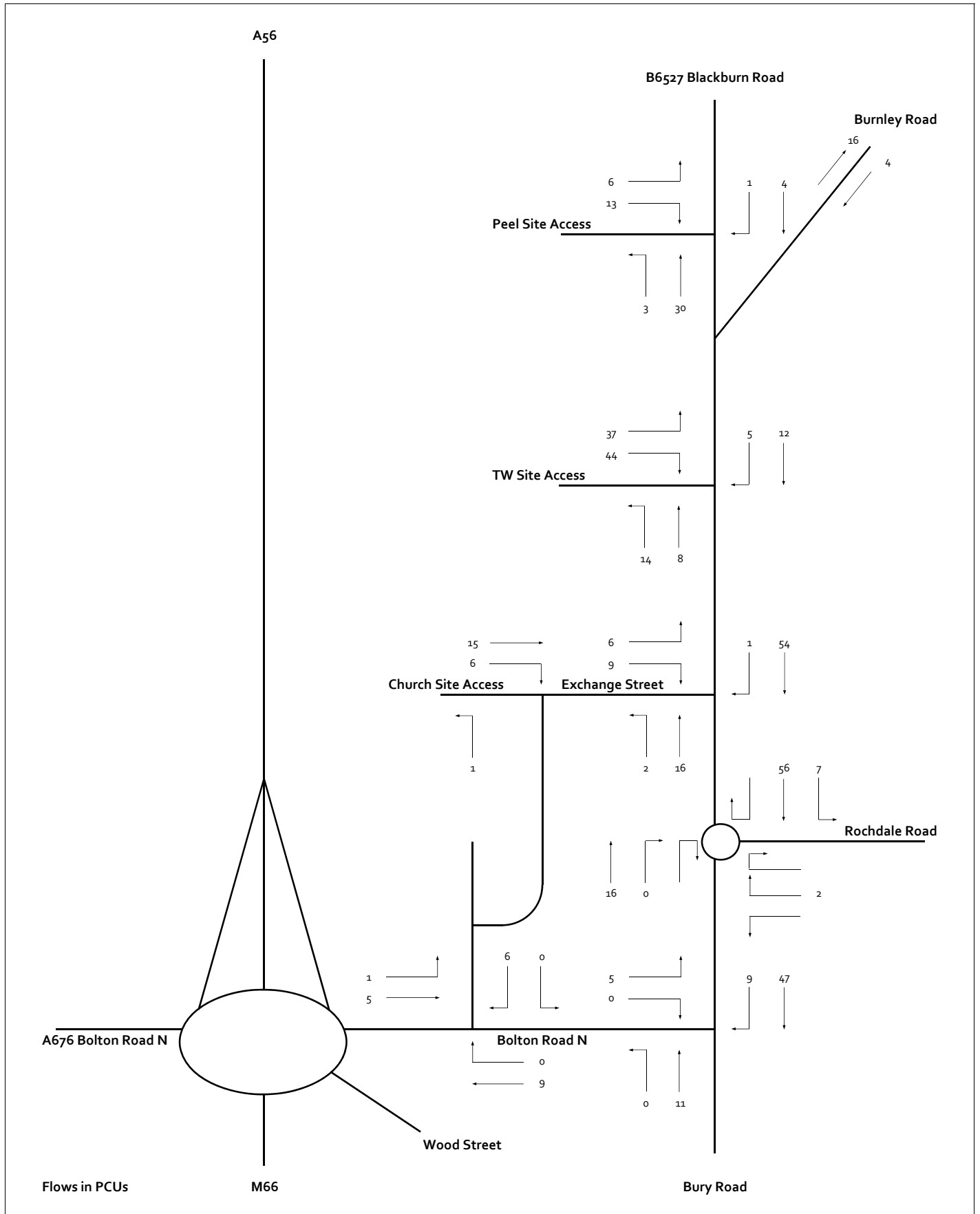


Figure 16 Total Proposed Residential Allocation Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

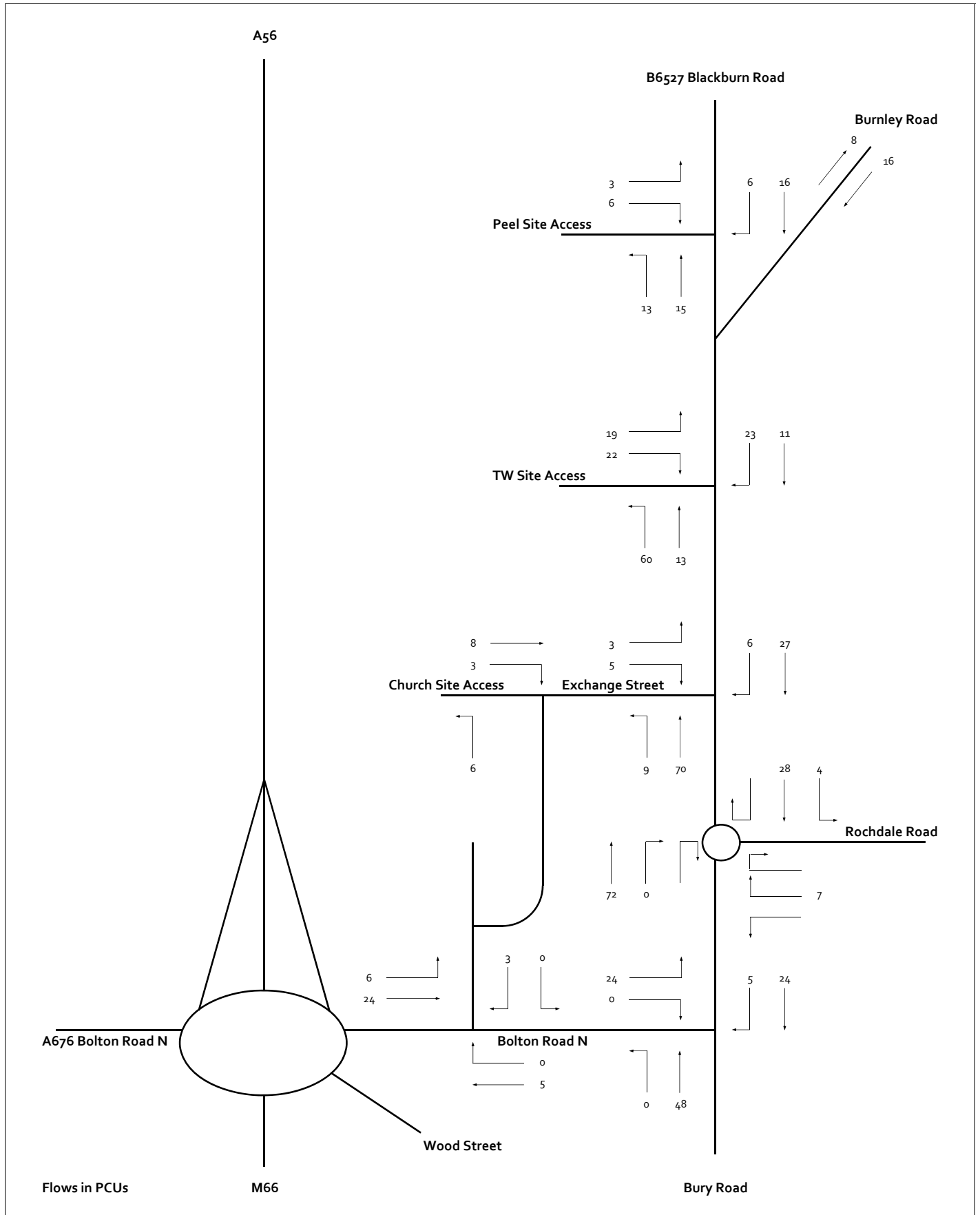


Figure 17 Total Proposed Residential Allocation Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

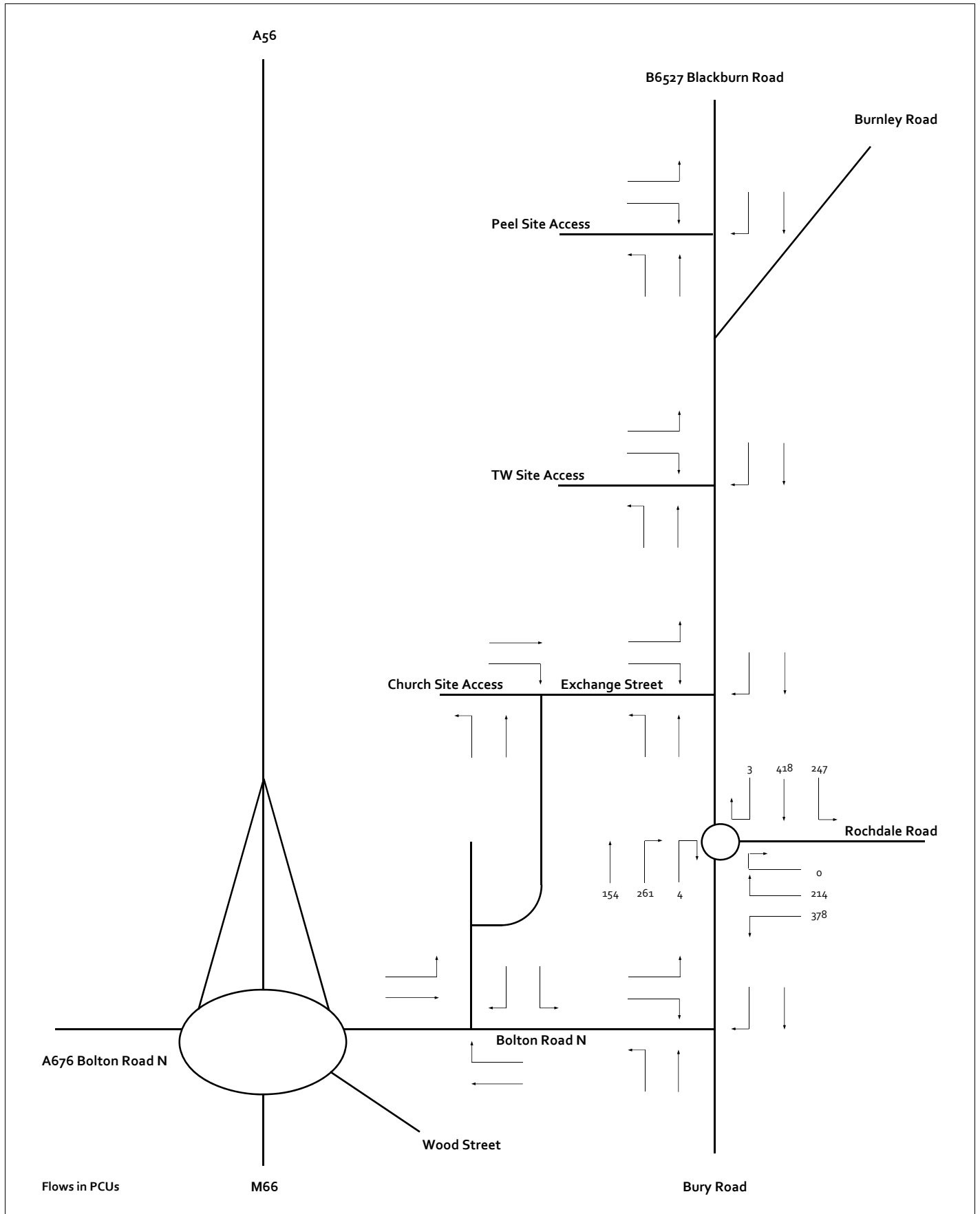


Figure 18 2024 'With Allocation' Flows - Weekday AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

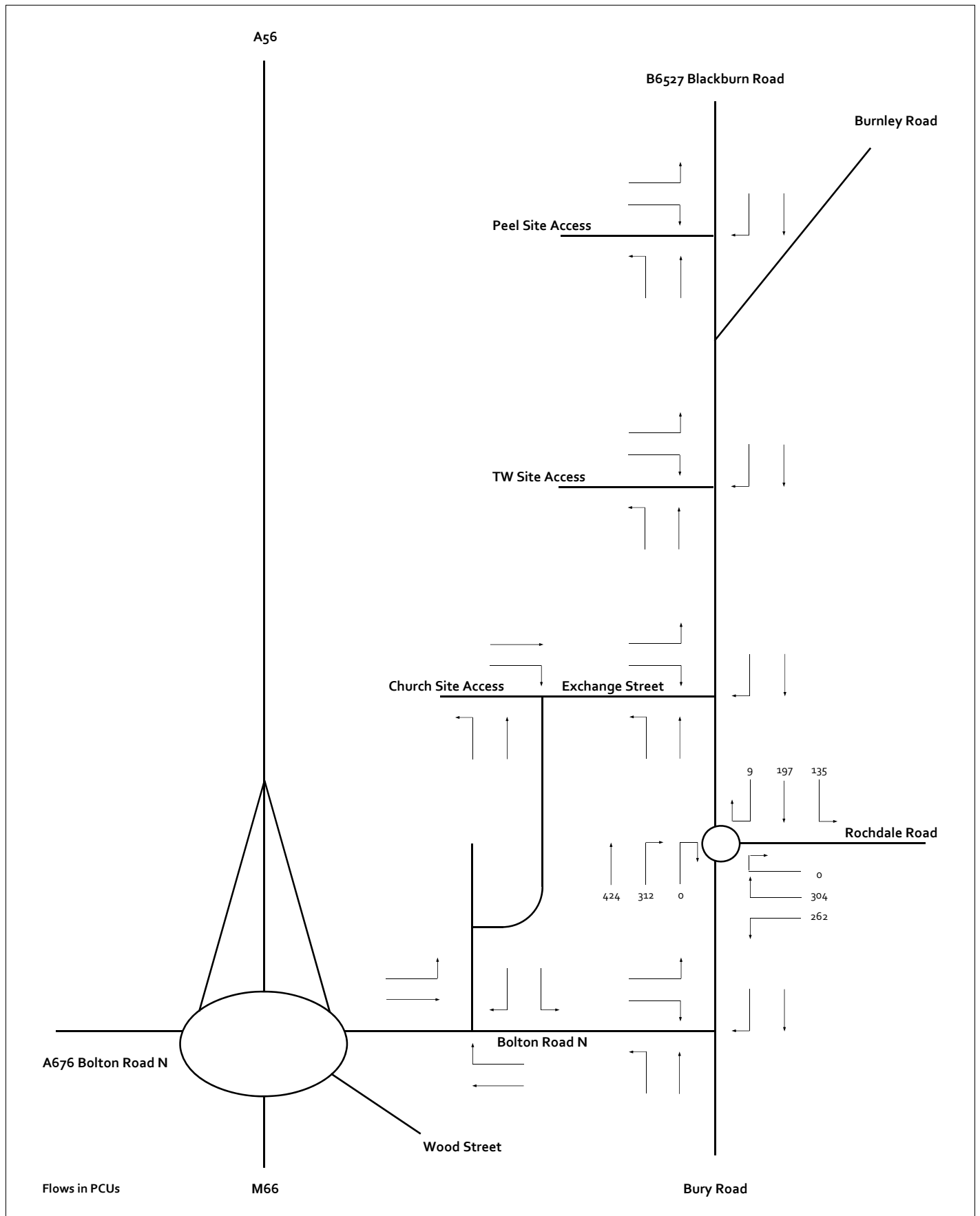


Figure 19 2024 'With Allocation' Flows - Weekday PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

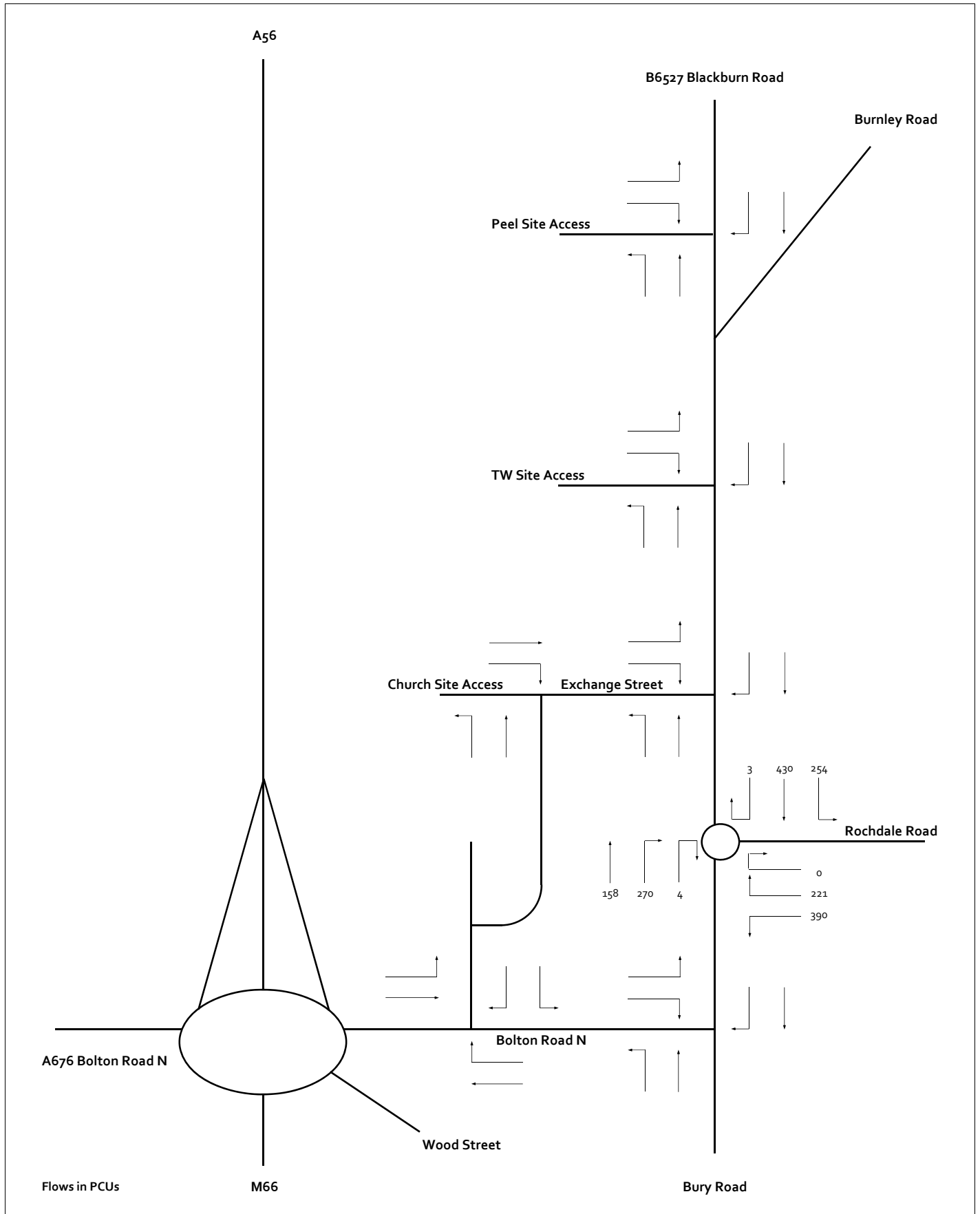


Figure 20 2034 'With Allocation' Flows - Weekday AM Peak



Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

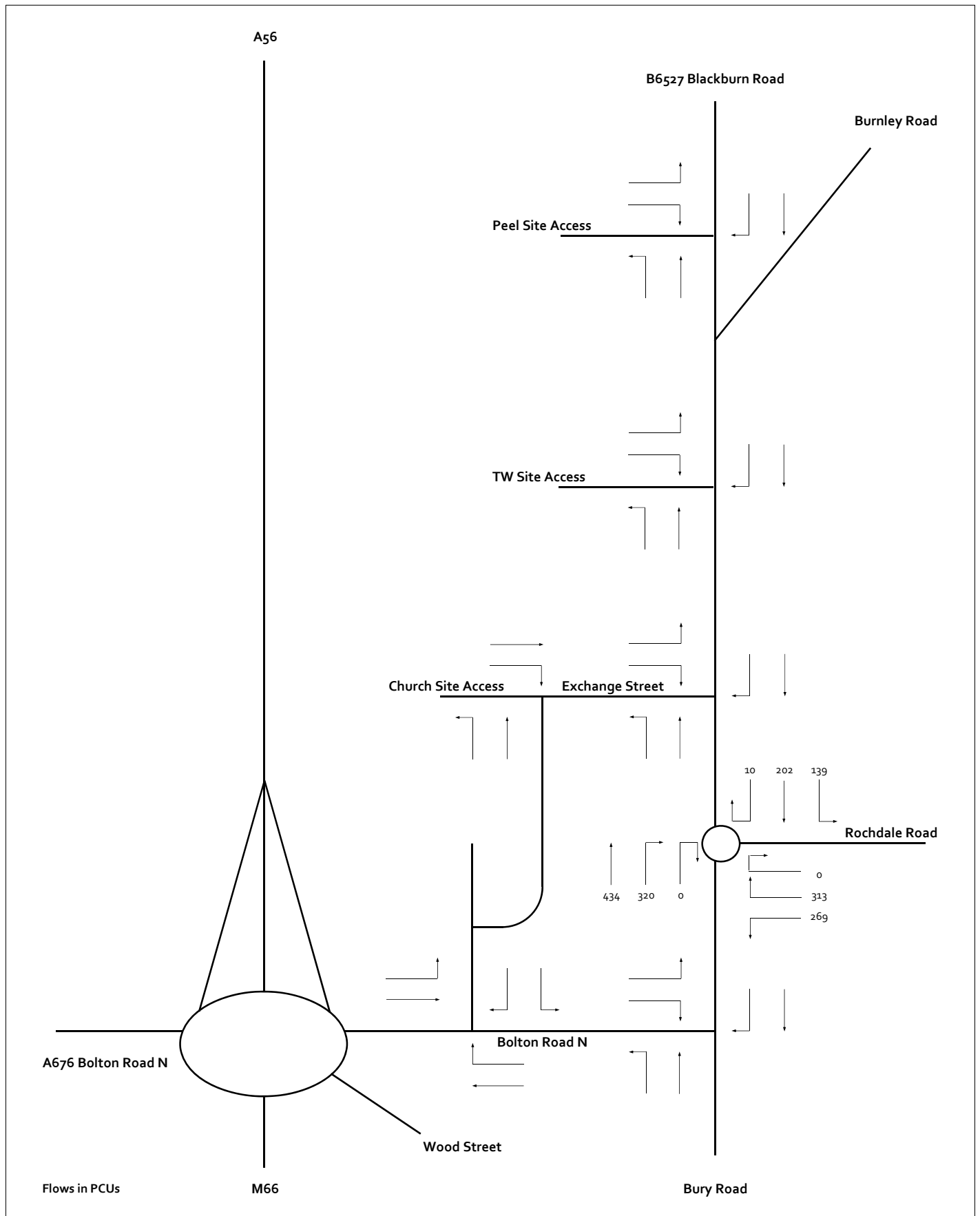


Figure 21 2034 'With Allocation' Flows - Weekday PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

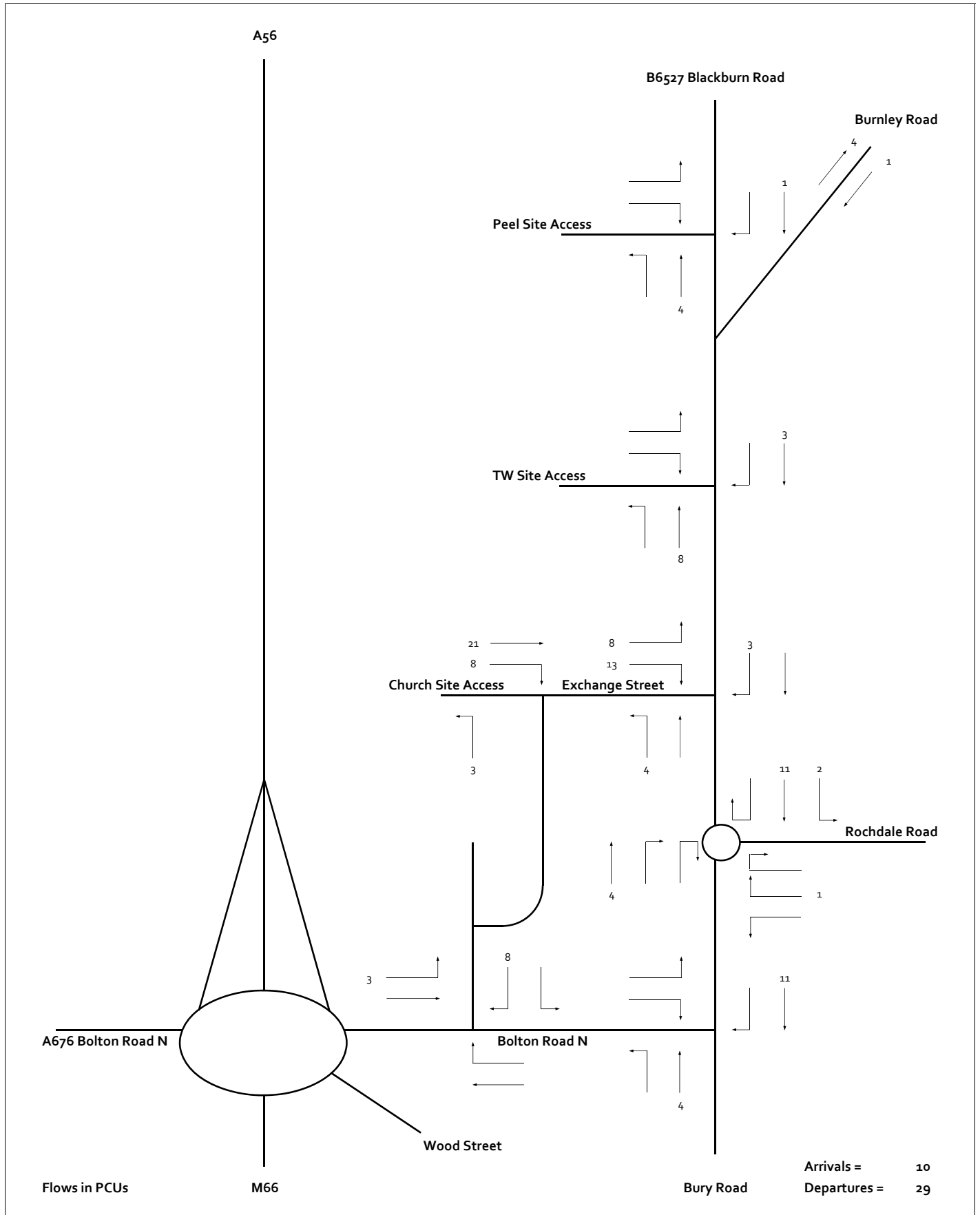


Figure 22 Proposed Church Land Sensitivity Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

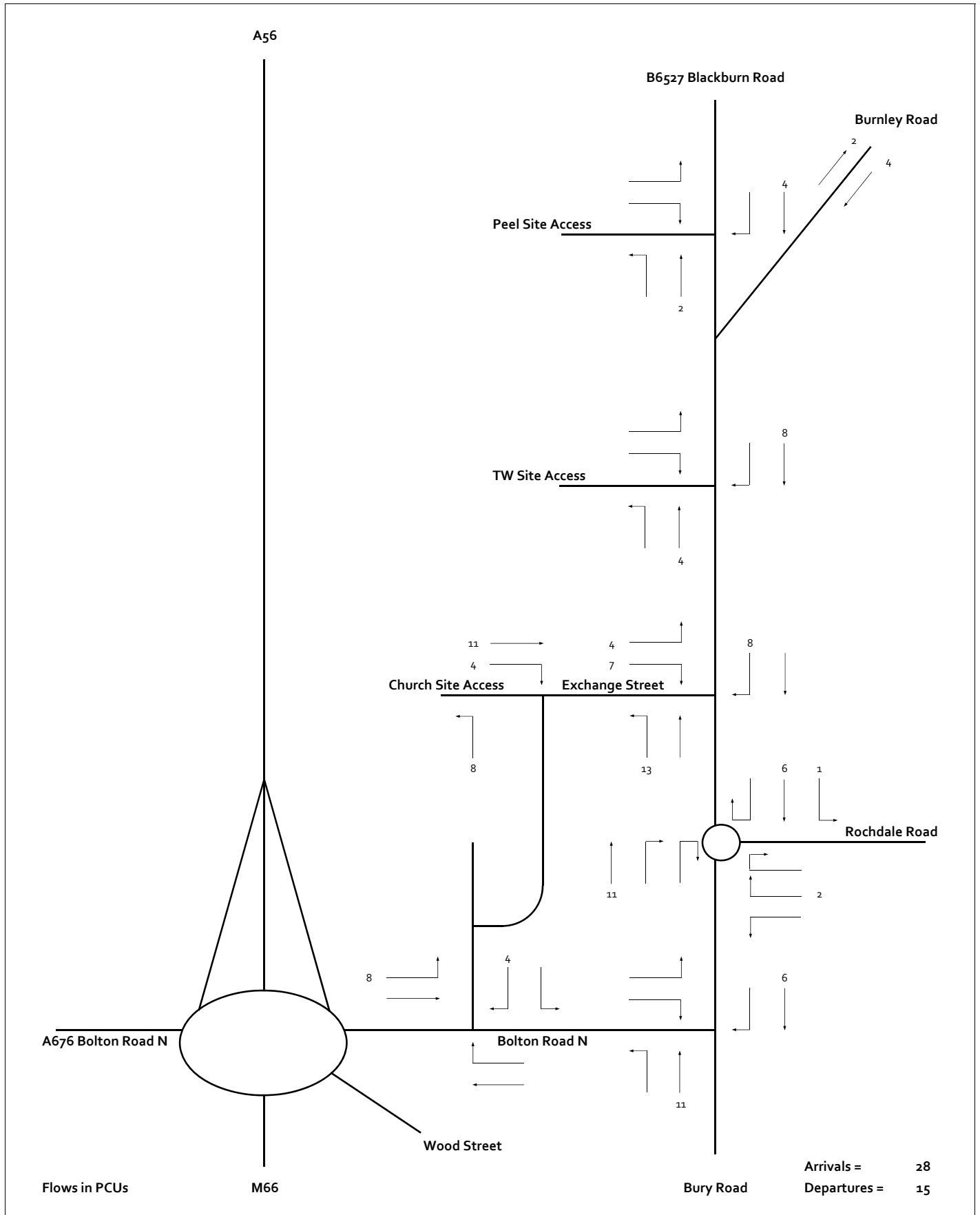


Figure 23 Proposed Church Land Sensitivity Trips - PM Peak



Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

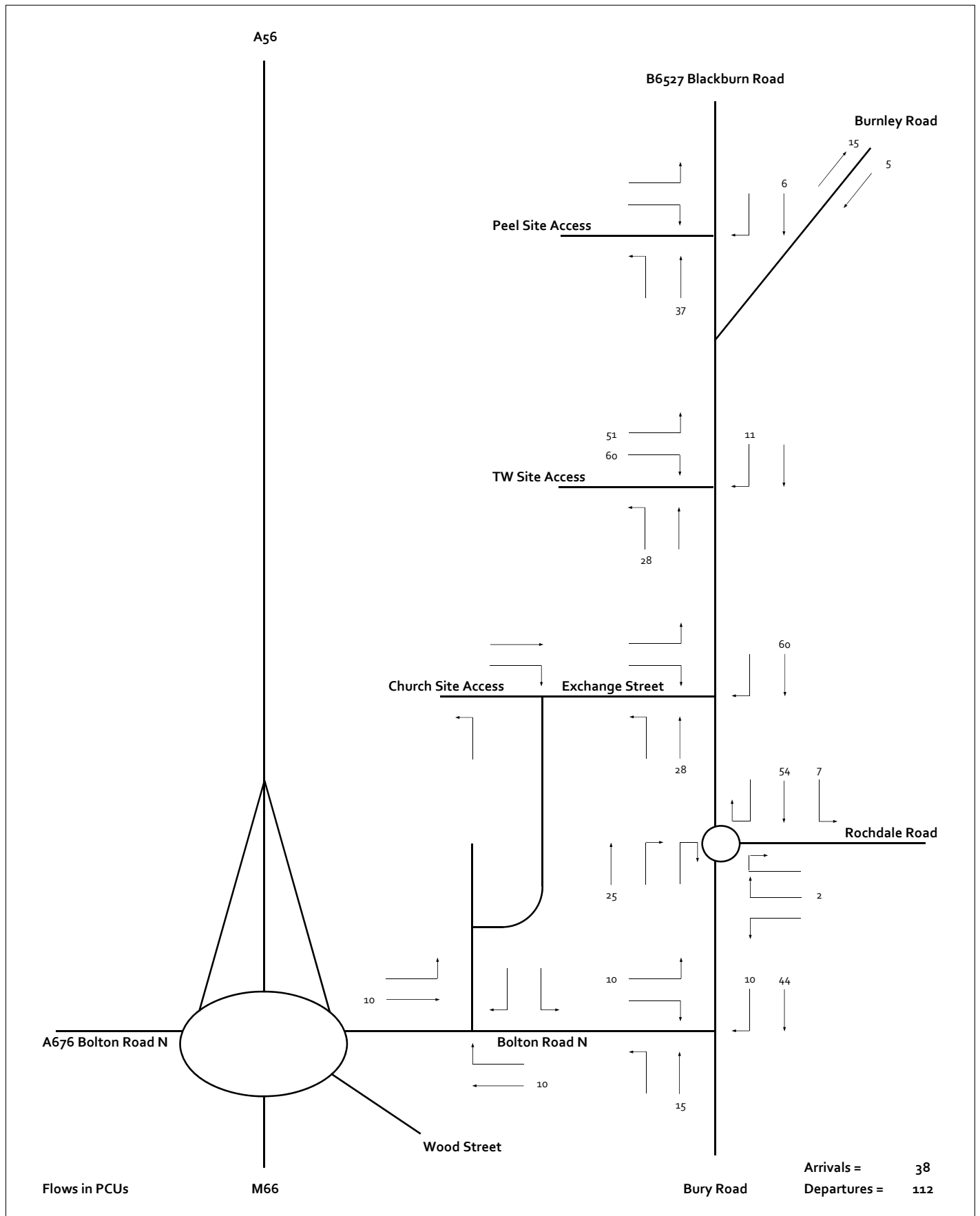


Figure 24 Proposed TW Land Sensitivity Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

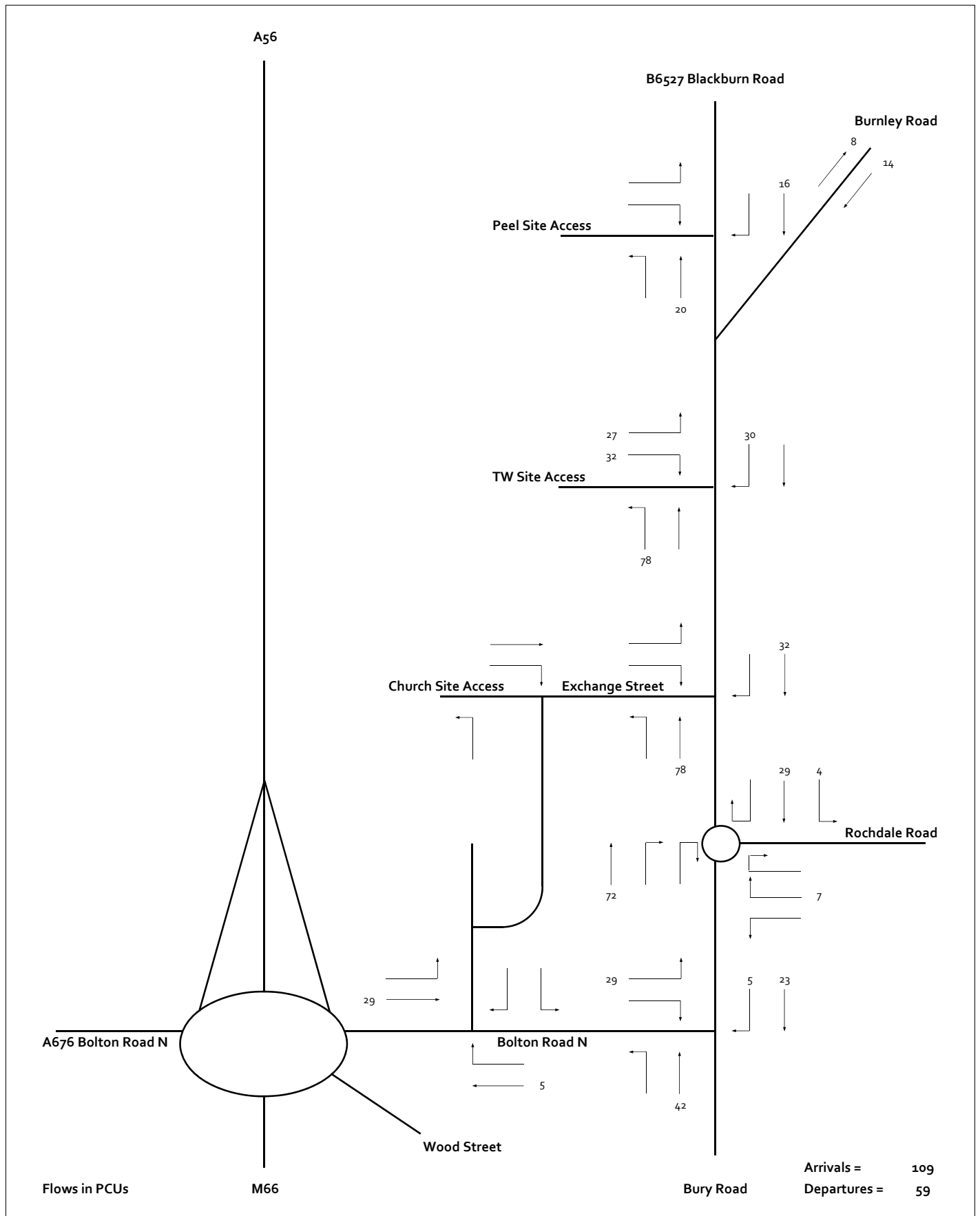


Figure 25 Proposed TW Land Sensitivity Trips - PM Peak



Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

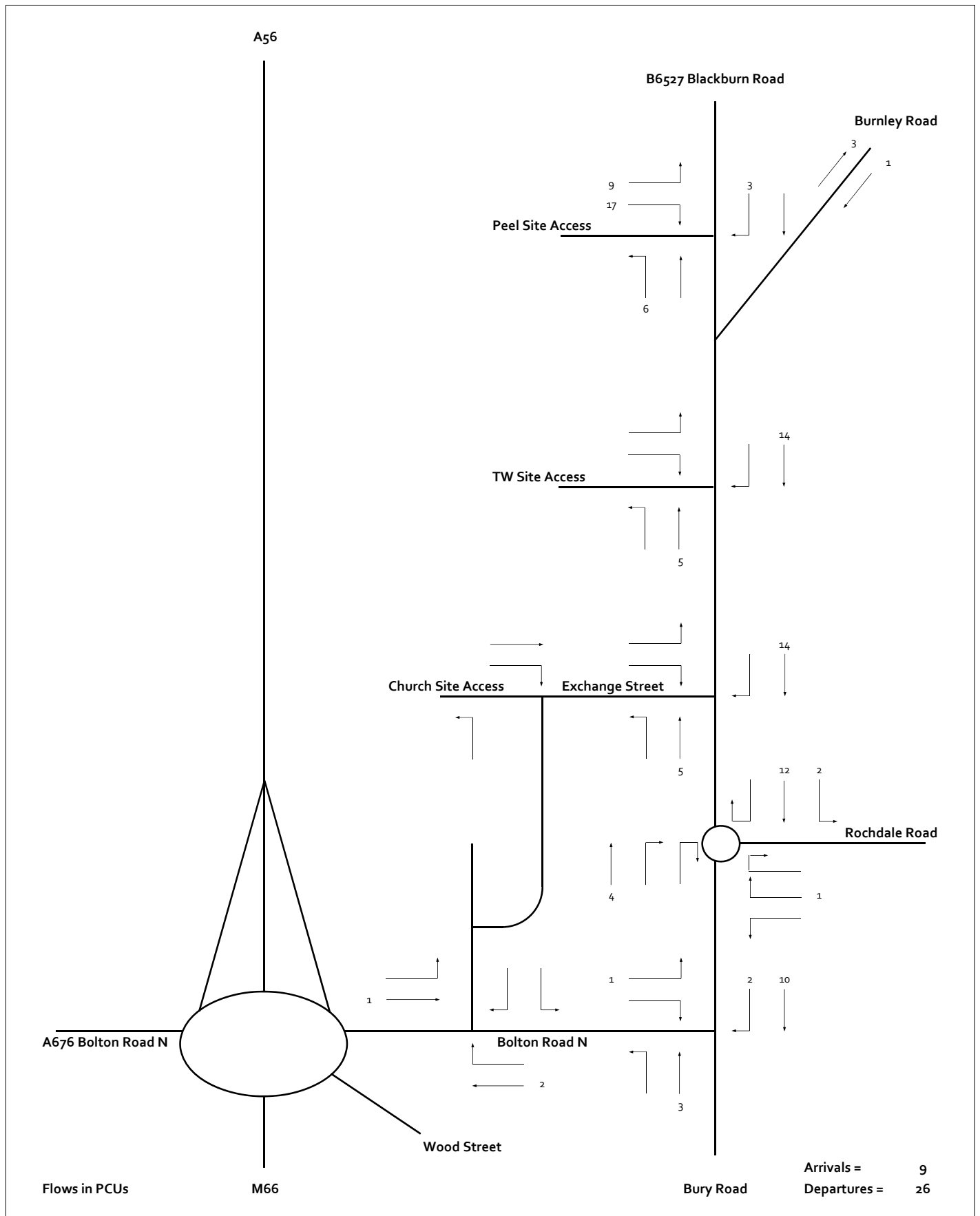


Figure 26 Proposed Peel Land Sensitivity Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

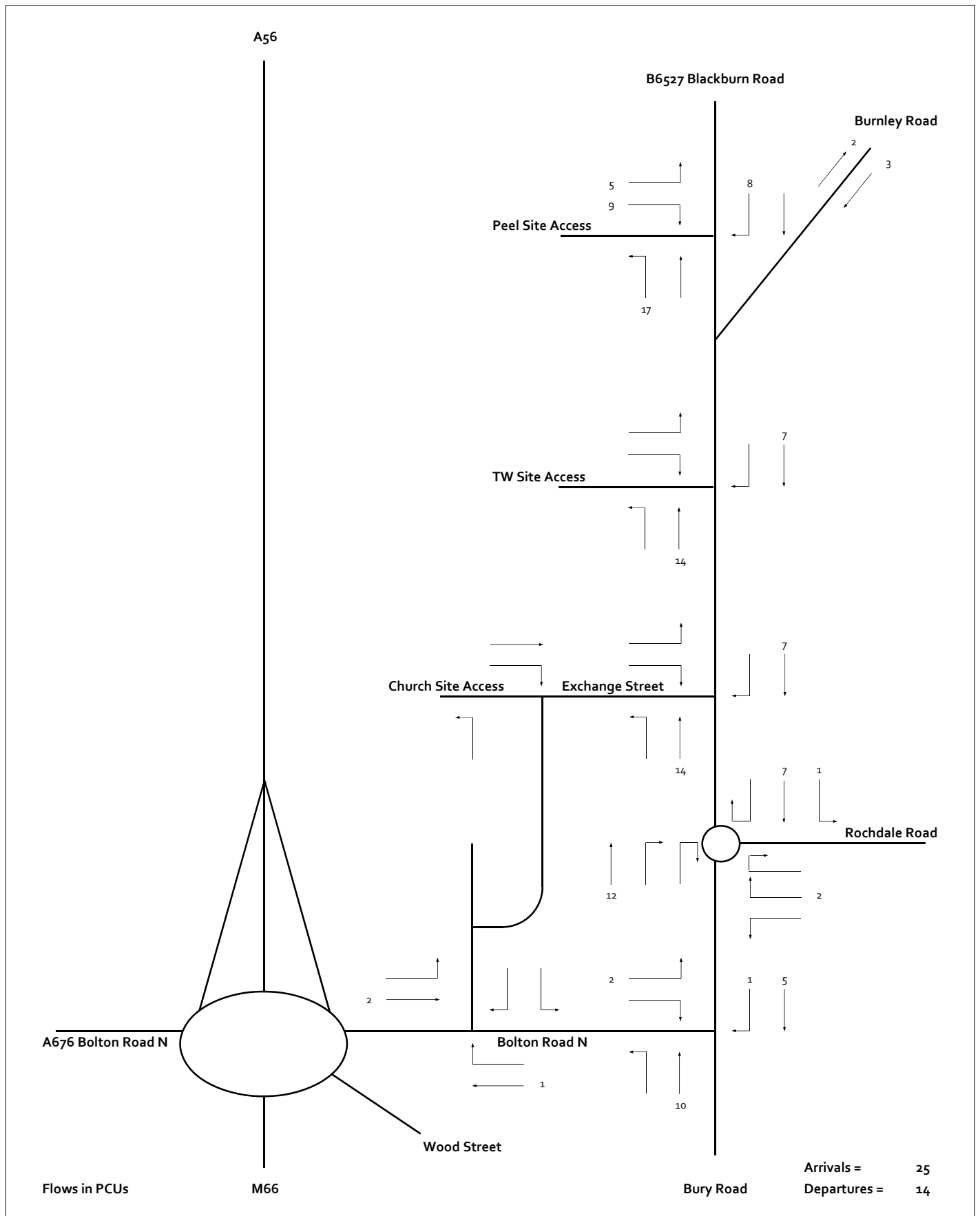


Figure 27 Proposed Peel Land Sensitivity Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

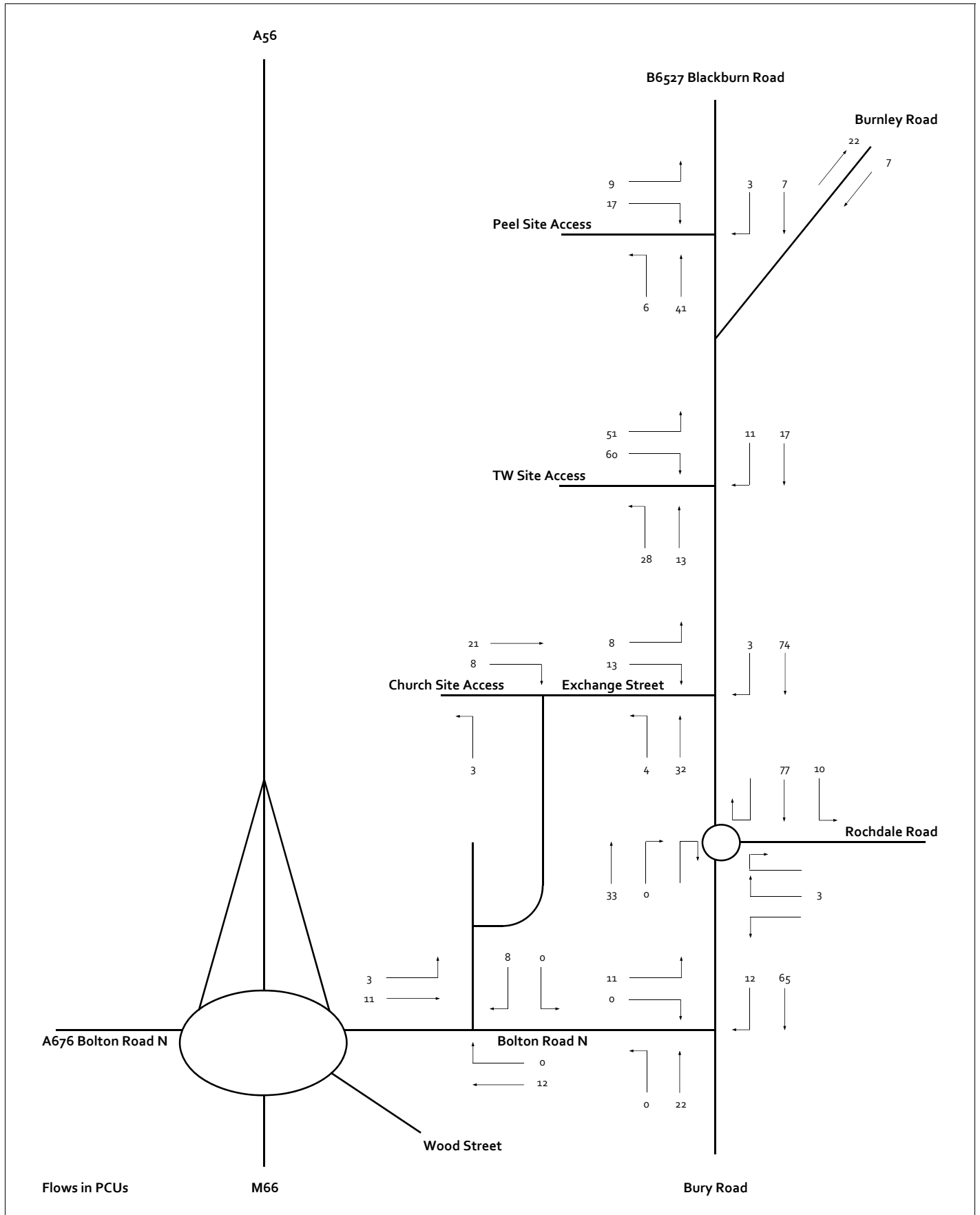


Figure 28 Total Proposed Residential Allocation Sensitivity Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

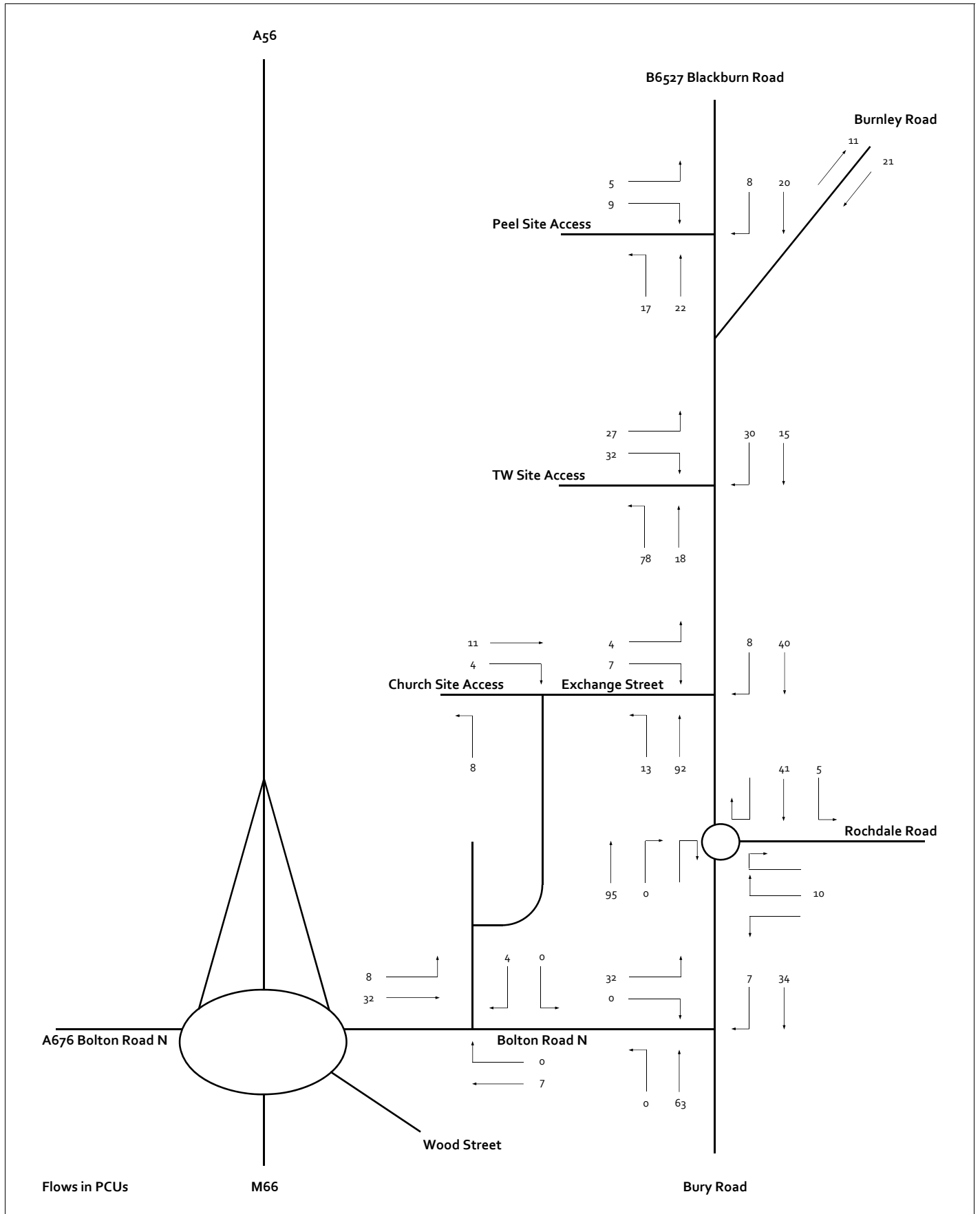


Figure 29 Total Proposed Residential Allocation Sensitivity Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

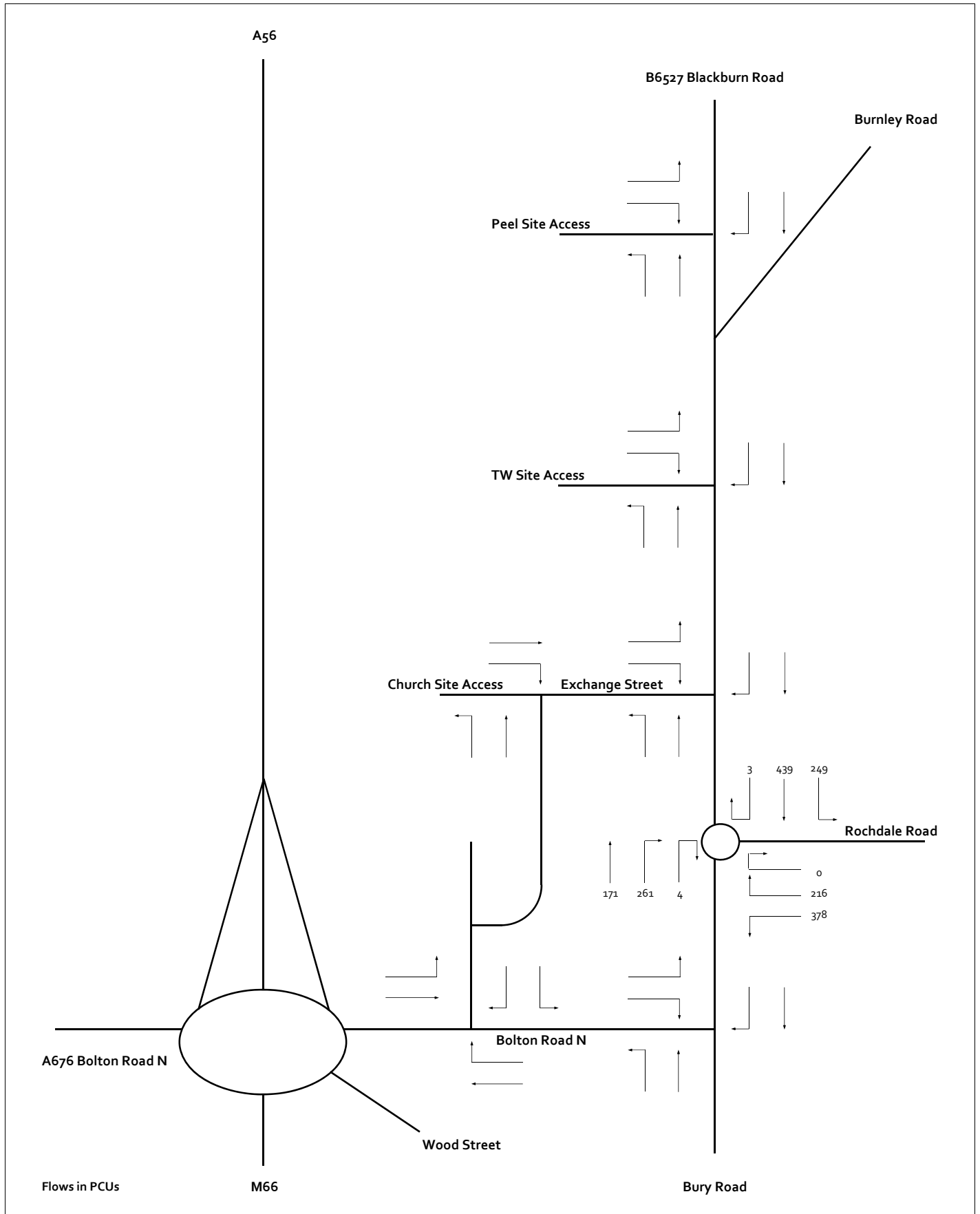


Figure 30 2024 'With Allocation' Sensitivity Flows - Weekday AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

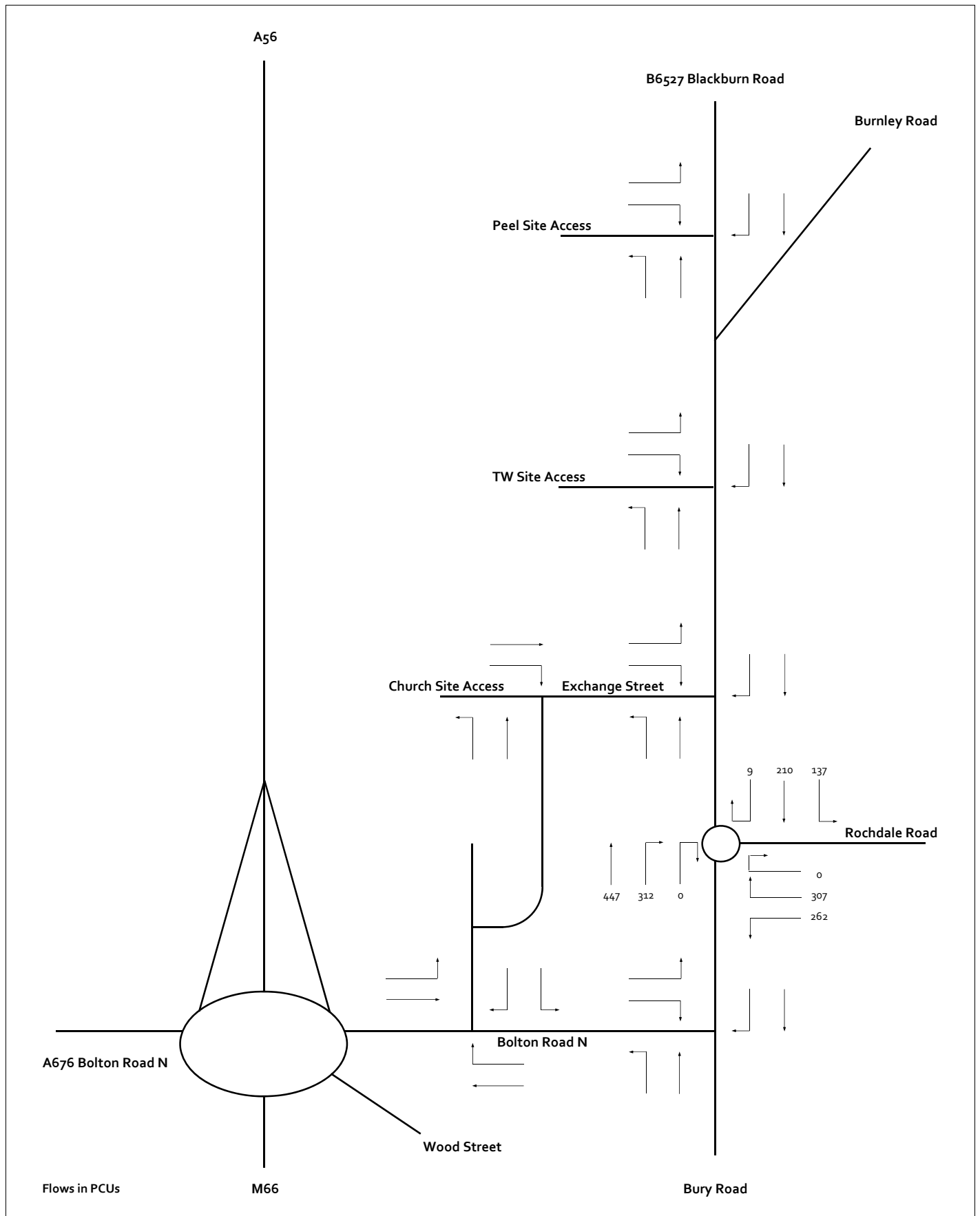


Figure 31 2024 'With Allocation' Sensitivity Flows - Weekday PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

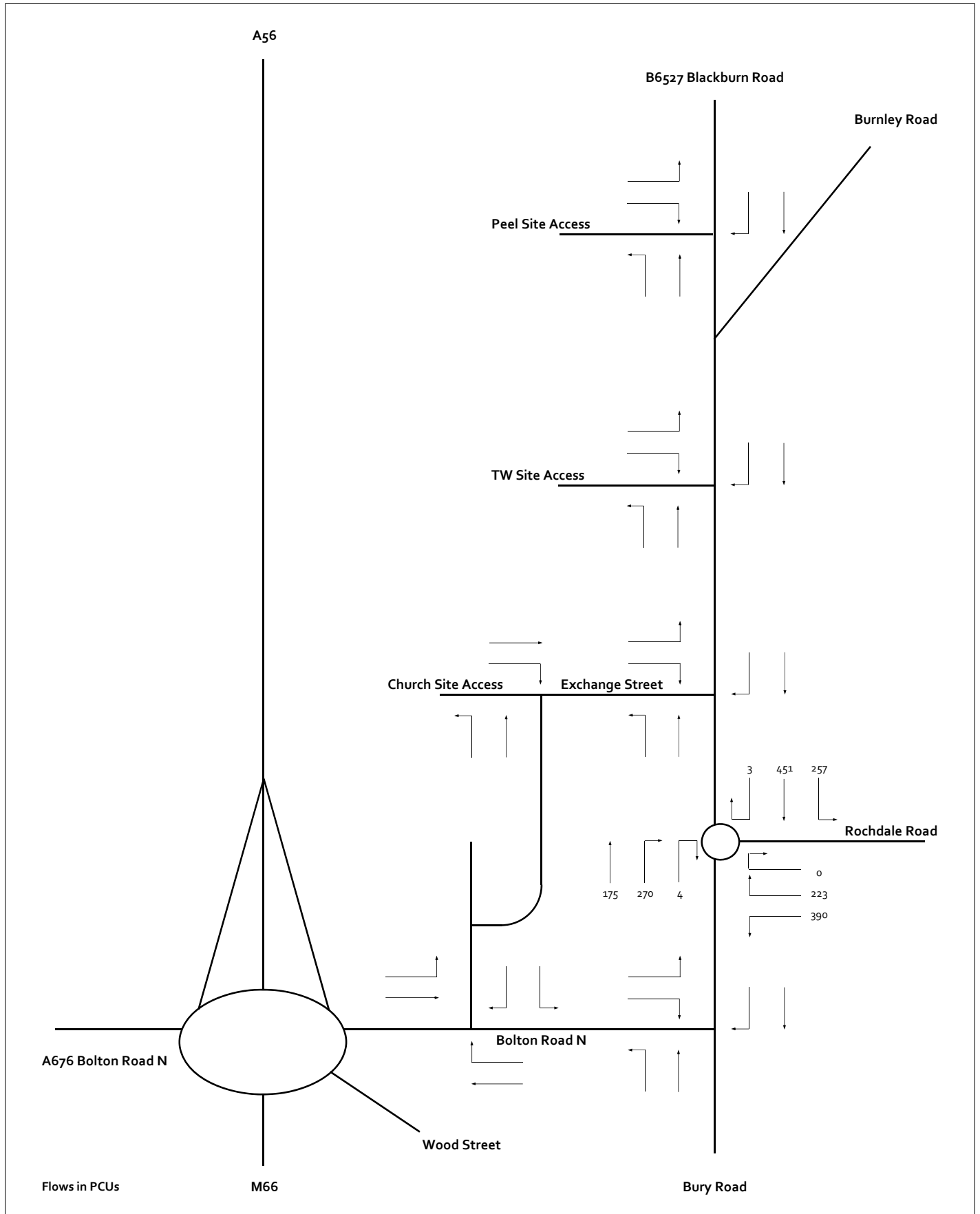


Figure 32 2034 'With Allocation' Sensitivity Flows - Weekday AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

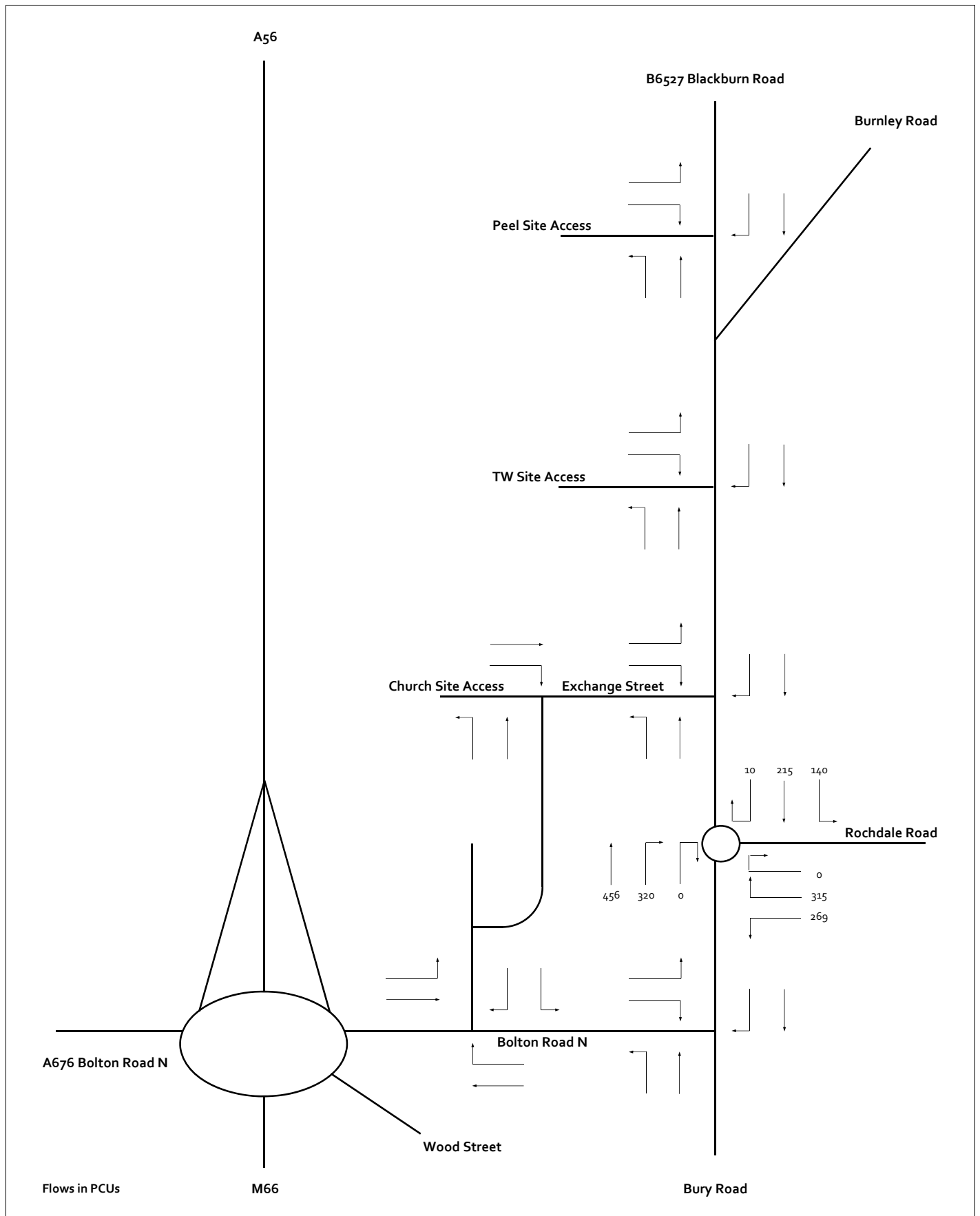


Figure 33 2034 'With Allocation' Sensitivity Flows - Weekday PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

APPENDICES

APPENDIX 1

Survey Data

B652 Market Street (North Arm)

Interval	Bear Left Turn		Light Good Single-Unit Articulated Buses				Bear Left T	
	Bicycles	Motorcycle Cars						
07:00	0	0	29	3	0	0	0	32
07:15	0	2	40	7	0	0	1	50
07:30	0	0	61	6	0	0	0	67
07:45	0	0	38	10	1	0	0	49
08:00	0	0	51	7	3	0	0	61
08:15	0	0	44	3	1	0	1	49
08:30	0	0	40	4	0	0	0	44
08:45	0	0	41	8	0	0	0	49
16:00	0	0	22	4	0	0	1	27
16:15	0	0	36	3	1	0	0	40
16:30	0	0	23	1	0	0	0	24
16:45	0	0	22	4	0	0	0	26
17:00	0	1	33	2	0	0	0	36
17:15	0	0	25	3	2	0	0	30
17:30	0	0	32	3	0	0	0	35
17:45	0	0	26	3	2	0	0	31
Grand Total	0	3	563	71	10	0	3	650

Turn Total	Bear Right Turn						Bear Right	
	Bicycles	on Motorcycle	Cars	Light Good	Single-Unit	Articulated	Buses	
	0	1	49	2	1	1	1	55
	0	0	68	6	1	1	4	80
	0	0	75	11	1	0	2	89
	0	1	90	7	4	1	2	105
	1	1	63	6	3	0	2	76
	1	1	54	10	0	0	2	68
	0	2	60	10	1	0	1	74
	0	0	46	4	0	0	0	50
	0	0	38	5	0	0	0	43
	0	0	41	5	0	0	0	46
	2	0	31	4	0	1	1	39
	0	0	28	7	0	0	1	36
	0	2	35	2	0	0	0	39
	0	0	45	1	1	0	2	49
	0	0	33	4	0	0	0	37
	2	1	36	2	0	0	1	42
	6	9	792	86	12	4	19	928

Turn Total	U-Turn						U-Turn Tot:	
	Bicycles	on Motorcycle	Cars	Light Good	Single-Unit	Articulated	Buses	
	0	0	1	0	0	0	0	1
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	1
	0	0	1	0	0	0	0	1
	0	0	1	0	0	0	0	1
	0	0	1	1	0	0	0	2
	0	0	1	0	0	0	0	1
	0	0	1	0	0	0	0	1
	0	0	2	0	0	0	0	2
	0	0	1	0	0	0	0	1
	0	0	2	0	0	0	0	2
	0	0	1	0	0	0	0	1
	0	0	3	0	0	0	0	3
	0	0	3	0	0	0	0	3
	0	0	0	0	0	0	0	0
	0	0	19	1	0	0	0	20

al	A680 Bury Rd (Northeastbound)						Bear Left Turn	
	Bicycles on Motorcycle Cars		Light Good Single-Unit Articulated Buses				Bear Left Turn	
	0	0	7	0	1	0	1	9
	1	0	12	0	1	0	0	14
	0	2	12	4	0	0	2	20
	0	0	26	3	2	0	1	32
	0	0	20	6	1	1	1	29
	1	0	38	4	1	0	1	45
	0	0	32	5	0	0	1	38
	0	0	33	11	0	0	1	45
	0	0	45	9	1	0	1	56
	0	2	41	5	0	0	3	51
	1	2	52	3	0	1	3	62
	0	0	63	12	0	1	2	78
	0	1	78	10	0	0	2	91
	0	1	75	3	0	0	0	79
	0	2	74	7	0	0	3	86
	0	0	63	7	0	0	1	71
	3	10	671	89	7	3	23	806

urn Total	Right Turn		Light Good Single-Unit Articulated Buses				Right Turn	
	Bicycles	on Motorcycle Cars						
	0	0	31	5	1	2	1	40
	0	0	35	9	1	0	1	46
	1	1	50	9	4	0	0	65
	0	0	32	12	6	0	0	50
	0	0	68	4	6	0	0	78
	0	0	40	2	5	1	0	48
	0	0	47	7	3	1	0	58
	0	0	40	11	3	1	1	56
	0	0	50	7	0	0	0	57
	0	0	48	17	2	1	0	68
	0	0	43	15	2	0	0	60
	0	1	67	8	1	0	0	77
	0	2	53	14	1	1	0	71
	0	0	74	9	0	0	0	83
	0	0	59	8	0	0	1	68
	0	0	71	4	0	0	0	75
	1	4	808	141	35	7	4	1000

Total	U-Turn		Light Good Single-Unit Articulated Buses				U-Turn Tot:	
	Bicycles	on Motorcycle Cars						
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	1	0	1	0	0	2
	0	0	1	0	0	0	0	1
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	3	0	1	0	0	4

A680 Rochdale Rd (Northwestbound)

al	Left Turn						Left Turn Tr	
	Bicycles	on Motorcycle	Cars	Light Good	Single-Unit	Articulated Buses		
	0	1	75	2	0	0	0	78
	0	0	55	16	0	1	0	72
	0	0	67	13	5	0	0	85
	0	3	78	9	0	1	0	91
	1	0	83	12	3	2	0	101
	0	1	65	4	6	1	0	77
	0	0	61	11	2	4	0	78
	0	0	55	12	2	1	0	70
	0	0	44	10	0	2	0	56
	0	0	54	8	4	0	0	66
	0	1	59	13	1	0	0	74
	0	0	57	9	1	0	0	67
	0	0	59	13	0	0	0	72
	0	0	44	5	0	0	0	49
	0	0	59	5	0	0	0	64
	0	0	49	6	3	0	0	58
	1	6	964	148	27	12	0	1158

Total	Bear Right Turn		Light Good Single-Unit Articulated Buses				Bear Right	
	Bicycles	Motorcycle Cars						
	0	0	22	4	0	0	0	26
	0	0	33	5	0	0	0	38
	0	0	35	6	2	0	0	43
	0	0	34	6	1	0	1	42
	0	0	43	6	1	0	2	52
	0	0	54	8	0	0	0	62
	0	0	36	5	1	0	0	42
	0	0	33	5	0	0	0	38
	0	0	35	3	1	0	0	39
	0	0	40	6	0	0	0	46
	1	0	30	7	1	0	0	39
	0	0	53	11	0	0	0	64
	0	1	76	6	1	0	1	85
	0	0	59	4	1	0	0	64
	0	0	66	4	2	0	0	72
	1	0	40	7	1	0	0	49
	2	1	689	93	12	0	4	801

Turn Total	U-Turn					U-Turn Tot:		
	Bicycles	on Motorcycle	Cars	Light Good	Single-Unit	Articulated	Buses	
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0

Grand Total

al

- 241
- 300
- 371
- 371
- 398
- 350
- 336
- 309

- 279
- 320
- 299
- 350
- 395
- 357
- 365
- 326
- 5367

APPENDIX 2

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
ES EAST SUSSEX		1 days
KC KENT		2 days
WS WEST SUSSEX		3 days
06 WEST MIDLANDS		
ST STAFFORDSHIRE		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NE NORTH EAST LINCOLNSHIRE		1 days
11 SCOTLAND		
FA FALKIRK		1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 151 to 805 (units:)
 Range Selected by User: 150 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Wednesday	4 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3	9 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	5 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	316	0.129	9	316	0.492	9	316	0.621
08:00 - 09:00	9	316	0.186	9	316	0.789	9	316	0.975
09:00 - 10:00	9	316	0.221	9	316	0.276	9	316	0.497
10:00 - 11:00	9	316	0.190	9	316	0.242	9	316	0.432
11:00 - 12:00	9	316	0.198	9	316	0.247	9	316	0.445
12:00 - 13:00	9	316	0.247	9	316	0.238	9	316	0.485
13:00 - 14:00	9	316	0.260	9	316	0.255	9	316	0.515
14:00 - 15:00	9	316	0.275	9	316	0.310	9	316	0.585
15:00 - 16:00	9	316	0.566	9	316	0.295	9	316	0.861
16:00 - 17:00	9	316	0.546	9	316	0.295	9	316	0.841
17:00 - 18:00	9	316	0.604	9	316	0.298	9	316	0.902
18:00 - 19:00	9	316	0.523	9	316	0.357	9	316	0.880
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.945			4.094			8.039

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX 3

Census Data and Routing Assumptions

Rossendale 008

	Driving a car or van	Percentage	Route
E02005278 : Rossendale 001	27	1%	Market St N - Bury Road
E02005279 : Rossendale 002	107	5%	Market St N - B6527 Blackburn Road
E02005280 : Rossendale 003	22	1%	Market St N - Bury Road
E02005281 : Rossendale 004	144	6%	Market St N - Bury Road
E02005284 : Rossendale 007	33	1%	Market St N - B6527 Blackburn Road
E02005285 : Rossendale 008	156	7%	Market St N - B6527 Blackburn Road
E02005286 : Rossendale 009	10	0%	Market St S - A680 Rochdale Road
E02006884 : Rossendale 010	75	3%	Market St N - Bury Road
Bolton	89	4%	Market St S - Bolton Road - Ramsbottom
E02001019 : Bury 001	74	3%	Market St S - Bolton Road - Ramsbottom
E02001020 : Bury 002	13	16%	Market St S - Bury Road - Whalley Road
E02001021 : Bury 003	23		Market St S - Bury Road - Whalley Road
E02001022 : Bury 004	14		Market St S - Bury Road - Whalley Road
E02001023 : Bury 005	5		Market St S - Bury Road - Whalley Road
E02001024 : Bury 006	5		Market St S - Bury Road - Whalley Road
E02001025 : Bury 007	48		Market St S - Bury Road - Whalley Road
E02001026 : Bury 008	74		Market St S - Bury Road - Whalley Road
E02001027 : Bury 009	14		Market St S - Bury Road - Whalley Road
E02001028 : Bury 010	1		Market St S - Bury Road - Whalley Road
E02001029 : Bury 011	63		Market St S - Bury Road - Whalley Road
E02001030 : Bury 012	4		Market St S - Bury Road - Whalley Road
E02001031 : Bury 013	36		Market St S - Bury Road - Whalley Road
E02001033 : Bury 015	3		Market St S - Bury Road - Whalley Road
E02001034 : Bury 016	21		Market St S - Bury Road - Whalley Road
E02001035 : Bury 017	4		Market St S - Bury Road - Whalley Road
E02001036 : Bury 018	4		Market St S - Bury Road - Whalley Road
E02001037 : Bury 019	1		Market St S - Bury Road - Whalley Road
E02001038 : Bury 020	6		Market St S - Bury Road - Whalley Road
E02001039 : Bury 021	2		Market St S - Bury Road - Whalley Road
E02001040 : Bury 022	7		Market St S - Bury Road - Whalley Road
E02001041 : Bury 023	4	Market St S - Bury Road - Whalley Road	
E02001042 : Bury 024	2	Market St S - Bury Road - Whalley Road	
E02001044 : Bury 026	3	Market St S - Bury Road - Whalley Road	
Manchester	174	8%	Market St S - Bury Road - Whalley Road
Oldham	45	2%	Market St S - Bury Road - Whalley Road
E02001132 : Rochdale 001	2	4%	Market St S - A680 Rochdale Road
E02001133 : Rochdale 002	2		Market St S - A680 Rochdale Road
E02001134 : Rochdale 003	1		Market St S - A680 Rochdale Road
E02001135 : Rochdale 004	4		Market St S - A680 Rochdale Road
E02001136 : Rochdale 005	6		Market St S - A680 Rochdale Road
E02001137 : Rochdale 006	3		Market St S - A680 Rochdale Road
E02001138 : Rochdale 007	2		Market St S - A680 Rochdale Road
E02001139 : Rochdale 008	7		Market St S - A680 Rochdale Road
E02001140 : Rochdale 009	6		Market St S - A680 Rochdale Road
E02001141 : Rochdale 010	24		Market St S - A680 Rochdale Road
E02001142 : Rochdale 011	3		Market St S - A680 Rochdale Road
E02001143 : Rochdale 012	4		Market St S - A680 Rochdale Road
E02001145 : Rochdale 014	4		Market St S - A680 Rochdale Road
E02001146 : Rochdale 015	6		Market St S - A680 Rochdale Road
E02001147 : Rochdale 016	3		Market St S - A680 Rochdale Road
E02001148 : Rochdale 017	9		Market St S - A680 Rochdale Road
E02001149 : Rochdale 018	8		Market St S - Bury Road - Whalley Road
E02001150 : Rochdale 019	15	Market St S - Bury Road - Whalley Road	
E02001151 : Rochdale 020	16	Market St S - Bury Road - Whalley Road	
E02001152 : Rochdale 021	2	1%	Market St S - A680 Rochdale Road
E02001153 : Rochdale 022	1		Market St S - A680 Rochdale Road
E02001154 : Rochdale 023	2		Market St S - A680 Rochdale Road
E02001155 : Rochdale 024	15		Market St S - A680 Rochdale Road
Salford	66	3%	Market St S - Bury Road - Whalley Road
Stockport	24	1%	Market St S - Bury Road - Whalley Road
Tameside	36	2%	Market St S - Bury Road - Whalley Road
Trafford	64	3%	Market St S - Bury Road - Whalley Road
Wigan	12	1%	Market St S - Bolton Road - Ramsbottom
Blackburn with Darwen	105	5%	Market St S - Bolton Road - A56 (N)
Burnley	103	5%	Market St S - Bolton Road - A56 (N)
Hyndburn	99	4%	Market St S - Bolton Road - A56 (N)
Pendle	64	3%	Market St S - Bolton Road - A56 (N)
Other	214		
Total	2245		

APPENDIX 4

Capacity Analysis

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: Bury Road - Rochdale Road Mini.j9
Path: Z:\projects\1537 Market Street, Edenfield\Arcady
Report generation date: 25/10/2018 15:12:55

- »2024 Base Flows, AM
- »2024 Base Flows, PM
- »2034 Base Flows, AM
- »2034 Base Flows, PM
- »2024 With Allocation Flows, AM
- »2024 With Allocation Flows, PM
- »2034 With Allocation Flows, AM
- »2034 With Allocation Flows, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base Flows								
Arm 1	1.8	10.54	0.64	B	0.5	5.95	0.34	A
Arm 2	6.7	43.14	0.88	E	2.4	15.77	0.71	C
Arm 3	0.9	8.00	0.47	A	4.9	27.65	0.84	D
2034 Base Flows								
Arm 1	2.0	11.41	0.66	B	0.5	6.10	0.35	A
Arm 2	9.5	59.58	0.92	F	2.7	17.13	0.73	C
Arm 3	1.0	8.33	0.49	A	6.1	33.54	0.87	D
2024 With Allocation Flows								
Arm 1	2.4	12.96	0.71	B	0.6	6.28	0.37	A
Arm 2	10.7	69.12	0.93	F	2.7	17.63	0.74	C
Arm 3	1.0	8.32	0.49	A	11.4	59.13	0.93	F
2034 With Allocation Flows								
Arm 1	2.7	14.25	0.73	B	0.6	6.44	0.39	A
Arm 2	17.2	106.42	0.97	F	3.1	19.49	0.76	C
Arm 3	1.0	8.65	0.51	A	16.6	83.82	0.97	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Cadworkstation4\Kyle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024 Base Flows	AM	FLAT	08:00	09:00	60	15
D2	2024 Base Flows	PM	FLAT	17:00	18:00	60	15
D3	2034 Base Flows	AM	FLAT	08:00	09:00	60	15
D4	2034 Base Flows	PM	FLAT	17:00	18:00	60	15
D5	2024 With Allocation Flows	AM	FLAT	08:00	09:00	60	15
D6	2024 With Allocation Flows	PM	FLAT	17:00	18:00	60	15
D7	2034 With Allocation Flows	AM	FLAT	08:00	09:00	60	15
D8	2034 With Allocation Flows	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	21.95	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Bury Road (N)	
2	Rochdale Road	
3	Bury Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	4.20	4.20	6.30	7.2	15.00	8.00	0.0	
2	2.70	2.70	4.30	7.0	15.00	5.00	0.0	
3	4.80	4.80	4.80	0.0	15.00	3.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.678	1125
2	0.614	896
3	0.658	994

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024 Base Flows	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	604	100.000
2		✓	590	100.000
3		✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	239	362
	2	212	0	378
	3	137	261	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	10.54	1.8	B
2	0.88	43.14	6.7	E
3	0.47	8.00	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	263	947	0.638	597	1.7	10.107	B
2	590	365	672	0.878	568	5.5	30.177	D
3	402	207	858	0.469	399	0.9	7.792	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	265	945	0.639	604	1.7	10.531	B
2	590	369	670	0.881	587	6.2	40.660	E
3	402	214	853	0.471	402	0.9	7.982	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	265	945	0.639	604	1.7	10.538	B
2	590	369	670	0.881	589	6.6	42.373	E
3	402	215	853	0.471	402	0.9	7.993	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	265	945	0.639	604	1.8	10.540	B
2	590	369	670	0.881	589	6.7	43.136	E
3	402	215	852	0.472	402	0.9	7.996	A

2024 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.94	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2024 Base Flows	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	309	100.000
2		✓	559	100.000
3		✓	664	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	9	131	169
	2	297	0	262
	3	352	312	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	5.95	0.5	A
2	0.71	15.77	2.4	C
3	0.84	27.65	4.9	D

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	304	919	0.336	307	0.5	5.863	A
2	559	177	788	0.710	550	2.3	14.622	B
3	664	301	796	0.835	647	4.3	22.117	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	311	914	0.338	309	0.5	5.949	A
2	559	178	787	0.710	559	2.4	15.725	C
3	664	306	792	0.838	662	4.7	27.000	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	312	914	0.338	309	0.5	5.952	A
2	559	178	787	0.710	559	2.4	15.759	C
3	664	306	792	0.838	663	4.9	27.468	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	312	914	0.338	309	0.5	5.953	A
2	559	178	787	0.710	559	2.4	15.772	C
3	664	306	792	0.838	664	4.9	27.647	D

2034 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	28.42	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2034 Base Flows	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	624	100.000
2		✓	609	100.000
3		✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	247	374
	2	219	0	390
	3	142	270	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.66	11.41	2.0	B
2	0.92	59.58	9.5	F
3	0.49	8.33	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	272	941	0.663	616	1.9	10.856	B
2	609	376	665	0.916	581	6.9	35.692	E
3	416	212	854	0.487	412	0.9	8.078	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	274	939	0.664	624	1.9	11.396	B
2	609	381	662	0.919	603	8.4	53.003	F
3	416	220	849	0.490	416	0.9	8.309	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	274	939	0.664	624	2.0	11.408	B
2	609	381	662	0.920	606	9.1	57.318	F
3	416	221	848	0.490	416	1.0	8.324	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	274	939	0.664	624	2.0	11.410	B
2	609	381	662	0.920	607	9.5	59.581	F
3	416	221	848	0.491	416	1.0	8.330	A

2034 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	22.01	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2034 Base Flows	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	318	100.000
2		✓	574	100.000
3		✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	10	135	173
	2	305	0	269
	3	362	320	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	6.10	0.5	A
2	0.73	17.13	2.7	C
3	0.87	33.54	6.1	D

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	310	915	0.348	316	0.5	5.992	A
2	574	182	785	0.732	564	2.6	15.667	C
3	682	310	790	0.863	661	5.1	25.003	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	319	909	0.350	318	0.5	6.092	A
2	574	183	784	0.732	574	2.6	17.061	C
3	682	315	787	0.867	680	5.7	32.209	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	320	908	0.350	318	0.5	6.096	A
2	574	183	784	0.732	574	2.7	17.110	C
3	682	315	787	0.867	681	6.0	33.153	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	320	908	0.350	318	0.5	6.098	A
2	574	183	784	0.732	574	2.7	17.129	C
3	682	315	786	0.867	681	6.1	33.536	D

2024 With Allocation Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	31.60	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2024 With Allocation Flows	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	668	100.000
2		✓	592	100.000
3		✓	419	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	247	418
	2	214	0	378
	3	154	261	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	12.96	2.4	B
2	0.93	69.12	10.7	F
3	0.49	8.32	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	668	263	947	0.705	659	2.3	12.141	B
2	592	419	639	0.927	563	7.4	38.501	E
3	419	206	858	0.488	415	0.9	8.064	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	668	265	945	0.707	668	2.3	12.935	B
2	592	425	635	0.932	585	9.2	59.530	F
3	419	214	853	0.491	419	1.0	8.297	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	668	265	945	0.707	668	2.4	12.956	B
2	592	425	635	0.932	588	10.1	65.675	F
3	419	216	852	0.492	419	1.0	8.314	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	668	265	945	0.707	668	2.4	12.964	B
2	592	425	635	0.932	590	10.7	69.116	F
3	419	216	852	0.492	419	1.0	8.321	A

2024 With Allocation Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	33.87	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2024 With Allocation Flows	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	341	100.000
2		✓	566	100.000
3		✓	736	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	9	135	197
	2	304	0	262
	3	424	312	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	6.28	0.6	A
2	0.74	17.63	2.7	C
3	0.93	59.13	11.4	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	298	923	0.370	339	0.6	6.138	A
2	566	205	771	0.735	556	2.6	16.065	C
3	736	307	791	0.930	704	8.0	33.714	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	309	916	0.372	341	0.6	6.264	A
2	566	206	770	0.735	566	2.7	17.553	C
3	736	313	788	0.934	729	9.9	51.524	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	310	915	0.373	341	0.6	6.275	A
2	566	206	770	0.735	566	2.7	17.611	C
3	736	313	788	0.934	732	10.8	56.442	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	311	914	0.373	341	0.6	6.279	A
2	566	206	770	0.735	566	2.7	17.630	C
3	736	313	788	0.934	734	11.4	59.134	F

2034 With Allocation Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	45.40	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2034 With Allocation Flows	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	687	100.000
2		✓	611	100.000
3		✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	254	430
	2	221	0	390
	3	158	270	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	14.25	2.7	B
2	0.97	106.42	17.2	F
3	0.51	8.65	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	271	941	0.730	677	2.6	13.161	B
2	611	431	632	0.967	572	9.6	46.256	E
3	432	210	856	0.505	428	1.0	8.343	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	274	939	0.731	687	2.6	14.202	B
2	611	437	628	0.973	597	13.1	80.717	F
3	432	219	850	0.508	432	1.0	8.612	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	274	939	0.731	687	2.7	14.237	B
2	611	437	628	0.973	602	15.4	95.810	F
3	432	221	849	0.509	432	1.0	8.639	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	687	274	939	0.731	687	2.7	14.248	B
2	611	437	628	0.973	604	17.2	106.421	F
3	432	221	848	0.509	432	1.0	8.652	A

2034 With Allocation Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	45.53	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2034 With Allocation Flows	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	351	100.000
2		✓	582	100.000
3		✓	754	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	10	139	202
	2	313	0	269
	3	434	320	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	6.44	0.6	A
2	0.76	19.49	3.1	C
3	0.97	83.82	16.6	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	303	920	0.382	349	0.6	6.278	A
2	582	211	767	0.759	570	2.9	17.423	C
3	754	317	785	0.960	714	10.0	39.231	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	315	912	0.385	351	0.6	6.418	A
2	582	212	766	0.760	582	3.0	19.373	C
3	754	323	781	0.965	741	13.2	66.255	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	317	910	0.386	351	0.6	6.434	A
2	582	212	766	0.760	582	3.1	19.462	C
3	754	323	781	0.965	746	15.2	76.838	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	318	910	0.386	351	0.6	6.442	A
2	582	212	766	0.760	582	3.1	19.495	C
3	754	323	781	0.965	748	16.6	83.818	F

APPENDIX 5

Sensitivity Capacity Analysis

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: Bury Road - Rochdale Road Mini - ST.j9
 Path: Z:\projects\1537 Market Street, Edenfield\Arcady
 Report generation date: 25/10/2018 15:03:07

- »2024 Base Flows, AM
- »2024 Base Flows, PM
- »2034 Base Flows, AM
- »2034 Base Flows, PM
- »2024 With Allocation Flows ST, AM
- »2024 With Allocation Flows ST, PM
- »2034 With Allocation Flows ST, AM
- »2034 With Allocation Flows ST, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base Flows								
Arm 1	1.8	10.54	0.64	B	0.5	5.95	0.34	A
Arm 2	6.7	43.14	0.88	E	2.4	15.77	0.71	C
Arm 3	0.9	8.00	0.47	A	4.9	27.65	0.84	D
2034 Base Flows								
Arm 1	2.0	11.41	0.66	B	0.5	6.10	0.35	A
Arm 2	9.5	59.58	0.92	F	2.7	17.13	0.73	C
Arm 3	1.0	8.33	0.49	A	6.1	33.54	0.87	D
2024 With Allocation Flows ST								
Arm 1	2.7	14.13	0.73	B	0.6	6.44	0.39	A
Arm 2	13.7	87.73	0.95	F	2.9	18.63	0.75	C
Arm 3	1.0	8.68	0.51	A	17.1	85.46	0.97	F
2034 With Allocation Flows ST								
Arm 1	3.1	15.73	0.76	C	0.7	6.58	0.40	A
Arm 2	23.0	139.71	1.00	F	3.3	20.60	0.77	C
Arm 3	1.1	9.02	0.53	A	25.3	120.86	0.99	F

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/10/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Cadworkstation4\Kyle
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024 Base Flows	AM	FLAT	08:00	09:00	60	15
D2	2024 Base Flows	PM	FLAT	17:00	18:00	60	15
D3	2034 Base Flows	AM	FLAT	08:00	09:00	60	15
D4	2034 Base Flows	PM	FLAT	17:00	18:00	60	15
D5	2024 With Allocation Flows ST	AM	FLAT	08:00	09:00	60	15
D6	2024 With Allocation Flows ST	PM	FLAT	17:00	18:00	60	15
D7	2034 With Allocation Flows ST	AM	FLAT	08:00	09:00	60	15
D8	2034 With Allocation Flows ST	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	21.95	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Bury Road (N)	
2	Rochdale Road	
3	Bury Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	4.20	4.20	6.30	7.2	15.00	8.00	0.0	
2	2.70	2.70	4.30	7.0	15.00	5.00	0.0	
3	4.80	4.80	4.80	0.0	15.00	3.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.678	1125
2	0.614	896
3	0.658	994

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2024 Base Flows	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	604	100.000
2		✓	590	100.000
3		✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	239	362
	2	212	0	378
	3	137	261	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	10.54	1.8	B
2	0.88	43.14	6.7	E
3	0.47	8.00	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	263	947	0.638	597	1.7	10.107	B
2	590	365	672	0.878	568	5.5	30.177	D
3	402	207	858	0.469	399	0.9	7.792	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	265	945	0.639	604	1.7	10.531	B
2	590	369	670	0.881	587	6.2	40.660	E
3	402	214	853	0.471	402	0.9	7.982	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	265	945	0.639	604	1.7	10.538	B
2	590	369	670	0.881	589	6.6	42.373	E
3	402	215	853	0.471	402	0.9	7.993	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	604	265	945	0.639	604	1.8	10.540	B
2	590	369	670	0.881	589	6.7	43.136	E
3	402	215	852	0.472	402	0.9	7.996	A

2024 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.94	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2024 Base Flows	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	309	100.000
2		✓	559	100.000
3		✓	664	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	9	131	169
	2	297	0	262
	3	352	312	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	5.95	0.5	A
2	0.71	15.77	2.4	C
3	0.84	27.65	4.9	D

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	304	919	0.336	307	0.5	5.863	A
2	559	177	788	0.710	550	2.3	14.622	B
3	664	301	796	0.835	647	4.3	22.117	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	311	914	0.338	309	0.5	5.949	A
2	559	178	787	0.710	559	2.4	15.725	C
3	664	306	792	0.838	662	4.7	27.000	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	312	914	0.338	309	0.5	5.952	A
2	559	178	787	0.710	559	2.4	15.759	C
3	664	306	792	0.838	663	4.9	27.468	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	312	914	0.338	309	0.5	5.953	A
2	559	178	787	0.710	559	2.4	15.772	C
3	664	306	792	0.838	664	4.9	27.647	D

2034 Base Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	28.42	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2034 Base Flows	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	624	100.000
2		✓	609	100.000
3		✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	247	374
	2	219	0	390
	3	142	270	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.66	11.41	2.0	B
2	0.92	59.58	9.5	F
3	0.49	8.33	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	272	941	0.663	616	1.9	10.856	B
2	609	376	665	0.916	581	6.9	35.692	E
3	416	212	854	0.487	412	0.9	8.078	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	274	939	0.664	624	1.9	11.396	B
2	609	381	662	0.919	603	8.4	53.003	F
3	416	220	849	0.490	416	0.9	8.309	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	274	939	0.664	624	2.0	11.408	B
2	609	381	662	0.920	606	9.1	57.318	F
3	416	221	848	0.490	416	1.0	8.324	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	274	939	0.664	624	2.0	11.410	B
2	609	381	662	0.920	607	9.5	59.581	F
3	416	221	848	0.491	416	1.0	8.330	A

2034 Base Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	22.01	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2034 Base Flows	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	318	100.000
2		✓	574	100.000
3		✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	10	135	173
	2	305	0	269
	3	362	320	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	6.10	0.5	A
2	0.73	17.13	2.7	C
3	0.87	33.54	6.1	D

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	310	915	0.348	316	0.5	5.992	A
2	574	182	785	0.732	564	2.6	15.667	C
3	682	310	790	0.863	661	5.1	25.003	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	319	909	0.350	318	0.5	6.092	A
2	574	183	784	0.732	574	2.6	17.061	C
3	682	315	787	0.867	680	5.7	32.209	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	320	908	0.350	318	0.5	6.096	A
2	574	183	784	0.732	574	2.7	17.110	C
3	682	315	787	0.867	681	6.0	33.153	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	320	908	0.350	318	0.5	6.098	A
2	574	183	784	0.732	574	2.7	17.129	C
3	682	315	786	0.867	681	6.1	33.536	D

2024 With Allocation Flows ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	38.15	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2024 With Allocation Flows ST	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	691	100.000
2		✓	594	100.000
3		✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	249	439
	2	216	0	378
	3	171	261	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	14.13	2.7	B
2	0.95	87.73	13.7	F
3	0.51	8.68	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	263	947	0.730	681	2.6	13.064	B
2	594	439	626	0.948	560	8.5	42.831	E
3	436	207	858	0.508	432	1.0	8.377	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	265	945	0.731	691	2.6	14.088	B
2	594	446	623	0.954	584	11.0	70.812	F
3	436	215	852	0.512	436	1.0	8.645	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	265	945	0.731	691	2.7	14.119	B
2	594	446	622	0.954	588	12.6	81.163	F
3	436	217	851	0.512	436	1.0	8.669	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	691	265	945	0.731	691	2.7	14.131	B
2	594	446	622	0.954	590	13.7	87.730	F
3	436	217	851	0.513	436	1.0	8.680	A

2024 With Allocation Flows ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	46.19	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2024 With Allocation Flows ST	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	356	100.000
2		✓	569	100.000
3		✓	760	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	9	137	210
	2	307	0	262
	3	448	312	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	6.44	0.6	A
2	0.75	18.63	2.9	C
3	0.97	85.46	17.1	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	295	925	0.385	354	0.6	6.275	A
2	569	217	763	0.746	558	2.7	16.810	C
3	760	310	790	0.962	719	10.2	39.521	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	307	917	0.388	356	0.6	6.413	A
2	569	219	762	0.747	569	2.8	18.527	C
3	760	316	786	0.967	747	13.5	67.129	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	309	916	0.389	356	0.6	6.429	A
2	569	219	762	0.747	569	2.9	18.600	C
3	760	316	786	0.967	752	15.6	78.118	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	310	915	0.389	356	0.6	6.436	A
2	569	219	762	0.747	569	2.9	18.625	C
3	760	316	786	0.967	754	17.1	85.457	F

2034 With Allocation Flows ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	56.90	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2034 With Allocation Flows ST	AM	FLAT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	711	100.000
2		✓	613	100.000
3		✓	449	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	3	257	451
	2	223	0	390
	3	175	270	4

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.76	15.73	3.1	C
2	1.00	139.71	23.0	F
3	0.53	9.02	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	271	941	0.756	699	2.9	14.288	B
2	613	451	620	0.989	568	11.1	51.660	F
3	449	210	856	0.525	445	1.1	8.670	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	274	939	0.757	711	3.0	15.661	C
2	613	458	615	0.996	593	16.1	96.632	F
3	449	219	850	0.528	449	1.1	8.974	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	274	939	0.757	711	3.0	15.715	C
2	613	458	615	0.997	598	19.9	120.672	F
3	449	221	849	0.529	449	1.1	9.005	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	274	939	0.757	711	3.1	15.733	C
2	613	458	615	0.997	601	23.0	139.712	F
3	449	221	848	0.529	449	1.1	9.019	A

2034 With Allocation Flows ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	62.73	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2034 With Allocation Flows ST	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	365	100.000
2		✓	584	100.000
3		✓	776	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	10	140	215
	2	315	0	269
	3	456	320	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.40	6.58	0.7	A
2	0.77	20.60	3.3	C
3	0.99	120.86	25.3	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	299	922	0.396	362	0.6	6.403	A
2	584	223	759	0.769	572	3.1	18.206	C
3	776	318	784	0.989	726	12.5	45.387	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	311	914	0.399	365	0.7	6.554	A
2	584	225	758	0.770	583	3.2	20.443	C
3	776	325	780	0.995	754	17.9	84.466	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	313	913	0.400	365	0.7	6.573	A
2	584	225	758	0.770	584	3.2	20.558	C
3	776	325	780	0.995	760	21.9	104.853	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	315	912	0.400	365	0.7	6.582	A
2	584	225	758	0.770	584	3.3	20.596	C
3	776	325	780	0.995	763	25.3	120.858	F



CROFT

Croft Transport Solutions

Hill Quays, 9 Jordan Street,
Manchester M15 4PY

0161 667 3746

info@croftts.co.uk

www.croftts.co.uk

Appendix B

Exchange Street Access Arrangement Drawing

(Croft, May 2019, Ref: 2589-F02 Revision A)



NORTH SOUTH AERIAL VIEW



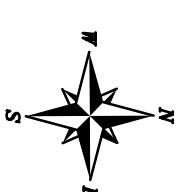
ADOPTED HIGHWAY PLAN



SOUTH BOUND FOOTWAY INTO SITE



NORTHERN VERGE EXIT FROM SITE



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

REV	DETAILS	DRAWN	CHECKED	DATE
A	PLAN AMENDED TO ADDED TOPO	LB	MC	MAY 19

CLIENT:

ANWYL HOMES

PROJECT:

EXCHANGE STREET, EDENFIELD

DRAWING TITLE:

ACCESS POINT, EXCHANGE STREET

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	MC	MAR 19

Croft Transport Planning & Design
Hill Quays
9 Jordan Street
Manchester
M15 4PY

Email: info@crofts.co.uk
Tel: 0161 667 3746
Web: www.crofts.co.uk

DRAWING NUMBER: **2589-F02**

REVISION: **A**



CROFT

Appendix C

Technical Highways response to Lancashire County Council comments raised in response to
Action 14.3(i)

(Eddisons (incorporating Croft), February 2021)

PROPOSED RESIDENTIAL DEVELOPMENT, EXCHANGE STREET, EDENFIELD (2589) RESPONSE TO LANCASHIRE COUNTY COUNCIL COMMENTS – FEBRUARY 2021

Introduction

This note will provide a response to a number of comments made by Lancashire County Council (LCC), the local highway authority, relating to a proposed residential allocation in the forthcoming Rossendale Borough Council (RBC) Local Plan.

This note should be read in conjunction with a Highways Note prepared by Croft as part of the Local Plan process dated October 2019.

LCC Comments

The comments submitted by LCC are listed below in italics:

The proposed access for the southern site is along the length of Exchange Street. There are a number of issues with the use of Exchange Street which are as follows.

- 1. The width is approximately 5 m with evidence of on street parking close to the junction with Market Street and further along which is possibly associated with the adjacent recreation ground and children's play area. This parking restricts traffic flow on the street.*
- 2. There is no continuous footway to the site on either the north or south side of Exchange Street. There provision is considered essential for the development site to progress but may require third party land acquisition and dedication.*
- 3. The junction of Exchange Street with Market Street is close to an existing zebra crossing and any additional movements at this junction are likely to increase the potential conflict between turning vehicles and pedestrians using the crossing facility.*

It is therefore suggested that this area of the site is accessed through the estate to connect to the access formed from Market Street with only pedestrian and cycle links to Exchange Street. The addition of circa 400 additional dwellings in Edenfield will place additional strain on the local highway infrastructure and any development would be expected to assess this impact and suggest improvements to the Market Street corridor from Blackburn Road to the mini roundabout near the Rostron Arms and include measures to assist pedestrian and vulnerable road user interests.

These comments are considered in turn below.

Width of Exchange Street

LCC Comment - The width is approximately 5 m with evidence of on street parking close to the junction with Market Street and further along which is possibly associated with the adjacent recreation ground and children's play area. This parking restricts traffic flow on the street.

Eddisons Response – the width of Exchange Street is at least 5.5 metres wide which is more than wide enough for two HGVs to pass each other safely. There is an element of on-street car parking outside the terraced properties towards the junction with Market Street which restricts the available carriageway in certain locations but this does not necessarily limit the capacity of Exchange Street.

The on-street car parking serves to reduce speed along Exchange Street and the visibility along its entire length is good to allow vehicles to wait behind any parked vehicles if they happen to meet a vehicle travelling in the opposite direction.

Based on the analysis submitted within the Croft Highways Note from October 2019, this part of the proposed allocation is anticipated to result in 18 two-way trips during the AM peak period along the section of Exchange Street and 23 two-way trips during the PM peak. This equates to an average increase of one additional vehicle movement every 3 minutes during the AM peak and 2.5 minutes during the PM peak. Such increases in traffic will not result in a material change in traffic conditions.

Indeed, whilst the Croft analysis assumed traffic travelling to/from Bury would access this parcel of land via the Market Street/Exchange Street junction, in reality, this traffic is more likely to use The Drive and Highfield Road to travel to/from the site, which would reduce the already minimal levels of allocation site traffic that would negotiate the section of Exchange Street that experiences on-street parking.

On this basis, it is highly unlikely that any conflict will occur between vehicles travelling in opposite directions along the section of Exchange Street where on-street parking occurs.

Towards the western section of Exchange Street the road width is at least 5.5 metres wide up to the access into the site. This is shown clearly on the proposed vehicular access plan which has been based on a topographical survey.

If any on-street car parking was associated with the adjacent recreational ground of children's play area then the potential exists for a small parking area to be located within the residential proposals if required to displace this element of the on-street parking.

As such, there is no impediment to safe traffic flow along Exchange Street to allow it to serve as a vehicular access to the site.

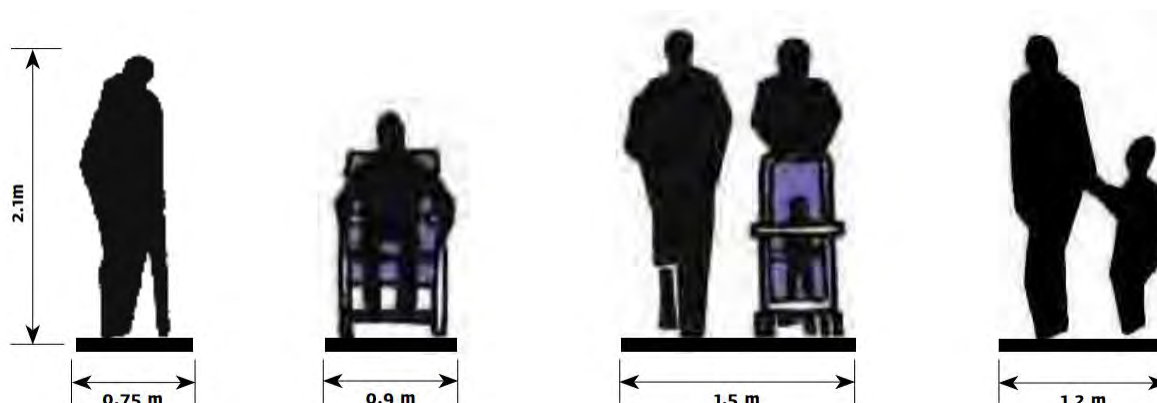
Footways along Exchange Street

LCC Comment - There is no continuous footway to the site on either the north or south side of Exchange Street. There provision is considered essential for the development site to progress but may require third party land acquisition and dedication.

Eddisons Response - Exchange Street is around 150 metres long. The eastern half of the road has footways on both sides of the road. The vast majority of the western section has a footway on the southern side of the road. Only around 10 metres of the road currently has no footway on either side.

As can be seen from Drawing Number 2589-F02 Revision A, a footway of 1.4 metres can be provided within the adopted highway along this 10 metre stretch between the junction of Highfield Road and the site boundary, within which footways can be provided on land within the site.

A width of 1.4 metres can adequately accommodate a wheelchair user and an adult with a child walking side by side, as confirmed within Manual for Streets on Page 68, as shown below.



Extract from Page 68 of Manual for Streets

This would allow a continuous footway connection between the site and the local amenities within Edenfield. There will also be additional future pedestrian connections to Market Street through the rest of this proposed allocated site.

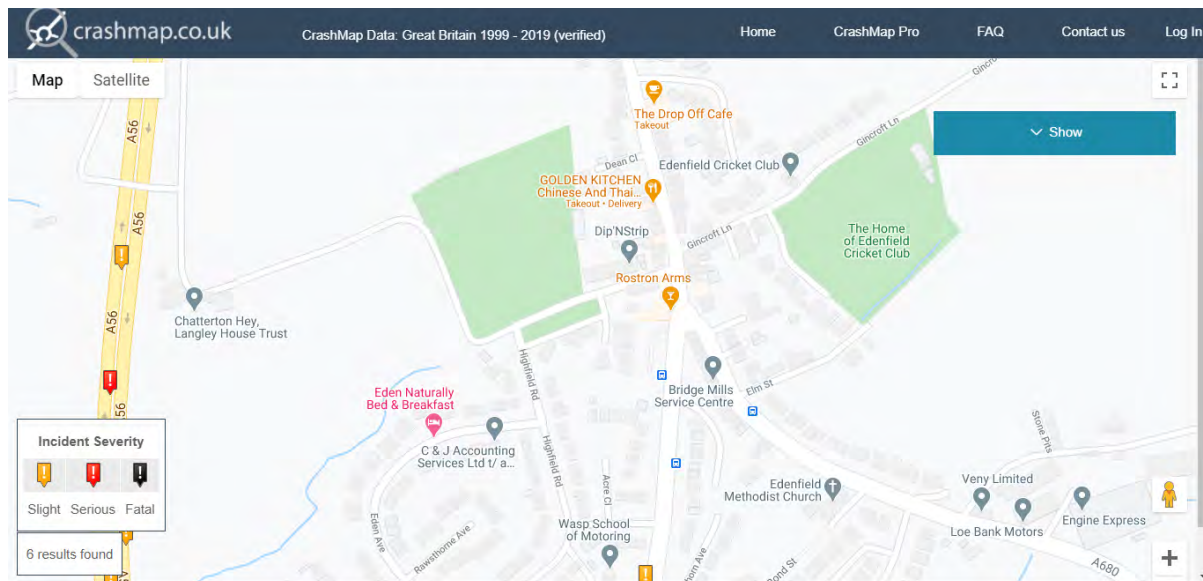
As such, there is a safe and suitable strategy for pedestrians to access this site from the local highway network along Exchange Street.

Exchange Street/Market Street Junction

LCC Comment - The junction of Exchange Street with Market Street is close to an existing zebra crossing and any additional movements at this junction are likely to increase the potential conflict between turning vehicles and pedestrians using the crossing facility.

Eddisons Response – as has been already included above, the number of additional vehicular movements along Exchange Street, and therefore at its junction with Market Street, would equate to less than an additional vehicle every 2.5 minutes during even the busiest period of the day. This will have a minimal impact on the safety and operation at the junction.

In addition, a review of CrashMap reveals that no accidents have occurred at the Market Street/Exchange Street junction over the most recent five-year period available (2016 to 2020 inclusive). The image from the CrashMap website is shown below.



CrashMap Extract of Market Street/Exchange Street Junction

As was concluded in the 2019 Highways Note, this may, in part, be as a consequence of the junction being located in close proximity to the Market Street/Rochdale Road mini-roundabout, which is likely to result in traffic speeds being lower than the 30mph speed limit. Regardless, it can be concluded that the junction is demonstrably safe and there is nothing to suggest this would change following the addition of the minimal levels of allocation site traffic.

The additional traffic likely to be generated by this part of the proposed allocation would not have any material impact on the conflict, safety or operation of the junction of Exchange Street and Market Street.

Summary

This note has provided a response to a number of comments made by LCC, relating to a proposed residential allocation in the forthcoming Rossendale Borough Council (RBC) Local Plan.

Each of the issues raised by LCC have been thoroughly considered within this note and the following conclusions can be made:

- The width of Exchange Street is more than wide enough to safely and adequately accommodate any traffic generated by the proposed allocated site, regardless of any intermittent on-street car parking.
- The existing footway provision on Exchange Street will be improved with a new section between the junction of Highfield Road and the site boundary to ensure there is a continuous footway along the southern side of Exchange Street which will complement the footway along the northern side of the road which covers around half of the length of Exchange Street already.
- The level of additional traffic likely to be generated by the proposed allocated site will not have a material impact on the conflict, safety or operation of the junction of Exchange Street and Market Street.

All pertinent transport and highways issues, including those considered within this note, will be included within a full and detailed Transport Assessment at the time of a formal planning application at the site.

However, at this stage there should be no objections to the proposed residential allocation on highways or transport grounds.

Comments concerning Action 10.7, site H39, Proposed Cowtoot Lane estate.

I would like to express my concern about the the building of 93 new houses at the the top of Cowtoot Lane and Gordon Street.

my main worry is about the amount of extra traffic that will be trying to use the only three access points on and off the area especially at school pick-up and drop-off times ,

also I don't think that the roads which are quite narrow are adequate for the increased amount of traffic.

James Cooper

[REDACTED]
[REDACTED]
[REDACTED]

Hi All,

I am emailing to register my concern in the Local Plan re urban boundary changes. In particular on Helmshore Road, Helmshore. It appears that if this urban boundary is amended from its current position to incorporate greenbelt land, it will be giving a green light to housing developments and local residents will find it very difficult to object, once it included and published in the Local Emerging Plan.

Kind regards
Margaret

Cllr Margaret Pendlebury
Greenfield Ward, Haslingden

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Facebook:

The Business Centre, Futures Park

Bacup, Lancashire, OL13 0BB

Web: www.rossendale.gov.uk

Twitter: [@RossendaleBC](https://twitter.com/RossendaleBC)

Facebook: [Rossendale Borough Council](https://www.facebook.com/RossendaleBoroughCouncil)

Visit Rossendale: <http://www.visitrossendale.com/>

Good evening, thank you for your email regarding the 2nd tranche for the local plan. Due to the size of the files, plus the many locations designated for future development we would be unable to specify which sites could be a threat to the local badgers. As you may be aware the badger population in Rossendale is very health and as such they can be located vitually anywhere. If you could carry on with the existing system, whereby you inform us of any sites that are seeking planning permission we will assess them on a site by site basis.

Thank you again

Regards

Andy Hardman

Vice Chair Lancashire Badger Group