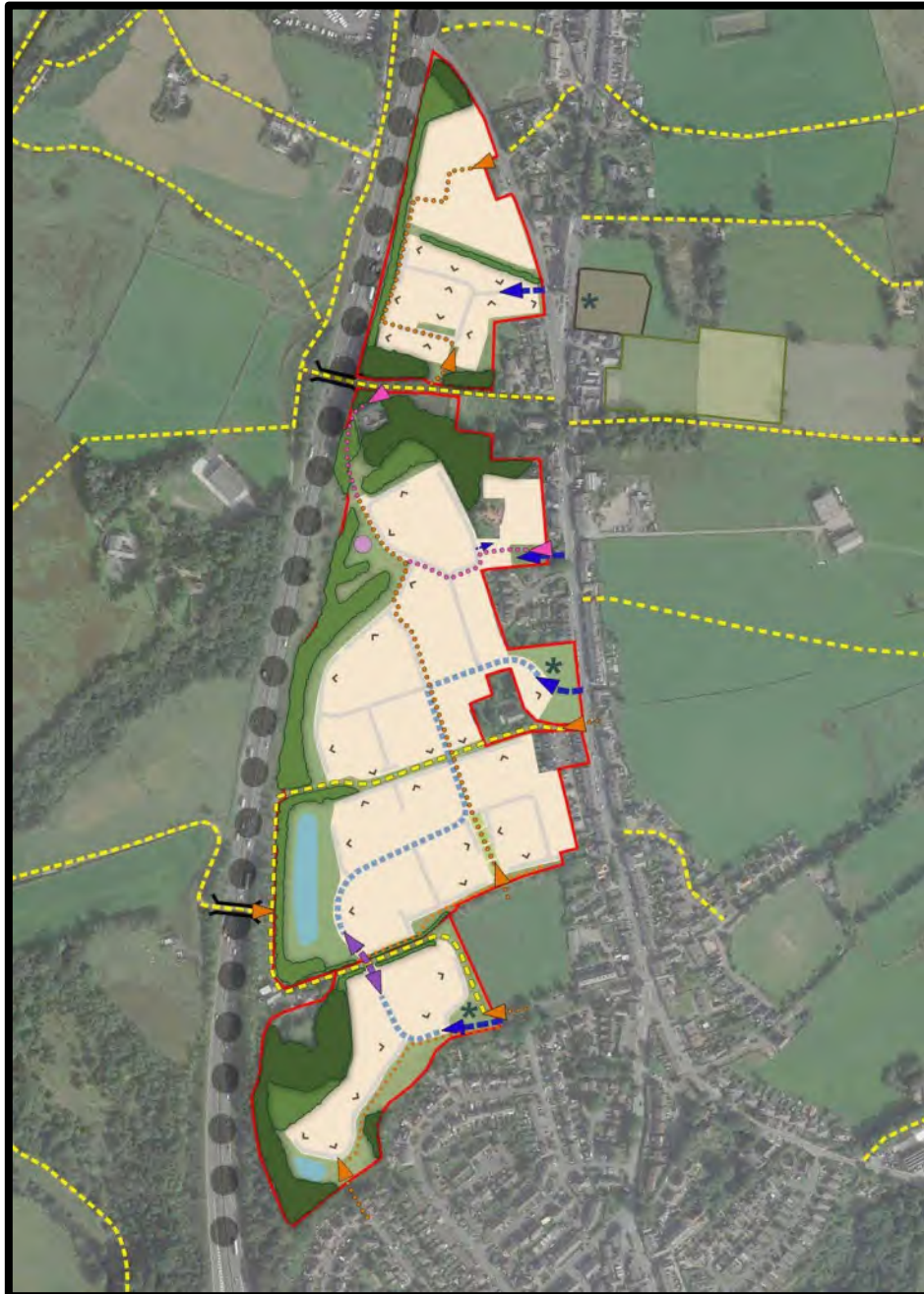


Land West of Market St, Edenfield (H66)
Amended Masterplan submitted in September 2023
Responses Received - Second Tranche



H66 Masterplan (Taylor Wimpey, 2023)

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HOUSE OF COMMONS
LONDON SW1A 0AA

Mike Atherton
Head of Planning and Building Control
Rossendale Borough Council
Futures Park
Bacup
Lancashire
OL13 0BB

Our Ref: JB66274

16 January 2023

Dear Mike

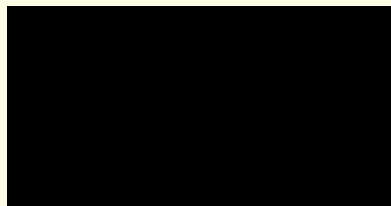
**Re: Planning Application Ref. No. 2022/0451 – Land West of Market Street,
Edenfield**

I refer to the above planning application that has been submitted by Taylor Wimpey to build 238 houses on the above site.

I am writing to give my support to the objections that have been made from both members of the Edenfield Community Neighbourhood Forum and local residents about this application.

I would be grateful if you could keep me updated on the progress of this application.

Yours sincerely,



The Rt. Hon. Sir Jake Berry MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Mike Atherton
Head of Planning and Building Control
Rossendale Borough Council
Futures Park
Bacup
Lancashire
OL13 0BB

Our Ref: JB69691

7 August 2023

Dear Mike,

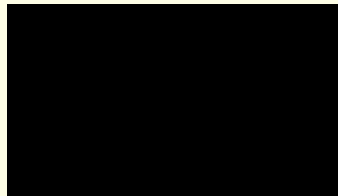
Re: Planning Application Ref No. 2022/0451 – Land West of Market Street, Edenfield (H66) - Revised Masterplan & Design Code

I refer to the above planning application that has been submitted by Taylor Wimpey to build houses on the above site.

I understand that the Council are still waiting on the Masterplan for this site and hope that the Council will ensure that this application will not be approved until such time that the Masterplan has been produced and agreed, in line with the Council's adopted Local Plan.

I am, however, writing to give my support to the objections that have been made from both members of the Edenfield Community Neighbourhood Forum and local residents about this application.

Yours sincerely



The Rt. Hon. Sir Jake Berry MP

For the attention of:

Forward Planning, Rossendale Borough Council, Futures Park, Bacup, Rossendale OL12 0BB

Ref: Objection to the revised Planning Application, Ref no. 2022/0451, Edenfield Masterplan

Address and site: Land west of Market St., Edenfield, Lancashire

Dear Sir/ Madam

I wish to lodge my objections to the proposed revised plans for the following reasons:

1. Lack of comprehensive overall Masterplan.

I am concerned that the revised Masterplan appears to have been prepared by only one of the interested parties (Taylor Wimpey) rather than by all the proposed developers.

My concern is that development will be piecemeal and lack coherence without a considered overall strategy re design, green space, landscape and particularly re a planned, phased construction strategy.

The lack of this will cause unacceptable and prolonged disruption, distress and inconvenience to existing residents, local businesses and road users.

2. Surface water run off mitigation

As a resident of the flooding vulnerable village of Irwell Vale, I am very concerned to learn that the proposed SUDS (Sustainable Urban Drainage System) strategy has been found to be an unsuitable strategy in relation to the topography and ground conditions in the area.

Surface water run off has caused many more flooding incidents in Irwell Vale over the years than high river levels. The risk of exacerbating the amount of surface water flowing down the hills to our valley location is obviously of extreme concern to all residents in Irwell Vale, therefore I seek your assurance that planning permission will not be granted without the guarantee that a robust and fit for purpose SUDS strategy is in place to mitigate this risk.

3. Traffic congestion

There is no agreed comprehensive traffic masterplan for the entire site, and no traffic assessment or road safety audit.

As a car user who regularly uses the roads up to and through Edenfield, I am very concerned about the serious impact of many extra vehicles on cyclist, pedestrian, animal and vehicle safety.

Although the report from Eddison notes traffic levels have reduced compared to pre pandemic levels, it does not consider the probable sizeable increase in traffic as working from home ceases to be the norm post pandemic.

The congestion along Market St. is currently very heavy not only am and pm, but also at school leaving times.

Add to that a further 600 or so vehicles (a conservative estimate) that will arrive with the new developments, travel through the village will become even more difficult.

The traffic controls proposed are actually danger points, especially for children, cyclists and horse riders.

On the several occasions when accidents or roadworks on the A56 Edenfield bypass, traffic is diverted through Edenfield, causing huge backlogs and creating particular danger points outside the primary school and at the mini roundabout at the other end of Market St., and misery for all current residents.

4. Parking limitations and proposals

These proposals are all geared to the advantage of the development sites and are to the detriment of the existing residents, businesses and volunteers who maintain areas of the village for the benefit of all.

The ability to park near homes, businesses and worksites is of crucial importance, particularly to older residents, local customers and those needing to carry heavy equipment.

I believe these proposals are discriminatory. Existing residents, local businesses and others who regularly need to park on Market St., Exchange St and other local streets should not take second place to newcomers.

Has an Equality Impact Assessment been undertaken?

5. Character and Greenbelt

Edenfield is a small community of only 2053 (2011 Census). The proposed development will significantly increase the population of the village by potentially 50%

This substantial increase in population will have a dramatic impact on both the character of the village and on the existing infrastructure.

I am concerned that there is a lack of green or landscaped spaces within the TW site, ignoring the recommendations in the Places Matter Design Report.

I also note that, having already removed the green fields from the west side of Edenfield, including the field of wild orchids adjacent to the Recreation ground, it is now proposed to remove the only remaining roadside area of green belt in order to form a car park.

The character of Edenfield village will be changed irrevocably if these schemes are implemented as they are.

Please confirm how the proposed developments will mitigate the impact, through design, scale and impact of the development, on the existing village character.

Dorothy A Stewart

31st July 2023

Morning,

I would like to object to the Edenfield Masterplan and Taylor Wimpey Planning Application, on the following grounds.

1. The Masterplan is not comprehensive and does not include the input of all the developers for site H66.

2. The traffic proposals have serious health and safety aspects surrounding the new junction for access to the Taylor Wimpey proposed 238 houses, the one way system on Exchange Street, the junction with Highfield Road and Exchange Street and the proposed access via The Drive, Highfield Road and Eden Avenue.

All of these have serious safety concerns.

3. There is no road safety audit completed it is therefore not clear whether the proposals would pass an audit.

4. There is no phasing proposal which means that the building can be undertaken simultaneously which leads to concerns over road and pedestrian safety.

5. There are proposals to release further greenbelt land for car parking but no indication whether this is for the use of existing residents or for new residents.

6. The proposal for the use of double yellow lines will affect both businesses and residents. Businesses will suffer a reduced footfall and residents will have their parking removed how will they access their properties with shopping, babies, children and what of disabled residents.

7. There is a flood risk overall but in particular on the A56 leading to serious traffic and public safety concerns.

8. There is active discrimination against existing residents in favour of new residents.

Chris and Adele Hanson

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mrs Alexandra Scanlon

Address: Not Available

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Loss of parking
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: I would like to object to the Taylor Wimpey planning applications, ref no: 2022/0451, on the following grounds:

Size and Scale - I particularly want to object to the scale and dominance of the development. I do not believe that Edenfield can sustain a development of this size, particularly as the plans suggest access is primarily via one road off Market Street. The houses are densely packed and the design is not in-keeping with the rest of the village.

Parking for existing residents - parking is already an issue for local residents, as Edenfield essentially consists of one road (Market Street) with terraced properties along either side. Most residents in the village have more than one car due to the lack of public transport provision in the village. Note: Buses are both infrequent and unreliable, and there are no local train stations. I believe school buses to the nearest high school, Haslingden High, have been suspended.

Residents currently park along Market Street, and on the road adjacent to the field to the West of Market Street (the proposed entrance to the development). Unlike other areas, there are no side streets or other off-road area where people can park their vehicles. I am particularly concerned plans may involve double yellow lines and/or parking restrictions being put in place along parts of Market Street, which would have a profound effect on existing residents. Particularly elderly residents or those with young children.

Traffic Issues - Market Street is already severely congested, particularly at peak times or when the A56 bypass is closed. This is compounded by the fact the road narrows in a number of places, specifically near Edenfield Primary, the Rostrons Arms and at the top of Bury Road. When vehicles are parked on both sides of the road it does not accommodate two-way traffic. I contacted The Highways Agency recently when the A56 was closed as the situation was, in my opinion, dangerous.

I am extremely concerned about the number of additional vehicles/journeys along Market Street, particularly as residents from the development would be reliant on their cars for the vast majority of journeys, including work, school, and accessing local amenities. I feel that due to the lack of public transport, and associated infrastructure, the impact of this development would be significantly greater than the plan suggests. Edenfield has only one, small primary school and a handful of small shops. It does not have a high school, doctors, dentist or supermarket. Many reports have raised concerns about developments in rural/semi-rural areas for this reason.

Drainage/Flood Risk - I do not feel that the current plan sufficiently addresses the impact the development will have on the risk of flooding to both the A56 bypass and local villages, specifically Irwell Vale. Other objections have covered this area in great detail.

Wildlife and Impact on Community - I do not believe we should be destroying Edenfield GREEN BELT, particularly as there is sufficient BROWN FIELD LAND within the borough boundary, that is desperate for investment. The field to the West of Market Street is a haven for local wildlife. It is frequented by deer and various birds of prey. I would also like to highlight the detrimental effect I believe the development would have on the local community. A development of this scale would

have a profound impact on the character of the village and the community feel currently shared by residents.

I am deeply concerned that this plan only addresses one of a number of developments planned for Edenfield. I fail to understand how it can be judged in isolation, if the total number of houses is likely to exceed 400 across multiple sites.

Finally it is my understanding this application has arisen from a Government directive to increase the volume of available housing, a directive that has now been withdrawn. Edenfield simply cannot cope with a development of this size, and I urge the council to refuse the development on the grounds of the many very valid objections raised by local residents.

Amy Preston

16 January 2023

Dear Sir/Madam

Reference no: 2022/0451 Land West of Market Street, Edenfield, Lancashire

I am writing in respect of the above planned development and wanted to make you aware of my strong objection to this.

I have several concerns regarding the development which I do not believe have been adequately considered by the council or developers. Firstly, neither the Masterplan nor the Planning application meets the requirement of the Rossendale Borough Council's Local Plan. I also note that the Masterplan does not include the whole site as all developers are not represented. There are a number of concerns about how the development will be built and I do not believe these have been adequately addressed.

I am also deeply concerned about the infrastructure of the village and how development of so many houses will affect this. We do not have a doctors' surgery, dentist, or many amenities which will be required for a development of this size. Surgeries and dentists in Ramsbottom are already overrun, this will just add extra pressure which I do not believe they can cope with. Schools are again another concern and I do not believe there's any real consideration here either.

One of my most prominent concerns are the road issues in the village. Market Street is the only road in and out of the village. It is a narrow road which is very very busy during rush hour and during school pick/up drop off times. As a Market Street resident, our only parking option is on the main road. I have a 7 year old child and getting her in and out of the car is already very challenging and dangerous at times. I fear the development will only exacerbate this and put the safety of my child at risk. I am very very worried about how I will manage safely getting my child in/out the car once the development starts. Has there been a comprehensive traffic assessment for the whole of Edenfield?

Another big worry I have is parking. As mentioned above, our only parking option is on Market Street. My husband and I both commute for work and have 2 cars (like many residents of Market St) and have always relied on street parking. I've already had my car damaged numerous times due to the busy road, this is only likely to increase with the development. I do not feel that the resident's parking concerns have been listened to nor is there any adequate provision planned to alleviate these concerns.

I do not understand why the green belt land needs to be used. There's plenty of other land available which is not green belt. I imagine the reason for this is the desirable location which means higher prices which can be charged for housing – this is not a good enough reason.

To myself, and many other Edenfield residents, this planned development is just another example of the council cashing in on a big development and not properly considering the impact on the local community. The developers too are only concerned about the money involved and residents' concerns are pushed to the bottom of the pile and disregarded. I am asking you, whoever is reading this, if this was your village, on the road where you lived, would you lie back and let this happen? No probably not. So why should we?

I really do hope you listen to our concerns.

Regards

Amy Preston

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mrs Catherine Hignett

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Development too high
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase in traffic
- Increase of pollution
- Loss of parking
- More open space needed on development
- Out of keeping with character of area
- Over development
- Residential Amenity
- Strain on existing community facilities

Comment:OBJECTIONS TO MASTERPLAN AND PLANNING APPLICATION 2022/0451

I am writing to object to the above Planning Application on the following grounds:

- There is still no comprehensive masterplan including input from all developers.
- There is proposed further release of greenbelt.
- Proposed new junctions are unsafe and not fit for purpose.
- The application, if approved, would create serious traffic, cycle and pedestrian safety concerns which could result in fatality.

- No road safety audit has been published, despite this being raised as a concern on several occasions, nor do I believe the current traffic proposal would pass a road safety audit.
- Double yellow lines and restrictions on parking will have a negative effect on local business as customers' access would be severely restricted; this would inevitably result in a negative effect on the economy. This is the opposite to what the local plan promised.
- There are no phasing proposals. There are concerns over road and pedestrian safety if phasing is ignored and building undertaken simultaneously.
- Discrimination against existing residents to accommodate needs of residents in the new houses.

I refer to the 3 notes marked "Concerns Edenfield/H66 Site North, Central and South" which detail material and major concerns regarding the recently updated masterplan and planning application for Edenfield. These will have been provided to you by Edenfield Community Neighbourhood Forum. I whole-heartedly agree with these detailed concerns.

Furthermore, as a resident of Turn Village, I have the following further detailed concerns.

- The A680 Rochdale Road is currently a rat-run for cars cutting the corner off the M62/M66. I am greatly concerned someone will be killed as speed limits are universally ignored. Traffic regularly backs up from the roundabout at the Rostron Arms down Rochdale Road during rush hour (currently exacerbated by the building of several houses near that roundabout). When any remedial work on the Edenfield bypass is undertaken, or there is an accident (which is quite frequent), this creates grid lock both in Edenfield and lengthy queues along Rochdale Road, sometimes one mile long. Should another 400 hundred houses be built, it is reasonable to expect a minimum of 800 more vehicles daily in the Edenfield area which would again, inevitably have an impact on residents of Turn Village and users of the A680.
- I already see, as a consequence of either road or building works in Edenfield or the A680, that regular users of Rochdale Road travelling to Ramsbottom and other southerly locations, use Bleakholt Road, Bury Old Road and Bye Road as a further rat-run to avoid queues in Edenfield. I am already greatly concerned for residents, children and animals in Turn Village.
- I currently support the facilities of Edenfield - butcher, baker, chip-shop, hairdressers, café and importantly, the pharmacy. However, should parking become more difficult than it already is (by moving parking to a further, distant location, ergo I would have to carry shopping a distance to the car) I would likely take my custom elsewhere, that is continue to Rawtenstall and Ramsbottom where parking will be less problematic. This, and an inevitable fall off in passing trade could have a devastating effect on these local businesses.

[REDACTED]

13 January 2023

Planning and Building Control
Rossendale Borough Council
Business Centre
Newchurch Road
Bacup
OL13 0BB

Letter sent by email only to: planning@rossendalebc.gov.uk

Dear Sirs

Taylor Wimpey's Planning Application No: 2022/0451 for Edenfield

This application relates to some 238 houses which when combined with other plans for the remainder of HS66 will involve a total of some 400 houses which represents an almost 50% increase in the size of the village – a most unwelcome and totally unrealistic scenario but nevertheless one with which us as residents are confronted with.

Whilst it is bad enough this site was approved for development it is to the above application that we turn our thoughts and address its shortcomings of which there are many.

We have made separate representations on the aspect of the Market Street Master Plan but essentially we feel that consideration of this planning application needs to be deferred until a fully completed Master Plan is in place and agreed by all parties.

Even if the above was in place it would not alter the fact that in our view there are many reasons why the Taylor Wimpey plan for this development is “wrong” but we set out some key issues as we see them.

The development itself:

1. The scale density and character is not in keeping with the village.
2. There could be real issues with drainage and flood risks but these are not fully addressed.

3. The site is in a rural area and close attention to matters of ecology are most important and seem not to have been adequately considered.
4. The road infrastructure details within the site seem to be not fully explained.

The surrounding area:

1. What consideration has been given to the additional services needed to support this development?
2. How many new school places will be needed – where will these be and how has this issue been addressed if at all.
3. What about adequate access to such things as doctors etc.

Other matters:

1. The phasing of the development is not fully addressed.
2. The design code produced by ECNF and as supported by RBC appears not to have been taken into consideration.
3. Issues of the environmental impact of any development are always of concern but in an area such as this these can be a major issue which seems not to have been addressed.

One issue that is not referenced above is that of traffic but this really is a major aspect and our concerns about this are more detailed below.

This application cannot just concern itself with the traffic emanating from the 238 houses and even if that were the case this in itself has not been addressed in the required depth and detail needed.

It would appear that the only access to and from the Taylor Wimpey site and indeed any of the other sites included in HS66 will substantially be onto Market Street. This must translate into the need for a comprehensive traffic assessment of the whole area and without this the currently proposed development must not proceed.

Whilst the Rossendale Local Plan supports the development it includes certain conditions being met in return for that support and of these traffic is a major issue the following being noted.

1. A Transport Assessment showing the site can be accessed safely and suitably by all users.
2. Safe access adjacent to 5 Blackburn Road and particularly the field opposite 88-118 Market Street.
3. The capacity of Market Street to accommodate additional traffic.
4. Improvements needed to Market Street and the corridor to Blackburn Road.

5. The cars currently parked on Market Street and or elsewhere – where will they go?
6. The mini roundabout near the Rostron's Arms – a problematic road junction at best.

These and other traffic issues will need to be agreed with Lancashire County Council – has this been done and if so what is their view?

It is also known that traffic consultants employed by one of the other potential developers have stated that in their opinion the traffic problem on Market Street was probably not solvable.

Whilst other consultants may have an opposing view it is nevertheless far from clear if there is a safe and workable solution and this in itself illustrates the significance of the traffic aspect i.e. it is no use trying to resolve this when the development is underway. It must be done before any go ahead is given and it must be fully comprehensive with agreement to its workability and safety being fully addressed to the satisfaction of all parties.

Based on the above we are firmly of the view that Wimpey's Planning Application No: 2022/0451 for Edenfield must be rejected.

By way of further comment we confirm that we fully support the views and objections more comprehensively put forward by the Edenfield Community Neighbourhood Forum (ECNF).

Yours faithfully

David Fisher and Sandra Fisher

David Dewhurst
[REDACTED]
[REDACTED]
[REDACTED]

15 January 2023

Dear Sir/Madam

Land West of Market Street, Edenfield, Lancashire / Ref 2022/0451

I am writing in respect of the above planned development and wanted to make you aware of my strong objection to this.

I have several concerns regarding the development which I do not believe have been adequately considered by the council or developers. Firstly, neither the Masterplan nor the Planning application meets the requirement of the Rossendale Borough Council's Local Plan. I also note that the Masterplan does not include the whole site as all developers are not represented. There are a number of concerns about how the development will be built and I do not believe these have been adequately addressed.

I am also deeply concerned about the infrastructure of the village and how development of so many houses will affect this. We do not have a doctors' surgery, dentist, or many amenities which will be required for a development of this size. Surgeries and dentists in Ramsbottom are already overrun, this will just add extra pressure which I do not believe they can cope with. Schools are again another concern and I do not believe there's any real consideration here either.

One of my most prominent concerns are the road issues in the village. Market Street is the only road in and out of the village. It is a narrow road which is very very busy during rush hour and during school pick/up drop off times. As a Market Street resident, our only parking option is on the main road. I have two young children (2 year old and an 8 month old) and getting my children in and out of the car is already very challenging and dangerous at times. I fear the development will only exacerbate this and put the safety of my children at risk. I am very very worried about how I will manage safely getting my children in/out the car once the development starts.

Another big worry I have is parking. As mentioned above, our only parking option is on Market Street. I've already had my car damaged numerous times due to the busy road, this is only likely to increase with the development. Like many other residents, we have two cars, this means we need to park one car on the opposite side of the road. I imagine we will lose this parking if the development starts and I am concerned about where we will park our second car. Again, concerns about tramping my children across an even busier road springs to mind here.

I do not understand why the green belt land needs to be used. There's plenty of other land available which is not green belt. I imagine the reason for this is the desirable location which means higher prices which can be charged for housing – this is not a good enough reason.

To myself, and many other Edenfield residents, this planned development is just another example of the council cashing in on a big development and not properly considering the impact on the local community. The developers too are only concerned about the money involved and residents' concerns are pushed to the bottom of the pile and disregarded. I am asking you, whoever is reading this, if this was your village, on the road where you lived, would you lie back and let this happen? No probably not. So why should we?

I really do hope you listen to our concerns.

Regards

David Dewhurst

I write in to object to this proposed development.

To increase the size of Edenfield by roughly 25% and not think its going to have much of an effect on the village is beyond ridiculous.

The 2 local schools are already full, yet Taylor Wimpey's answer- just take some of the schools playing area to build new class rooms. So increase the school population, but give the children less room to play and at the same time introduce even more buildings into the village, on top of their own proposed monstrosity.

On to the traffic - anyone with a jot of common sense, if they saw the situation with local traffic during the day, especially during the school/work rush hours would see that trying to get somewhere around 400 cars every morning, out of a junction into an already busy, yet narrow road, should appreciate the plan is ridiculous - and thats only Taylor Wimpey's part of the development. As soon as anything happens on the Edenfield bypass, the village becomes gridlocked. Even the other developers acknowledge there's no way to overcome the traffic congestion in Edenfield, yet Taylor Wimpey skim over this and think it will be fine.

The village has no dentist or doctors surgeries as it stands, and it is already exceptionally difficult to get an appointment for these services in the surrounding areas. Are the already busy local surgeries expected take the additional numbers with open arms?

The scale of this combined development and the various impacts it will have would be very difficult for a town like Haslingden or Rawtenstall to absorb, yet a small village is supposed to take without problem?

I find it hard to understand how the plan has got this far, I urge you to reconsider the approval for a development of this scale.

Sincerely,
Daniel Giles

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Dr Mike Lee

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Increase in traffic

Comment: Planning application 2022/0451- Land west of Market Street, Edenfield

I object to this application largely on the grounds of traffic issues on Market Street.

I am aware that LCC Highways Department is the statutory consultee on traffic matters, but at the time of writing no comments are publicly available. Further, the developer's statements on this matter are so vague as to have no value. So I consider it appropriate to offer my views.

I live on the A680 Rochdale Road about a mile from Edenfield. We are not served by any form of public transport, so it is almost a necessity to drive to Edenfield and beyond. Many of these journeys involve using Market Street, so I am familiar with its traffic conditions from the actual experience of driving along it regularly at various times of the day.

The Rossendale Local Plan 2019- 2036 is unequivocal that for this application to go ahead the traffic capacity of Market Street must be improved. It states that the developer must "agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rawstron Arms."

I struggle to imagine what effective mitigation measures could be put in place without causing severe and permanent inconvenience to Market Street residents.

I have encountered traffic congestion at several points on Market Street, but the most severe and

common is on a section near the Rostron Arms roundabout. Over this whole section the street is too narrow to accommodate two-way traffic when cars are parked on both sides of the road and this already causes congestion, especially at busy times. An obvious solution would be to restrict parking, but parking on both sides of the road is the only parking practically available to residents. This section of street is bordered on both sides by terraced cottages built at a time long before it was envisaged that most houses would have at least one car. No parking is provided other than outside the front doors on both sides of Market Street. There is no other publicly available parking within a reasonable distance.

Without improving the traffic capacity of this section it seems not to be possible to meet the requirement imposed in the Local Plan. But restricting parking on this section would change a pattern of parking that has become established and expected over many years and it would be totally unreasonable to cause considerable and permanent inconvenience to residents by disrupting this.

Finally, the current congestion is inconvenient, but tolerable. If this application is approved with only ineffective, token traffic mitigation measures in place the congestion would become intolerable and a source of friction between drivers.

Mike Lee

26/12/2022

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mrs Elizabeth Latham

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Loss of parking
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: I am writing to express my objection to planning application 2022/0451 for 238 houses to be built in Edenfield.

The application does not meet the requirements of the RBC Local Plan. Also the design code

produced by Edenfield Community Neighbourhood Forum with the support of RBC has not been considered.

Our village has huge existing problems with parking/traffic/congestion. For large parts of Market Steet cars cannot travel in both directions at the same time. It only takes one wideish largeish vehicle to completely stop the whole flow of traffic, normally with much reversing and negotiating necessary to get things moving again. This happens very regularly, particularly on the many many occasions that motorway and bypass traffic is re-routed through our village. Adding so much extra traffic to the village would be completely unviable and would cause safety and pollution issues, in particular near to the playground, and with people trying to find short cuts to avoid the traffic as best they can. The road infrastructure required for the the development of the whole site has not been fully addressed. I understand that there is no comprehensive traffic assessment for the village.

Only in the last week we have had examples of the flooding that is already a feature in our village. Water is constantly running off the fields. The application does not sufficiently address the flood risk and drainage requirements.

Loss of our village identity. Far, far too many houses, and the size and shape and type of the planned development go completely against the existing design/layout of the village. Concerns over the phasing of the development and how it will be built have not been properly addressed.

Lack of services, doctors, schools, dentists, sufficient shops. The application contains no detail on provision of services and school places. How will police, fire, ambulance services cope with the huge increase?

Concerns regards ecology and environmental impact not addressed.

This application needs to be deferred until a Masterplan is agreed by all parties.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mr Geoffrey Rigby

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Inadequate access
- Inadequate parking provision
- Increase in traffic
- Increase of pollution
- Noise nuisance
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: I object to the size and scale of this proposal and the strain it will put on Edenfield and surrounding areas. I also object to the piecemeal proposed development. We should expect 800+ cars in and out daily when the full plan of 400 houses is complete. There will be extra dust, noise and fumes and the local roads cannot take this. Highway safety on Market St will be further compromised. I have recently been involved in an altercation on Market St where lorries go through the village and block the road when the bypass is compromised. These extra vehicles will make it significantly worse. Where is the provision for extra access to the bypass both ways. Where is the provision of extra doctors and schools? We already cannot get to see a doctor in the area.

Finally, the scale of the plan will impact badly on the current village atmosphere. This is not good enough RBC. I see many brown field sites in the borough suitable for housing as I travel around. These should be used not green fields.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mrs Gillian Hoyle

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Conflict with local plan
- Inadequate access
- Inadequate parking provision
- Increase danger of flooding
- Increase in traffic
- Information missing from plans
- Loss of parking
- Not enough info given on application
- Out of keeping with character of area
- Strain on existing community facilities
- Traffic or Highways

Comment:9 Heycrofts View

Edenfield

Ramsbottom

BL0 0HG

15 January 2022

Planning Department

Rossendale Council

Futures Park

Bacup

Lancashire

Dear Sir

Re: Objection to Planning Application 2022/0451 Erection of 238 no. residential dwellings, Land west of Market Street Edenfield Bury Lancashire.

We object to the planning application 2022/0451 submitted by Taylor Wimpy to develop land to the west of Market Street.

The main issues are as follows:

- A Masterplan covering the H66 development area has not been agreed.
- A full and meaningful consultation with the community on the development and Masterplan has not taken place.
- The infrastructure of the local area especially the road network and education provision will not meet the demands of the new development.

1.A Masterplan covering the H66 development area has not been agreed.

Rossendale Council Local Plan requires a detailed Masterplan must be completed and submitted for all the land within the H66 area before any planning application can be assessed. The Masterplan must include full consultation with all interested parties and stakeholders before submission.

Taylor Wimpy has submitted a Masterplan at the same time as the planning application, it led residents to believe it was a collaboration between all the 4 landowners/ developers. However, two of the landowners Peel Homes and Richard Nuttall have confirmed that they have not been involve. Peel Homes and Anwyl have also requested, as stated on the RBC planning portal that company logos are removed from the Masterplan document and they have not been involved in the Masterplan.

Taylor Wimpy have stated in its own 'Statement of Community Involvement'(July 2022) that the Masterplan and Design code would be agreed before a planning application is submitted The Masterplan or design code have not been agreed , therefore Taylor Wimpy are not following their own guidance and procedure as stated in Statement of Community Involvement'(July 2022).

2.A full and meaningful consultation with the community on the development and Masterplan has not taken place.

The Localism Act 2011 state the importance of local community involvement in any developments within the community. The National Planning Policy framework (2021. para 66) states 'issues and concerns raised by the local community should be resolved at pre -planning stage. The developer has not undertaken a proper and meaningful consultation with the local community pre-application. A very short consultation period of 2 weeks was launch on the 22nd June 2022. The consultation was primely on the masterplan but only included 2 of the 4 developers with interest in the development of the H66 area. The consultation lacked any detailed plans or information on the proposals, just 1 A4 leaflet was posted to residents. A small amount of information was available via a website but again this did not provide full and detailed information on all areas of the project.

A large percentage of the community are elderly and do not have the skills or knowledge of using the internet. No in-person consultation was undertaken throughout the consultation process, the only presentation on the development was through a one-hour webinar (which had major IT issues) which also limited the number of places on offer to residents. This method of consultation excludes many members of our community, who could not engage with the process due to the limited types of communication used.

The consultation process did not meet the requirements laid down by the Localism Act or the National Planning Policy framework. It was not a consultation but a tick in the box exercise by the developer. They have ignored the views of the local community and the emerging Edenfield Neighbourhood Plan prepared by Edenfield Community Neighbourhood forum.

3.The infrastructure of the local area especially the road network and education provision will not meet the demands of the new development.

3.1 Education provision for primary and secondary pupils

Lancashire County Council Education Planning team have objected to the proposed planning application. Its report on primary school place it indicates that Edenfield Primary school will be oversubscribed and at full capacity without the additional 239 properties. A Masterplan for the site H66, giving full details on primary and secondary places needs to be developed and approved before any planning application is submitted and approved. If local schools cannot accommodate the needs of local children in will result in more children attending schools outside Edenfield increasing the number of children which travel to school by car.

3.2 Traffic

The date and conclusions from the Traffic Assessment undertaken by Croft / Eddisons commissioned by Taylor Wimpy must be interpreted with caution as the methodology used to collect the data and support its conclusions has some serious limitations. The evidence from the study indicates that the development of 239 houses would have no impact on the traffic within the local community. However, the report would appear to be over ambitious in its claims. The key problems are: -

- The two data collections took place in June on the same day - Wednesday, although different years. One survey took place in June 2019 and a further study was undertaken in June 2022 to compare traffic flow pre and post Covid. Collecting the data in the same month and on the same day, would fail to provide sufficient data to give an accurate picture of the traffic flow within Edenfield. June is the start of main holiday season, and Wednesday is a quieter day in the village because shops close in the afternoon and the local high schools finish at 2.00pm, this would also influence the traffic in the area.
- It avoided the winter months when traffic volumes increase due to weather, less people walking or cycling and different working patterns.
- Failed to consider the impact of traffic when the A56 is congested which is a frequent occurrence.
- The over estimation on the use of public transport especially bus journeys, which have been reduced in recent months. The timing of the journeys are inaccurate, one example includes Edenfield to Manchester, the report states a rush hour journey will take 54 minutes. For anyone who makes that journey 90 minutes is common.
- The use of 2011 'Journey to Work data' this is out-dated model, which is now over 10 years old. Up to data is now available via the latest census information.
- Under estimation of the journey taken from households. A standard methodology has been used to calculate an additional 200 journeys will take place during rush hour. However, with the poor amenities and public transport network this estimation is very low.

Therefore the data used to inform the conclusions is not a true representation of the traffic issues that are occurring in Edenfield, A view supported by Lancashire County Council (Eddison, 2022, 2.3.5 p.g 6). Guidance also issued by the Department for Transport recommends that data collected from September 2021 must be viewed with caution as it may not be a true representation. Eddisons have concluded that traffic in Edenfield is unlike to change to pre pandemic levels due to different working practices, However, this claim has not been backed up

with evidence.

The report presented by Eddison is long with a large amount of data, however the data used to reach its conclusion is based on only 2 days of live traffic monitoring, the rest is computer generated simulations, tables, and diagrams. It appears that Eddison have attempted to use selected data to conclude the development will not have an impact on traffic flow within Edenfield. However, anyone who lives and commutes from the village can conclude that over 200 extra journeys will have a major impact on the traffic situation within the village and surrounding area.

3.3 Parking and traffic flow round the proposed development entrance

Parking and traffic flow throughout the village has been an increasing issue in recent years, resulting in delays for residents and public transport. The developer has proposed the inclusion of 10 parking space at the entrance of the development for residents living on Market Street. However, 26 houses will be affected by the introduction of the new road layout, the addition of 10 parking space are totally inadequate.

We urge Rossendale Planning Committee members to refuse the application from Taylor Wimpy as the evidence clearly shows that the proposed development does not meet the requirement of the Local Planning Policies. Several statutory consultees including LCC School Planning Team, LCC Leading Local Flood Authority, and Environmental Protection Agency have objected and voiced concern in relation to the planning application, along the vast number of residents in Edenfield.

Yours Sincerely

G Hoyle and C Hoyle

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mr Greg Webster

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- General dislike of proposal
- Inadequate access
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Noise nuisance
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: Here are my objections to the Edenfield Masterplan:

- Local roads - it only takes the bypass to have one small incident for the local roads through Edenfield to be totally gridlocked. Adding the extra homes will only increase the risk and further exacerbate the problem. The bottleneck on Market Street will also become more of a problem with the extra houses, especially with the one way in and out proposal.
- Local amenities such as doctors, dentists and schools are already oversubscribed.
- There is no plan to increase the very poor public transport services through the village which discourages people to use it. This will only increase the car volume with the extra houses.
- The risk of flooding is already a big problem within the village and local areas, and this has been evident with recent prolonged spells of very wet weather which will only increase in the future due to climate change. The flood risk will increase with the housing plans.
- The disruption within the village whilst the years of construction take place will negatively impact

on everyone. How is the flow of construction traffic and inevitable 'temporary' traffic control systems going to be effectively managed considering how the traffic situation currently exists? As recently proved, it only takes one set of temporary lights in the village to have traffic queuing for hours at peak times.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Miss Heather Massie

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Conflict with local plan
- Increase in traffic
- Information missing from plans
- Traffic or Highways

Comment: I wish to object to this application on the grounds that it does not comply with the Local Development Plan.

Housing Policy H66 in the Rossendale Local Plan 2019-2036 adopted on 15 December 2021 states that "Development for approximately 400 houses would be supported provided that....." and goes on to list 11 conditions. By implication the development should not be supported if it does not meet all of those conditions. I consider it does not comply with points 1, 3, 7 and 9 of Housing Policy H66.

Point 1 requires that the comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing.

Point 3 requires that a Transport Assessment is provided and details what is required. It stipulates that:

"safe vehicular access points to the site are achieved from the field adjacent to no. 5 Blackburn Road and from the field opposite nos. 88 - 116 Market Street. Full details of access, including the number of access points, will be determined through the Transport Assessment work and agreed with the Local Highway Authority"; and

"agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rawstron Arms. (sic) "

Point 7 requires that compensatory improvements must be provided to the Green Belt land in proximity of the site.

Point 9 provision is made to expand either Edenfield CE Primary School or Stubbins Primary School and for a secondary school contribution.

Point 1

The need for a Masterplan is justified in the Local Plan because:

"Exceptional circumstances have been demonstrated to support the release of this land lying between the A56 and Market Street in Edenfield from the Green Belt. The area is very open in character and allows views of the surrounding hills and moors and will require a well-designed scheme that responds to the site's context, makes the most of the environmental, heritage and leisure assets, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements.

121 Rossendale Council therefore requires a Masterplan"

A Masterplan has been prepared but has not been agreed and therefore any application for part of the site is premature. The draft Masterplan is also incomplete in that it does not provide detail of the phasing of the entire development, with the section on phasing heavily caveated at page 71 by the following statement:

"Development of the H66 allocation should be undertaken in a phased manner broadly as indicated in the adjacent table, however the independent nature of each developer's land holding ensures that each parcel can be delivered independently without prejudice to the others. On this basis the ordering of development phases may be varied or phases may be delivered simultaneously."

In addition, the Appendix to the Masterplan sets out the Design Codes relating to each of the sections in the Masterplan. Several of these are qualified by the words "Unless otherwise reasoned and justified" . In other words the Design Code is meaningless.

The draft Masterplan clearly does not provide the structure and certainty that the Local Plan determined was required to enable such a major development to commence. In particular I think the suggestion that development could take place simultaneously on different plots is what the Masterplan is specifically designed to address, in that although disruption caused by construction is not in itself a valid planning objection, it will require very careful management. Not just because of delivery wagons, but the simple logistics of finding somewhere to park all the private cars belong to the workmen. I will also be making this point in my response to the Masterplan consultation.

Point 3

Planning application 2022/0451 addresses the question of safe access onto Market Street for the houses in their allocation, but does not cover access to the land being promoted by Anwyl Land.

However, Lancashire County Council's comments on the original draft Plan dated 2018 state:

"(d) Land north of Exchange Street - access to Market Street (north of Horse and Jockey) via land parcel (c) is required together with secondary access from Exchange Street and Highfield Road to Bolton Road North." (Appendix 5 page 329)

Parcel (c) is the site to which 2022/0451 applies, but there is no reference in it to the need to accommodate access from the Anwyl Land parcel other than "an emergency access link across PROW FP127 will ensure that the larger southern part of the allocation site can be safely accessed from two locations" (page 35 of the Masterplan). Instead the assumption seems to be that primary access to the southern parcel will be from Exchange Street rather than that being secondary. The significance of this to the current application is that it must seriously underestimate the volume of traffic which will eventually access and egress the site at Market Street.

The application also includes a Transport Assessment and a Planning Statement. The Planning Statement claims at paragraph 6.22 that:

"The submitted Transport Assessment provides a sensitivity analysis to assess the impacts of the full 400 dwelling allocation which concluded that the assessed junctions (as agreed in advance with LCC) will all operate within their practical design capacity, meaning that no junction upgrades or formal mitigation measures are required at this stage. This matter will be subject to further discussion and negotiation with LCC highways during the planning determination process."

This is contradictory to the evidence considered by the Inspectors who concluded that the Local Plan was correct in identifying the need for improvements to the Market Street corridor. Taylor Wimpey will have had the opportunity to contribute to and participate in the development of the Local Plan and it seems wholly inappropriate for them to attempt to unpick the requirements of the Local Plan in retrospect.

Therefore it would appear that point 3 has not been met in that a Transport Assessment has not been provided which identifies agreed improvements to the Market Street corridor.

Point 7

Point 7 states that compensatory improvements must be provided to the Green Belt land in proximity of the site in accordance with Policy SD4. Neither the draft Masterplan nor the Design and Access Statement accompanying 2022/0451 identify compensatory improvements that they are prepared to offer. However, Policy SD4 requires at Section D that compensatory measures are agreed as part of the Masterplan required for the whole development, which it fails to do. Point 7 has therefore not been met.

Point 9

Point 9 concerns the provision of land required for an extension to either Edenfield or Stubbins primary schools. In their document "Planning Statement (Including Heads of Terms, Waste Management Strategy and Affordable Housing & Parking Provision Statements)" the applicant refers at paragraphs 8.5 to 8.7 to Education. They refer back to Section 5 (it is actually paragraph 6.38) where they cite LCC's alleged response to consultation on 2022/0015 (which has not yet been approved contrary to the applicant's assertion) as evidence that there will be sufficient primary school places to mean that a planning contribution is not required. They also state in paragraph 8.7 that the applicant does not control the land to the rear of Edenfield School so it is not in their gift to transfer the land. This is despite their Design and Access Statement proclaiming,

somewhat grandiosely, at section 1.3 that the "Vision" for the development includes "New community facilities and places to meet, eat and drink; New schools; New workplaces." I can find none of these in their application.

LCC make clear in both their response to 2022/0215 and 2022/0451 that:

"This site forms part of the H66 - Land West of Market Street, Edenfield strategic site. The local plan specifies that education mitigation should be provided through the provision of primary places through the expansion of either Edenfield CE Primary School or Stubbins Primary School from a 1 form entry to a 1.5 form entry primary school. Land to the rear of Edenfield CE Primary School has been identified as potential school and playing field extension. Planning applications have been submitted prior to masterplan adoption and an understanding of how the land will be provided and funded across the entire strategic site is not clear within the current draft masterplan. We would have expected the masterplan to clarify these matters, as there has been no collective agreement on this position. As you are aware, LCC require that this land is transferred at nil cost. Without confirmation of the mechanism for the provision of the required school land to support expansion, we are not clear that this development is sustainable and therefore we are not in a position to support the application at this time."

I feel that the applicant has been disingenuous in stating that no contribution to primary school places is required when what has been requested is land, and that they are not, in any case, in a position to gift land behind Edenfield School. The Education Assessment provided by LCC for 2022/0015 actually states:

"Where the demand is generated by more than one development or phase, it may be that one developer would be required to provide the school land to address the collective demand. This would require applicants to provide a contribution towards the cost of the school site land, proportionate to the size of their development. Lancashire County Council would seek to work with local planning authorities to ensure that such equalisation arrangements are established prior to the approval of any of the developments affected to ensure that the development 'hosting' a new school or providing additional school land is not disadvantaged."

If the applicant is trying to sidestep these equalisation arrangements by submitting an application before they have been agreed, then I feel it is clear the application should be refused.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mrs Helen Quinton

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Residential Amenity
- Strain on existing community facilities
- Traffic or Highways

Comment: I wish to strongly object to this planning application.

Having lived in the village all my life I have witnessed the decrease in amenities causing residents to have struggle attaining medical services and school places along with the increased level of traffic and congestion throughout the village. The village infrastructure is simply not capable of

taking on the increased population and vehicles a further 400 houses would bring.

I have numerous concerns regarding the development which I truly believe have not been adequately considered by the council or the developers. Neither the Masterplan nor Planning application meets the requirements of Rossendale Borough Council's Local Plan and Design Code. How the development will be built, including site access and exits, road infrastructure required for the development of the site and the management of construction traffic are not adequately addressed. The scale, density and character of the proposed development is not in keeping with the existing village and would transform the character of Edenfield. The Design Code produced by Edenfield Community Neighbourhood Forum with the support of RBC has not been considered. The number of houses proposed would substantially increase the population in an area with limited local facilities. Edenfield will become a small town with no amenities resulting in increased car journeys which will do nothing to help the environment and or the traffic problems already incurred by the village. I acknowledge that more affordable housing is required nationally, however, this application does not meet that mission. Both the Council and developers have failed significantly in this regard. The residents have been disregarded, the planning guidance has been flouted (a disproportionate development in relation to the size of the village currently) and failure to protect green belt. By submitting a Master Plan ignoring both the council's Local Plan and Design Code, Taylor Wimpey has shown that it is incapable of providing anything other than banal, copy-cat housing estates which fail to meet local needs or address local concerns. Both the Master Plan and the associated planning application should therefore be rejected by the council until these issues are addressed in full. A comprehensive Master Plan for the entire site, including all developers, has not been presented. The Site-Specific Policy (SSP) issued by Rossendale Council for development on site H66 includes numerous provisos including Requirements for a full biodiversity assessment, sensitive landscaping, compensatory measures for loss of green belt, a transport and travel plan as well as increases in school capacity. The SSP asserts that the layout should allow glimpses of local scenery and the church, building heights should be restricted and that development should be in line with the agreed design code.

None of the council's conditions outlined in the Site-Specific Policy (SSP) have been met and as a result, that the application is not in line with the Local Plan. There are no reasons to approving the Master Plan or Planning Application so this application should be rejected.

This development contravenes the National Planning Policy Framework, which states that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture and are sympathetic to local character and history. The Taylor Wimpey proposed development fails on all 3 points, with its intrusive cut and paste housing design that will dominate village infrastructure, destroying green spaces and the rural environment, whilst at the same time causing an unsolvable traffic problem.

Paragraph 134 of the National Planning Policy states that development that is not well designed should be refused.

This application has arisen from a now withdrawn Government directive to increase the volume of available housing, Edenfield just cannot cope with the scale of the Taylor Wimpey development,

and I strongly urge the council refuse a development of this size and design.

The traffic in Edenfield is a major problem for residents and those passing through. This has been highlighted on countless occasions due to everyday traffic flow and when increased traffic is sent through the village due to road closures and diversions from the M66 and Edenfield bypass. There are traffic bottlenecks in the North at the junction of Blackburn Road, Burnley Road and Market Street. Another bottleneck is in the South at the mini roundabout of Rochdale Road, Bury Road and Market Street, which is made worse by poor visibility for drivers. Congestion is also frequently seen on Bury Road. Congestion is intensified by restricted parking opportunities for residents on Bury Road and Market Street.

In the Statement of Community Involvement (SCI), it is claimed that mitigating traffic congestion is a key aspect of their Master Plan and that each developer will have separate access points to allow traffic flow. However, this Master Plan does not include all developers and all planned phases of development, and the full details of access have not yet been determined. The SCI also suggests that a comprehensive Master Plan from all developers, with detailed plans for traffic mitigation agreed with residents and the council highways department, should be in place before planning permission can be considered. It is clear that the traffic assessment provided is not comprehensive, it does not address traffic flows throughout Edenfield or consider the impact on the wider local road network. The developer seems to have employed a standard system when making hypotheses about traffic, approximating that 50% of households will use a car to access the highway during peak times, leading to an additional 200 journeys per hour. With the complete lack of amenities within the Edenfield and the obvious assumption that most people will be travelling out of the area for employment then this estimate is not only likely to be too low but also ludicrous. The real total of journeys is to be expected to exceed the 200 cited in the report, making the proposed development unsustainable for the small village. It should Also be noted that bus services in Edenfield are limited and there is no train service increasing the likelihood of higher car journeys further.

Those travelling south (as many residents of these proposed "commuter houses") will be forced to drive through Shuttleworth to join the M66 at junction 1. Bury MBC has already approved two large developments, one in Shuttleworth and one at the junction of Manchester Road and Bury New Road near to Park Farm. The daily tailbacks and associated pollution on roads towards Bury will worsen if these plans are approved.

I strongly urge that the Master Plan be rejected until these issues are adequately addressed by all developers and interested parties.

The main sewer for Edenfield runs under Market Street and the local wastewater treatment plant is at Irwell Vale. Sewage from houses in Edenfield below the level of the main sewer is pumped up to the main sewer. Over recent years there have been several instances of pump failure. The proximity of the A56 means that it is not possible to install sewers flowing directly to the local treatment plant. The planning application states that the development will connect to the existing sewers and refers readers to the "Flood Risk and Drainage Assessment" which I was not able to locate in the submitted documentation by the developer.

Flooding is already a recognised issue in the area, particularly in the valley below Edenfield.

Climate change is likely to increase surface water issues in the area. Building on the fields in Edenfield will reduce the drainage available for surface water and increase the risk of flooding onto the A56 and the communities in the valley below. The developer indicates in their submitted plans the use of SuDs located at the lower end of the site close to the A56 bypass. Thorough investigation into the possibility of land slips should be carried out before this method of drainage is simply added to the design plan as a box ticking exercise. It has come to my attention through Edenfield Community Forum that correspondence from Highways England, produced in 2020, states that "culvert and drainage design associated with the development proposals would need to be considered, along with the need to avoid the used of SUDS within the site, due to the risk of affecting the stability of A56 slopes". He went on to say that "In our view, the ground material within the site above and along the A56 boundary is not suitable for the use of SUDS, and also likely across the site in general." This statement is supported by photographic evidence taken by residents only this month showing the proposed site already waterlogged and run-off from this site is now and previously causing flooding on the land downhill from the site. Strongstry, Chatterton and Irwell Vale are already prone to flooding and the Local Flood Authority has objected to the current plans.

The Master Plan and Planning Application should be rejected due to the increased flood risk and concerns related to the use of SuDS on unstable land.

The Master Plan states that there needs to be provision for schools but there is no detail on the provision of sufficient school places to support the development, including when these places would be available. If Edenfield CE Primary School were expanded this would add to the traffic, safety, and parking issues around the existing traffic lights at the fingerpost junction, a 4-way junction which is already busy, particularly with traffic parking to take children to and from school. The same issues would be met should Stubbins Primary school be expanded with added traffic, safety and parking issues. Residents in both areas are already continually battling with high volume traffic and bottle necks creating traffic jams through Edenfield, Stubbins and Ramsbottom. The suggestion that children would walk to school from the new houses is not viable as clearly this is not happening with the current pupil intake.

Until acceptable detail can be presented and agreed in a more comprehensive Master Plan for the whole site involving Lancashire County Council and including all the developers the current Master Plan should be rejected.

There is no mention on the provision of local services to supplement this development. There are no health services in Edenfield, the doctors was relocated to Rawtenstall approximately 20 years ago and now current residents struggle to find a surgery which will accept them with an Edenfield address. Dentist places are more or less non-existent. This development is surely going to have significant impact on already overstretched health services in bordering areas.

The proposed green play space is inadequate. By placing it at the lower end of the development it is likely to be inaccessible for most of the year since it is likely to become waterlogged. Placing the space at the edge of the development may be desirable for the developer, but results in a dense

layout rather than one broken up by green space. It is not desirable to have either houses or play areas next to a busy road such as the A56, the negative effects of noise and air pollution on health and well-being have not been addressed in the Master Plan.

I do not understand why the green belt land needs to be used. There's plenty of other land available which is not green belt. I imagine the reason for this is the desirable location which means higher prices which can be charged for housing - this is not a good enough reason.

To myself, and many other Edenfield residents, this planned development is just another example of the council cashing in on a big development and not properly considering the impact on the local community. The developers too are only concerned about the money involved and residents' concerns are pushed to the bottom of the pile and disregarded. I am asking you, whoever is reading this, if this was your village, on the road where you lived, would you lie back and let this happen? No probably not. So why should we?

I really do hope you listen to our concerns. I object to the proposed plans.

Yours sincerely

I have been trying to Lodge my object to the Edenfield Masterplan H66 for the construction of new housing in previously green belt land.

The web portal is not working.

I have been an Edenfield resident for over 20 years now and have raised both my Children in the Village.

I have serious concerns over the validity of the planning and the impact on the local community and surrounding area.

Please take this email as my official object to the current proposed planning.

Kind Regards
Julian Butterworth

Dear Rossendale Borough council,

I wish to lodge the following objections to the Edenfield masterplan 2022/0451 and its planning application.

1. The revised masterplan still does not adequately address the principal problem of access and increased vehicular movements consequent to the proposed development.
2. The proposed junction in Market St, directly opposite my house, does not address the added traffic congestion or ease the already difficult problem of parking at peak times. It would greatly decrease the parking currently available of the terrace row on Market St. Parking is already at a premium. On a personal note, as an active musician, I regularly need to park outside my house to load and unload speakers, amplifiers and a drum kit. Added traffic on an already busy road, alongside reduced or removed parking in this area, would create extreme danger to myself and those driving through the village when loading or unloading equipment. On behalf of my fellow neighbours, many of whom have young children, this is an equally worrying concern and their safety has not been considered or addressed.
3. The masterplan has also not addressed the use of Exchange St as access to part of the development. Exchange street already has parking on both sides, currently limiting traffic flow to one lane. Two cars cannot pass through this area on most days. The masterplan makes no provision to improve this situation.
4. The removal of a large number of mature trees, in section of the development titled Edenfield North, contravenes the requirement to protect the natural environment and rural character of the village.
5. The masterplan offers no heating and insulation requirements for the development. The proposed houses should be heated by heat-source pumps and/or solar panels, to meet Net Zero Carbon targets, yet no mention of these factors have been outlined. This is not a sustainable approach, and building homes powered by fossil fuels is delaying an inevitable renovation for all, including young families and first-time buyers.
6. The masterplan outlines a certain number of affordable houses would be available "subject to viability". This is a spineless and spiritless commitment to affordable housing and completely unacceptable given the current housing crisis.
7. The masterplan states that it intends to provide homes for local families yet make no statement about how this will be achieved. Indeed, points 5&6 above indicate that local families will be least likely to benefit from the development.
8. The masterplan includes a notional number of dwellings for "Buy-to-let". This is an iniquitous, though sadly still legal, operation which sees wealthier people able to obtain a mortgage, outbid first-time buyers for a property, then rent it out to the very would-be buyers at a huge profit. There is at least one

parliamentary bill aimed at eliminating this unfair practice, and it certainly should not be included in any development whose stated aim is to enhance the community.

9. The masterplan estimates that only one of the local primary schools will need increased numbers, and that by merely half a class per year. This seems to be further evidence that the proposed development is aimed overwhelmingly at older, more affluent families, at the expense of younger ones. The revised plan does not mention the school provision, nor does it address a means of deciding which of the two schools might have to accommodate the excess children, nor whether this excess number would occur only once or every year for the foreseeable future.

10. Among the proposed planting are trees such as *quercus robur* (oak) which can grow to 20 metres. While our native oak tree is marvellous for wildlife, it is not a tree for small domestic gardens. Likewise, *Acer campestre* and *amelanchier lamarckii* can grow to 7 metres, which requires sensitive planting to avoid obstruction of sightlines, particularly on narrow roads and curves. The shrubs outlined on the plan, such as *Hydrangea macrophylla*, can grow to 7 feet. This presents a potential difficulty with sightlines; *hypericum moserianum* and *Alchemilla mollis* are both attractive shrubs, but are well known among gardeners as plants which self-seed prolifically and need to be controlled. These plants could become very dominant unless controlled by the householder. The proposed planting seems to have little or no consideration for existing and / or new inhabitant 'right to light'. This should be addressed and rectified.

11. A housing project of this size, and the planting outlined in point 10, would cause a reduction in the surface run-off area for rainfall and would increase the flood risk to those living in Alderwood Grove. This should also be researched and addressed in the plan.

For the reasons outlined above and the fact the proposal is to build green belt land, rather than the brown sites available in the county of Lancashire, I strongly object to the Edenfield masterplan 2022/0451 and its planning application.

I look forward to your response and action on each of the points made, as well as acknowledgement of receiving this email.

Yours faithfully,
John Entwistle

We reject the application on the following points below

the approved masterplan and planning application do not meet some of the requirements of the Rossendale Borough Council Local Plan

the masterplan does not include all developers proposals as required

Not all developers are in agreement on the works as required by the masterplan

no information relating to how the development will be constructed from ALL parties

the access roads in the local area are clearly not fit for purpose to accept such an increase in construction traffic as well as residential traffic

the design code appears to have not been taken into consideration to stay within the keeping of the local properties

the proposed volume of properties is upwards of 50% increase in the village

there is not sufficient local services to support such a large scale increase in properties such as schools, doctors, dentists

there is a childrens play area where the proposed access and egress will be for construction traffic which will significantly increase the risk of serious injury to children if there was an accident

where there will be a requirement for any maintenance or traffic issues on A56 bypass the village is used causing even more congestion.

No traffic report from LCC when they have had the time to present one for the scheme. Is this because the traffic issues make the concerns realistic and therefore not viable for the new development.

No consideration for any properties on the village roads that have no off road parking.

local roads such as exchange Street and highfield road would become so congested if no other access routes are not considered making an already congested location become gridlocked

Objection to Taylor Wimpey Master Plan and Planning Application 2022/0451

I would like to object to both Taylor Wimpey's Master Plan and Planning Application. My reasons for this are as follows:

The Master Plan only appears to have input from one developer (Taylor Wimpey), this falls far short of an acceptable Master Plan incorporating input from all developers and demonstrating collaboration between developers throughout future phases of construction.

The application for development in Edenfield does not describe the effects of increased population on local infrastructure, particularly in respect of education, healthcare, utilities, and transportation. The schools in the area are already at capacity and there are no plans for expansion. There are no provisions for new medical facilities or expansion of existing facilities in the surrounding towns to accommodate the expected population growth. The application lacks detailed proposals for infrastructure provision and capacity increases for water, drains, and gas or electricity supply. Additionally, the projections for additional car journeys and use of public transportation are optimistic and do not take into account the current transportation habits of residents.

In terms of healthcare, there are currently no medical facilities in Edenfield and the application lacks any provisions for new facilities or expansion of existing facilities in neighbouring towns. This will add a further burden on the local healthcare system. Further consideration and discussion with local primary healthcare providers (going beyond the public comments made by East Lancashire NHS Trust) is needed to develop and submit proposals to address this problem.

Additionally, the projections for additional car journeys and use of public transportation are optimistic and do not consider the current transportation habits of residents. Although Taylor Wimpey has produced a transport assessment, this fails to mention the narrowing of the roads at pinch points in Edenfield and the regular damage to parked car wing mirrors etc. this will increase if this development is permitted. The additional pollution and noise introduced by the number of additional car journeys will have a negative environmental impact and degrade the quality of life and health of Edenfield residents.

The Master Plan and Planning Application should be rejected by the council.

James Bishop
[REDACTED]

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mr Jeffery Hignett

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Development too high
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- More open space needed on development
- Other - give details
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: My wife and I wish to strongly object to the plan to over-develop Edenfield. It would seem that despite the strong opposition of residents, the council and developer have ignored residents and are intent on pressing ahead with a completely inappropriate development in the village of Edenfield.

First, the number of proposed dwellings is hugely disproportionate to the size of the village and will severely impact on the village and surrounding inhabitants by overloading the road and amenities infrastructure. The main road through Edenfield is over congested now and should the development proceed, will result in gridlocked traffic; there is then the attendant pollution which will arise from this. There is an absence of any recognition of the lack of primary school places, no

General Practitioner service, shops or public transport infrastructure. I understand that service utilities such as water already has poor pressure and this will only worsen.

Whilst Edenfield is now considered a desirable place to live, this development will, without doubt, change that. It will be come a small town with no amenities resulting in increased car journeys which will do nothing to help the environment.

We recognise that more affordable housing is required nationally, however, this application does not meet that brief; both the Council and developer have failed miserably in this regard. The residents have been ignored, the planning guidance has been ignored (a disproportionate development in relation to the size of the village currently) and failure to protect green belt.

Yours faithfully

Jeffery and Catherine Hignett

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mrs Karen Murray

Address: Not Available

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Loss of light
- Loss of parking
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Out of keeping with character of area
- Over development
- Residential Amenity
- Strain on existing community facilities
- Traffic or Highways

Comment: Rossendale councillors have steadfastly chosen to ignore national planning guidance, including that housing targets are NOT mandatory; due process, in using their own Local Plan and

residents justified condemnation of this ill conceived plan to develop over 400 houses in Edenfield, of which this current plan comprises 238 of that total.

I strongly object to this gross over development of housing in the small village of Edenfield. Councillors should look at this ridiculous plan and reject it. They need to be honest about the perverse predicament they have created and should reject this application.

The following are all clear reasons for refusing this application:

1. Neither the Master Plan or Planning application meet the requirements of the RBC Local Plan,
2. The Masterplan does not include the whole site as all developers are not represented. This creates a false detection of the enormous detrimental impact on these small village, highways and local services (which are extremely limited).
3. Concerns over the phasing/how the development will be built have not been adequately addressed
4. There is no comprehensive traffic assessment for the whole of Edenfield. Over 400 new homes (total all developments) could result in an additional 1000 cars in this small village. Additional homes will also result in traffic - visitors and services- to those homes.
5. The road infra structure required for development of the whole site is not adequately addressed and access point are unworkable given expected levels of traffic.
6. The scale, density and character of the development is not in keeping with the village. It will be highly detrimental and the village will lose its character. This plan states that green spaces are provided but this is a bare minimum, which lately extends to the perimeter near the A56, where they cannot squash in more housing. Even the play area is sited close to the A56; perhaps they consider that the noise and pollution here is best for children.
7. Concerns on ecology, drainage and flood risk are not adequately addressed. This is also at odds with the need to consider climate change.
8. There is no detail on the provision of local services required to supplement the development. GP's and dentists are amongst these.
9. Sufficient school places to support the development are not adequately addressed
10. Concerns regarding the environmental impact are not adequately addressed. Issue regarding the impact on pollution as a result of this development are extremely negative and are overlooked.

All in all it is a poor, greedy plan. Developers and the council will hope to make a good deal of money at the expense of local residents and the environment. The application is wholly unacceptable and Councillors should reject it on the above grounds.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Miss Laura Bulmer

Address: [REDACTED]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Residential Amenity
- Strain on existing community facilities
- Traffic or Highways

Comment: I vehemently object to this proposed development on GREEN BELT LAND in Edenfield.

The local highways are constantly double parked day and night and a small increase in traffic volume causes mayhem.

Neither the Masterplan nor the Planning Application meet the requirements of your own Local Plan. You

to have completely ignored the Design Code produced by Edenfield Community Neighborhood Forum citing that the scale, density and character of the development is not in keeping the village. Concerns on the ecology, drainage and flood risk are not adequately addressed and there is no detail on the provision of local services required to supplement the development.

The issue of sufficient school places to support the development are not adequately addressed and the concerns regarding

the environmental impact are not adequately addressed.

Parking within the village will be seriously impacted by

the additional vehicles associated with such a large number of new homes. The safety of the highway through the village will be impacted by the access provided to the site.

The addition of another 238 new homes proposed by Taylor Wimpey will render the traffic situation through the village unbearable.

The noise, dust and fumes associated with the inevitable increase in traffic will cause health issues and safety issues for all village residents.

The concreting over of such a large area of green belt land will cause major drainage problems and significantly increase the flood risk to the A56 Edenfield Bypass and areas lower down the valley

The impact of such a large development on the character and appearance of the area will be devastating. What is now a pleasant village will effectively become a small town without the necessary amenities of a small town.

Rossendale Borough Council have blamed Central Government for the need to go ahead with this development. The Local MP has pointed out that there is sufficient BROWN FIELD LAND within the

borough boundary which could be used instead of destroying the Edenfield GREEN BELT LAND.

Edenfield Masterplan/Taylor Wimpey Planning Application 2022/0451

Location: Land West of Market St, Edenfield

Proposal: Full application for the erection of 238 no. residential dwellings and all associated works, including new access, landscaping and public open space.

I am writing in respect of the above planned development and wanted to make you aware of my strong objection to this.

The revised version of the masterplan does not represent all four developers, nor does it represent Rossendale Borough Council, it is a representation of what Taylor Wimpey wants. Given the severity of the proposal to Edenfield, I would have expected a unified plan to have been submitted.

The plan itself, again raises a number of concerns for me, especially that of safety. And fails to address those existing residents of Edenfield.

I live on Market Street, directly opposite the proposed entrance to the new site. Market Street is an incredibly busy road throughout the day and even in the evening often cars pass through, especially when the motorway is closed. To introduce over 400 houses with the entrance at this point is ludicrous.

I've bullet pointed my concerns below, please take time to read and digest.

- Firstly, no comprehensive masterplan covering the whole of H66 has been released by the developers.
- Another huge concern for me is the infrastructure. Even after many people voiced their concerns for lack of information on new schools, doctors, dentists have fallen on deaf ears. In Edenfield we have one school and no healthcare. With only one school in the area, it is unreasonable to expect Edenfield to take such a big increase in numbers of children. It is a small school with already large classes. This will result in larger classes and a lower standard of education. The surgeries in Ramsbottom & Rawtenstall is over-subscribed and barely surviving. If you want to see a dentist in the area we cant as they are already full and no longer taking on new residents. There are no proposals to open a new surgery. This means there will be more pressure on existing surgeries which I'm certain they cannot cope with.
- Safety Concerns Regarding the New Junction Entrance on Market St. The proposed site access on Market St as a new junction entrances raises serious safety concerns. Market St is already a highly trafficked road and serves as a National Highways Diversion route when the A56/M66 experiences closures. The safety measures proposed do not appear to be sufficient and may not meet the requirements for a development of the proposed scale. Insufficient visibility and the potential risk to the lives of residents, cyclists and primary school children (located just 250m from the junction) are of grave concern. The necessity of a road safety audit has been mentioned, yet it has been disregarded. By neglecting to address these safety concerns, Lancashire County Council and RBC may potentially breach their responsibility to ensure the safe day to day life of all residents in Edenfield. No site wide traffic assessment has been completed for the health and safety of all existing and new residents of Edenfield.
- Lack of detail regarding drainage, flooding. The rainwater that runs off scout moor across to the proposed development area is currently soaked in before it hits the A56. Once this Greenbelt land has been concreted over, what evidence is there to show that this will not affect the busy roads.

- The proposed one way system will now make a quiet road extremely busy, no safety measures have been considered for the play park directly next to the park, or the cyclists coming down from the pump track.
- Inadequate Crossing Points. The proposed plan includes only one crossing point on the north side of the junction, which raises serious safety concerns for the very young primary school children (including my own) crossing Market St from the south side. This lack of adequate crossing points poses a significant risk to their safety.
- Residents of market street opposite the proposed entrance to the site is where we currently leave our bins for collection. Currently there is no where else for these to go. There has been no consideration for where this could be relocated to.
- Future proofing, government is planning for all cars to be electric. How do you plan for people who can no longer park near their house to charge their vehicle.
- Double Yellow Lines and Accessibility for Current Residents. The introduction of double yellow lines in front of our houses raises concerns about us, current residents will access our properties with shopping and young children. The proposed compensatory car park is neither sufficiently large nor fit for purpose. A recent audit has identified between 35-40 cars parked every night, suggesting that the car park is open to new and existing residents, rendering it non-compensatory. Moreover, the lack of spaces for visitors, tradespeople and services, as well as the absence of electric charging points, further exacerbates the issue. Restrictions on parking will also negatively impact local businesses. This plan demonstrates discrimination against existing residents to accommodate the needs of residents in new houses.
- Discrimination against local existing residents of Edenfield, especially the frail and elderly by removing their parking from outside they're homes. In severe weather conditions they will now have to walk up to half a mile to get to their car.
- Removal of parking out side of shops will result in loss of trade and therefore foreclosure of these businesses.
- Guarantee spacing for existing residents either outside their homes or in new developments, whats to stop new residents of the proposed development park there once again discriminating against existing residents.

Surely a new development should fit into a small rural village, whether that be Edenfield or anywhere else in the country. Not the other way around, with Edenfield having to fit in to Taylor Wimpeys plans and to hell with everyone already settled in the village.

Surely there are more than enough reasons why this disastrous plan should be stopped for good, and the developers given more suitable land that wont destroy this beautiful village that is Edenfield.

I kindly request your acknowledgement of this objection.

I really do hope you listen to our concerns.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mr Max Whitehead

Address: [REDACTED]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase in traffic
- Increase of pollution
- Information missing from plans
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Over development
- Strain on existing community facilities

Comment: I strongly object to this proposal,

Edenfield Masterplan/Design Code and Taylor Wimpey's (TW) Planning Application No: 2022/0451 for Central Edenfield.

See below;

1. There continues to be no agreed comprehensive masterplan for the whole site, the revised version only representing the voice of TW. The masterplan should be led and developed by RBC or all four developers together as required by the RBC Local Plan
2. Serious traffic, cycle and pedestrian safety concerns particularly the Market street mitigation measures and site

of new proposed junctions across the North, Central and South of Edenfield. There is no traffic assessment for the whole site and no road safety audit despite previous recommendations

3. Phasing of building works has not be addressed, in fact simultaneous building by all developers is mentioned which would be chaotic and lead to serious safety concerns for the road system and pedestrian/cycle safety

4. Infrastructure required for such a development is still being ignored, particularly issues of schools and healthcare

5. Design codes as detailed in the Neighbourhood Plan produced for ECNF and referred positively to in the Places Matter Design Review report are being given very limited consideration

6. TW development is cramped and there is a lack of green/landscaped spaces within the site ignoring the recommendations in the Places Matter Design Review report

7. Ecology, rainwater pollution and flood risk continue to be ignored, and the SUDS located close to the A56 pose a serious road safety concern

8. Serious concerns over the equality impact of the development. All measures are geared towards the development of the H66 site to the detriment of existing residents resulting in direct and indirect discrimination. Current residents are being displaced from parking outside their houses on Market Street, Exchange Street and potentially elsewhere, some of whom are known to be frail and disabled. As a public body RBC have a duty under the Equality Act 2010 to eliminate discrimination. An equality impact assessment should be undertaken to ensure that the principles being applied to the H66 site are also applied to existing residents

9. Negative effect on local businesses and consequently the local economy from parking restrictions, will result in decreased footfall and subsequently potential closure of businesses.

10. Proposed further release of Greenbelt for the school, play area and car park at the north side of the village is not aligned to RBC Local Plan and will have an adverse impact on the environment/ ecology/water drainage and also raises safety issues at the already busy junction close to the school. Hopefully our local councillors and RBC will see sense and not approve this proposal.

Dear Sir/Madam

I write yet again to object to the Edenfield master plan and the Taylor Wimpey Planning Application to build 240+ houses to the west of Market Street.

Let me state from the start I am not a NIMBY. I am not against house building and the growth of Edenfield. I have lived in Edenfield for 44 years and have watched the slow and organic growth of the village. Edenfield is nice place to live and I can easily see and understand the attraction for builders and future residents. However the scale of the development and application by Taylor Wimpey is out of all proportion and will destroy the character and wellbeing of the village and the community.

Can I first of all state the obvious that this is or was Green Belt. We lose it at our peril. Once it is gone it's gone. They're not making any more of it. The land involved is where I take regular walks. Once built on to the scale envisaged I cannot see myself or anyone else using it as such.

By far and away the biggest concern about this development has to be traffic and also the impact on local services and amenities. Should this development go ahead as planned there would be a dramatic increase in the number of vehicles in the village. We can assume that 240 new houses could mean an additional 400 cars in Edenfield trying to navigate the already congested roads. Bury Road and Market Street is the main road through the village and there is already issues to do with resident and business parking and traffic flow. Has anyone actually carried out a thorough traffic assessment for them whole development site? With the extra 400 cars rush hours will be "mad" hours and the impact on safety and air quality has to be a serious consideration. We already have heavy lorry traffic relating to the quarry at Turn and Fletcher Bank, Shuttleworth. When there is an accident on the Edenfield by-pass traffic is often diverted through the village and, at times, causing chaos at the pinch points. We have also experienced this when road works and resurfacing work has taken place. With this dramatic increase in traffic and only limited options for direction of travel safety has to be an issue. We have a Primary School at one end of the village with children being dropped off/picked up or walked to/from school. The likelihood of an accident is greatly increased. There is already a bottleneck down at that end of the village. Very much in the news at the moment is air quality. This dramatic increase in vehicle numbers will see a detrimental rise in the amount of exhaust fumes, emissions and pollutants. What affect will this have on the young immature yet developing lungs of the children.

Part of the Plan envisages Exchange Street potentially becoming one way with possible yellow lines in order to facilitate traffic flow. What about the residents who already live there? The elderly? The infirm or disabled? Located down Exchange Street is "The Rec", a green space for use by any local residents but used a lot by children. There is also a cycle track and opposite a children's play area. With the increased traffic flow and proposed one way system this is an accident or accidents waiting to happen. The size and type of development is likely to see a rapid increase in the number of children in the village. Families with existing children or couples looking to add to the size of their family will mean greater demands on our local schools. Where are these children meant to go? Build an extra school or greatly expand the existing primary school provision? Edenfield Primary is successfully and oversubscribed. Its location means space is very limited and would actually require more Green Belt land to provide space for building the extra classrooms or to provide play areas. Stubbins Primary is in a similar situation. All these extra children would be drawn to the Rec, the cycle track and the play area greatly increasing the numbers and the likelihood of traffic accidents. Again, all those vehicles using Exchange Street will be producing noxious exhaust fumes in close proximity to large numbers of children.


I believe part of Rossendale BC plan to aid traffic flow along Market Street is the excessive use of double yellow lines. This will have a serious and detrimental affect on local businesses and their customers. Of great importance is our local pharmacy and we are thankful to have one. We also have a high quality butchers, a hairdressers and also a Turkish barbershop. There is also a takeaway which relies upon passing trade and customers being able to collect their orders. I might also ask what on earth are the residents of Market Street meant to do with their car or cars. There is very limited space as it is, this will make a difficult situation impossible.

The environmental impact of this development cannot be overstated.the land as it is, being principally pasture for grazing is very good at helping with water flow. The fields absorb the rainfall and slowly let it percolate through and helps control flooding. This development consists of hard impervious surfaces requiring the installation of drainage for the water flow off all these surfaces. There will be little slow percolation of rainfall instead we will see a rapid flow of water into the drains with increased likelihood of flooding further down the system. The size of this development will also see a great increase in the amount of sewage anf foul water entering the system. Once flushed out of sight, out of mind, yet it has to end up somewhere. Which treatment works and where? Will this add to the burden of the treatment works and cause even more sewage overflows into our rivers and streams. United Utilities has the worst record in the country with incidents of sewage overflows into our local rivers and streams. This is appalling and this development could well add to the problem.

There are numerous other issues I would like to raise. Demand on local services eg dental services already stretched to the point where people have difficulty finding an NHS dentist. A similar issue with finding a doctor. 240+ houses could mean 1000 extra potential patients for our already overstretched GP services. We do not have a GP or Dental surgery in the village therefore requiring more car journeys to satisfy that need. As typical of developments of this size density of housing is an issue. Hundreds of little boxes all looking just the same packed together a wheelie bin's width apart to cram as many as possible into the given space and at a price that few first time buyers or essential workers can afford.

Finally I might add that should this development go ahead then the whole of edenfield will appear to be one huge building site. Large industrial vehicles and earth moving equipment will need access to the site as will all the vehicles delivering building materials etc. In winter the surrounding roads will look like mud baths. Cars and pedestrians will get splattered with mud and the air filled with noxious fumes. Our road surfaces are already in poor condition due to neglect of the past ten years. All this extra heavy vehicle activity will only make matters worse.

Yours Faithfully

Paul Kelly


Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mr Paul Garner

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- General dislike of proposal
- Inadequate access
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Not enough info given on application
- Strain on existing community facilities
- Traffic or Highways

Comment: Dear Sir / Madam,

My major concern is that there is still no comprehensive masterplan across all developments in Edenfield.... including input of all the developers.

I am also concerned about proposed further releases of greenbelt, that the proposed new junctions appearing unsafe and not fit for purpose. I have concerns about serious traffic, cycle and pedestrian safety which could result in fatalities. There is currently no road safety audit, despite this being raised as a concern on several occasions- and villagers do not believe the traffic proposal would pass a road safety audit. Double yellow lines and restrictions on parking will have a negative effect on local business's -resulting in a negative effect on the economy - which is the opposite of what was promised in the local plan. There is no phasing proposal - and I have major concerns over road and pedestrian safety if phasing is ignored and building undertaken simultaneously. The reality is there will be discrimination of existing residents to accommodate needs of residents in the new houses. Flooding is a risk overall but particularly on the A56 leading to serious traffic and public safety concerns - and we are still awaiting national highways feedback. As a resident of Burnley Road, I am worried about uncontrolled crossing outside the school. There

are no crossings on Blackburn Road and Burnley Road and I have serious safety concerns about the proposed Peel / Northstone development given that children are walking to school. The proposed release of greenbelt to accommodate a car park, a play area and school extension were not included in the Rossendale adopted local plan. To approve these proposals would set a precedent for the Council to remove further areas of green belt land at will within Edenfield and we have lost enough already! Two new proposed junctions are proposed, resulting in 8 junctions concentrated in one very small area, all entering from a 30 mph Zone and exiting onto a 30mph zone - with limited visibility - and I have serious safety concerns for pedestrians (including primary school children), cyclists and traffic overall. Cars fly in and out of the village past my house - which is meant to be a 30 MPH road - and more speeding motorists is a massive risk. The gateway proposed in the main road through the village seems dangerous. The A56 being closed recently has highlighted the impact of increased traffic with much of the diverted traffic ignoring traffic calming measures which were not enforced sufficiently.

Yours sincerely,

Paul Garner, [REDACTED]

OBJECTION TO MASTER PLAN AND PLANNING APPLICATION 2022/0451

When the council agreed to release green belt land for development, against the wishes of the people of Edenfield, residents were at least able to take solace in council's assertion that development could only occur when a Master Plan was agreed to address issues such as traffic congestion, access to medical care, schools and concerns about local infrastructure.

By submitting a Master Plan ignoring both the council's Local Plan and Design Code, Taylor Wimpey has shown that it is incapable of providing anything other than banal, copy-cat housing estates which fail to meet local needs or address local concerns. Both the Master Plan and the associated planning application should therefore be rejected by the council until these issues are addressed in full.

Edenfield residents are aware that there is an acute housing shortage in the country. New houses are undoubtedly needed, but they should be at a lower density in villages such as Edenfield. Local services need to be improved before any large-scale plans such as this can be approved.

More detailed reasons for my objection are outlined below:

Neither the Master Plan or Planning Application meet the requirements of Rossendale Council's Local Plan and in the Site-Specific Policy (SSP) for development of site H66

A comprehensive Master Plan for the entire site, including all developers, has not been presented. The use of the Peel Land and Property logo in the first version of the Master Plan provided by Taylor Wimpey was misleading, it gave the impression of a comprehensive plan from multiple developers which is not the case. A Master Plan should include input from all landowners/developers including Anwyl Land, Peel Land and Property, Richard Nuttall and Taylor Wimpey. I also have concerns about the lack of detail provided regarding the phasing and implementation of the development.

The Site-Specific Policy (SSP) issued by Rossendale Council for development on site H66 includes numerous provisos including Requirements for a full biodiversity assessment, sensitive landscaping, compensatory measures for loss of green belt, a transport and travel plan as well as increases in school capacity. The SSP asserts that the layout should allow glimpses of local scenery and the church, building heights should be restricted and that development should be in line with the agreed design code.

None of the council's conditions outlined in the Site-Specific Policy (SSP) have been met and as a result, that the application is not in line with the Local Plan. There are no reasons to approving the Master Plan or Planning Application so this application should be rejected.

Traffic

The traffic in Edenfield is a problem for residents and those passing through. There are traffic bottlenecks in the North at the junction of Blackburn Road, Burnley Road and Market Street. Another bottleneck is in the South at the mini roundabout of Rochdale Road, Bury Road and Market Street, which is made worse by poor visibility for drivers. Congestion is also frequently seen on Bury Road. Congestion is exacerbated by limited parking

opportunities for residents on Bury Road and Market Street.

In the Statement of Community Involvement (SCI), Taylor Wimpey and Anwyl Land claim that mitigating traffic congestion is a key aspect of their Master Plan and that each developer will have separate access points to allow traffic flow. However, this Master Plan does not include all developers and all planned phases of development and the full details of access have not yet been determined. The SCI also suggests that a comprehensive Master Plan from all developers, with detailed plans for traffic mitigation agreed with residents and the council highways department, should be in place before planning permission can be considered.

Taylor Wimpey has not provided a Transport Assessment demonstrating that the whole site can be safely and suitably accessed by all users, including disabled people, and containing agreed mitigation measures in respect of the capacity of Market Street to accommodate additional traffic and measures to assist pedestrian and vulnerable road users. Taylor Wimpey appears to have used a standard methodology when making assumptions about traffic, they estimate that 50% of households will use a car to access the highway during peak times, leading to an additional 200 journeys per hour. This estimate is likely to be too low due to the lack of amenities and alternative transportation options in Edenfield. The true number of journeys is likely to exceed the 200 mentioned in the report, making the proposed development unsustainable for the small village.

Those travelling south (as many residents of these proposed “commuter houses”) will be forced to drive through Shuttleworth to join the M66 at junction 1. Bury MBC has already approved two large developments, one in Shuttleworth and one at the junction of Manchester Road and Bury New Road near to Park Farm. The daily tailbacks and associated pollution on roads towards Bury will worsen if these plans are approved.

The Master Plan states that improvements to Market Street are necessary for the development but does not provide any concrete details on what these improvements should entail. Additionally, the Master Plan mentions that compensatory improvements are needed, but again fails to provide any specific information. I strongly urge that the Master Plan be rejected until these issues are adequately addressed by all developers and interested parties.

Inappropriate Development

By ignoring the Design Code, Taylor Wimpey has produced plans which are not in keeping with the character of Edenfield. The Market Street area of Edenfield is predominantly built using traditional materials such as local stone and slate. The pictures on the Taylor Wimpey leaflet during their consultation period in Summer 2021 showed wide tree-lined streets and houses built using what appeared to be local stone. The plans submitted in December 2022 show buildings made of brick in numerous contrasting colours and styles which are not “in-keeping” with the character of the village and will damage the visual appeal of Edenfield.

The village is long and narrow and has developed over time on either side of Market Street, Manchester Road and Bury Road. A large development such as this is completely incongruous in such a setting and will destroy the character of the village. A smaller development in Edenfield would be much more appropriate alongside smaller developments throughout Rossendale.

The sloping profile of the land is clearly a problem at this site and Taylor Wimpey has proposed a series of retaining walls running across the site. These walls are unsightly, out of character and potentially dangerous to children who may fall from them.

Drainage and flood risk

The main sewer for Edenfield runs under Market Street and the local waste water treatment plant is at Irwell Vale. Sewage from houses in Edenfield below the level of the main sewer, such as those at Alderwood Grove, is pumped up to the main sewer. Over recent years there have been several instances of pump failure, allowing sewage to flow onto the proposed development site. The proximity of the A56 means that it is not possible to install sewers flowing directly to the local treatment plant. The planning application states that the development will connect to the existing sewers and refers readers to the "Flood Risk and Drainage Assessment".

I was unable to find this document in the plans submitted by Taylor Wimpey.

In the plans submitted by Taylor Wimpey a SuDS (Sustainable Drainage System) is proposed to store run-off water. This will be at the lower end of their site close to the A56 embankment and bridge over the A56 bypass. This poses a risk of landslip onto the A56 which should be investigated before this type of drainage can be considered. Edenfield Community Forum has a letter from Highways England, written in 2020 in response to their concerns about development on the site. In the final paragraph of this letter, which is available on the ECNF website, Warren Hilton, Assistant Spatial Planner at Highways England says, *"culvert and drainage design associated with the development proposals would need to be considered, along with the need to avoid the use of SUDS within the site, due to the risk of affecting the stability of A56 slopes"*. He went on to say that *"In our view, the ground material within the site above and along the A56 boundary is not suitable for the use of SUDS, and also likely across the site in general."*

Recent photographs shared on Edenfield Resident's Facebook page show that the proposed building land is already waterlogged and run-off from this site is already causing flooding on the land downhill from the site. Strongstry, Chatterton and Irwell Vale are already prone to flooding and the Local Flood Authority has objected to the current plans.

The Master Plan and Planning Application should be rejected due to the increased flood risk and concerns related to the use of SuDS on unstable land.

Schools

Education - The Master Plan states that there needs to be provision for schools but does not adequately address what this provision should be, until this can be presented and agreed in

a more comprehensive Master Plan for the whole site involving Lancashire County Council and including all the developers the current Master Plan should be rejected.

Green space

The proposed green play space is inadequate. By placing it at the lower end of the development it is likely to be inaccessible for most of the year since it is likely to become waterlogged. Placing the space at the edge of the development may be desirable for the developer, but results in a dense layout rather than one broken up by green space. It is not desirable to have either houses or play areas next to a busy road such as the A56, the negative effects of noise and air pollution on health and well-being have not been addressed in the Master Plan.

For the reasons outline above, the Master Plan and Planning application do not meet the requirements of the council's Local Plan and Design Code. Taylor Wimpey has shown itself to be incapable of providing anything other than generic housing developments which fail to meet local needs or address local concerns. There are already traffic congestion and flooding problems in Edenfield and surrounding areas and the proposed development will exacerbate these issues. Local services need to be improved before any large-scale development plans can be approved.

Richard Bishop

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Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mr Rob Neave

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Loss of parking
- Loss of privacy
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment:Objection to Application 2022/0451

No consideration to improve current infrastructure

Increased air & noise pollution

Limited ability to expand local primary schools

Unsafe & limited access to proposed development

Impact on wildlife & habitat with the removal of extensive greenbelt

Increased risk of flooding with the removal of vast areas of vegetation

Plans not in keeping with local heritage

No obvious plan for additional healthcare provisions

Increased strain on already stretched emergency services

The masterplan and the planning application do not meet the requirements of the RBC Local Plan nor has the design code produced by ECNF with support of RBC been considered.

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mr Roger Barlow

Address: [REDACTED]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Close to adjoining properties
- Conflict with local plan
- Development too high
- Inadequate access
- Inadequate parking provision
- Increase danger of flooding
- Increase in traffic
- Loss of parking
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Residential Amenity
- Strain on existing community facilities
- Traffic or Highways

Comment: Dear Sir

Re: Objection to Planning Application 2022/0451 Erection of 238 no. residential dwellings, Land west of Market Street Edenfield Bury Lancashire.

We object to the planning application 2022/0451 submitted by Taylor Wimpy to develop land to the west of Market Street.

The main issues are as follows:

- A Masterplan covering the H66 development area has not been agreed.
- A full and meaningful consultation with the community on the development and Masterplan has not taken place.
- The infrastructure of the local area especially the road network and education provision will not meet the demands of the new development.

1.A Masterplan covering the H66 development area has not been agreed.

Rossendale Council Local Plan requires a detailed Masterplan must be completed and submitted for all the land within the H66 area before any planning application can be assessed. The Masterplan must include full consultation with all interested parties and stakeholders before submission.

Taylor Wimpy has submitted a Masterplan at the same time as the planning application, it led residents to believe it was a collaboration between all the 4 landowners/ developers. However, two of the landowners Peel Homes and Richard Nuttall have confirmed that they have not been involve. Peel Homes and Anwyl have also requested, as stated on the RBC planning portal that company logos are removed from the Masterplan document and they have not been involved in the Masterplan.

Taylor Wimpy have stated in its own 'Statement of Community Involvement'(July 2022) that the Masterplan and Design code would be agreed before a planning application is submitted The Masterplan or design code have not been agreed , therefore Taylor Wimpy are not following their own guidance and procedure as stated in Statement of Community Involvement'(July 2022).

2.A full and meaningful consultation with the community on the development and Masterplan has not taken place.

The Localism Act 2011 state the importance of local community involvement in any developments within the community. The National Planning Policy framework (2021. para 66) states 'issues and concerns raised by the local community should be resolved at pre -planning stage. The developer has not undertaken a proper and meaningful consultation with the local community pre-application. A very short consultation period of 2 weeks was launch on the 22nd June 2022. The consultation was primely on the masterplan but only included 2 of the 4 developers with interest in the development of the H66 area. The consultation lacked any detailed plans or information on the

proposals, just 1 A4 leaflet was posted to residents. A small amount of information was available via a website but again this did not provide full and detailed information on all areas of the project.

A large percentage of the community are elderly and do not have the skills or knowledge of using the internet. No in-person consultation was undertaken throughout the consultation process, the only presentation on the development was through a one-hour webinar (which had major IT issues) which also limited the number of places on offer to residents. This method of consultation excludes many members of our community, who could not engage with the process due to the limited types of communication used.

The consultation process did not meet the requirements laid down by the Localism Act or the National Planning Policy framework. It was not a consultation but a tick in the box exercise by the developer. They have ignored the views of the local community and the emerging Edenfield Neighbourhood Plan prepared by Edenfield Community Neighbourhood forum.

3. The infrastructure of the local area especially the road network and education provision will not meet the demands of the new development.

3.1 Education provision for primary and secondary pupils

Lancashire County Council Education Planning team have objected to the proposed planning application. Its report on primary school place it indicates that Edenfield Primary school will be oversubscribed and at full capacity without the additional 239 properties. A Masterplan for the site H66, giving full details on primary and secondary places needs to be developed and approved before any planning application is submitted and approved. If local schools cannot accommodate the needs of local children it will result in more children attending schools outside Edenfield increasing the number of children which travel to school by car.

3.2 Traffic

The data and conclusions from the Traffic Assessment undertaken by Croft / Eddisons commissioned by Taylor Wimpy must be interpreted with caution as the methodology used to collect the data and support its conclusions has some serious limitations. The evidence from the study indicates that the development of 239 houses would have no impact on the traffic within the local community. However, the report would appear to be over ambitious in its claims. The key problems are: -

- The two data collections took place in June on the same day - Wednesday, although different

years. One survey took place in June 2019 and a further study was undertaken in June 2022 to compare traffic flow pre and post Covid. Collecting the data in the same month and on the same day, would fail to provide sufficient data to give an accurate picture of the traffic flow within Edenfield. June is the start of main holiday season, and Wednesday is a quieter day in the village because shops close in the afternoon and the local high schools finish at 2.00pm, this would also influence the traffic in the area.

- It avoided the winter months when traffic volumes increase due to weather, less people walking or cycling and different working patterns.

- Failed to consider the impact of traffic when the A56 is congested which is a frequent occurrence.

- The over estimation on the use of public transport especially bus journeys, which have been reduced in recent months. The timing of the journeys are inaccurate, one example includes Edenfield to Manchester, the report states a rush hour journey will take 54 minutes. For anyone who makes that journey 90 minutes is common.

- The use of 2011 'Journey to Work data' this is out-dated model, which is now over 10 years old. Up to data is now available via the latest census information.

- Under estimation of the journey taken from households. A standard methodology has been used to calculate an additional 200 journeys will take place during rush hour. However, with the poor amenities and public transport network this estimation is very low.

Therefore the data used to inform the conclusions is not a true representation of the traffic issues that are occurring in Edenfield, A view supported by Lancashire County Council (Eddison, 2022, 2.3.5 p.g 6). Guidance also issued by the Department for Transport recommends that data collected from September 2021 must be viewed with caution as it may not be a true representation. Eddisons have concluded that traffic in Edenfield is unlike to change to pre pandemic levels due to different working practices, However, this claim has not been backed up with evidence.

The report presented by Eddison is long with a large amount of data, however the data used to reach its conclusion is based on only 2 days of live traffic monitoring, the rest is computer generated simulations, tables, and diagrams. It appears that Eddison have attempted to use selected data to conclude the development will not have an impact on traffic flow within Edenfield. However, anyone who lives and commutes from the village can conclude that over 200 extra journeys will have a major impact on the traffic situation within the village and surrounding area.

3.3 Parking and traffic flow round the proposed development entrance

Parking and traffic flow throughout the village has been an increasing issue in recent years, resulting in delays for residents and public transport. The developer has proposed the inclusion of 10 parking space at the entrance of the development for residents living on Market Street. However, 26 houses will be affected by the introduction of the new road layout, the addition of 10 parking space are totally inadequate.

We urge Rossendale Planning Committee members to refuse the application from Taylor Wimpy as the evidence clearly shows that the proposed development does not meet the requirement of the Local Planning Policies. Several statutory consultees including LCC School Planning Team, LCC Leading Local Flood Authority, and Environmental Protection Agency have objected and voiced concern in relation to the planning application, along the vast number of residents in Edenfield.

Mr and Mrs Barlow

Dear forward planning and planning teams,

I am writing to express my objections to the Taylor Wimpey Master Plan and the planning application 2022/0451 for housing development in Edenfield.

Firstly, I am concerned about the significant increase in traffic that this development will bring. The council's plan to build in Edenfield may alleviate traffic problems in other areas of Rossendale, such as Rawtenstall, but it will simply push the traffic issues down the road towards Bury. Furthermore, there is no plan in place to increase accessibility to public transport, which will only exacerbate the traffic problems.

Secondly, the proposed plan relies heavily on the use of a large pond for drainage, which poses a risk to the A56 and may not be sufficient to drain the waterlogged fields. Additionally, there are known issues with sewer capacity in the area and it is not clear that there will be sufficient capacity for the new development, particularly when considering the need to pump waste uphill to the sewer under Market Street.

I have lived on Market Street in Edenfield for over 20 years and I am familiar with the current issues of lower water pressure and inadequate gas supply. Increasing demands on these services is likely to compound these issues, particularly when considering that low gas pressure causes problems at times of high demand, such as cold winter days.

Furthermore, there are already insufficient school places at primary and secondary level in the area and the proposed plan fails to address this issue. Other services in the area, such as healthcare are also at capacity. Most occupants of the new houses will have to use their cars to access these services, which conflicts with national guidance related to developments.

Lastly, I believe that the development is completely disproportionate, increasing the size of Edenfield by 50% and using building materials and designs which fail to take into account the character of Edenfield.

I urge the Planning Authority to reconsider this proposal in light of these concerns and consider alternative options that will not have such a negative impact on the local community and environment.

Yours Sincerely,
Sarah Bishop

[REDACTED]

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalglish

Customer Details

Name: Mrs Susan Whitehead

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Conflict with local plan
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase in traffic
- Increase of pollution
- Information missing from plans
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: I would like to strongly object to the proposed plan on Market Street Masterplan/Design Code and Taylor Wimpey's Planning Application No: 2022/0451

based on the following;

1. Neither the Masterplan nor the planning application meets the requirement of the RBC Local Plan.
2. The Masterplan does not include the whole site as all developers are not represented.
3. Genuine concerns over the phasing/how the development will be built have not been adequately addressed.
4. There is no comprehensive traffic assessment for the whole of Edenfield.

5. The road infra-structure required for the development of the whole site is not adequately addressed. In particular Market Street itself is not able to accommodate the increased traffic envisaged with a development of this magnitude.
6. The Design Code produced by ECNF with support of RBC has not been considered.
7. The scale, density and character of the development is not in keeping with the village.
8. Real concerns on ecology, drainage and flood risk are not adequately addressed.
9. There is no detail on the provision of local services required to supplement the development.
10. Sufficient suitable localised school places to support the development are not adequately addressed.
11. Concerns regarding the environmental impact are not adequately addressed.

Location: Land West of Market St, Edenfield

Proposal: Full application for the erection of 238 residential dwellings and all associated works, including new access, landscaping and public open space.

I am writing this letter to vehemently express my objection to the revised plans and documentation in respect of the above proposed development (Edenfield Masterplan and planning application 2022/0451). As a concerned resident of Edenfield, I firmly believe that this development plan poses serious safety concerns and fails to adequately address the well being and needs of existing residents. I urge you to carefully consider the points outlined below, as they have significant implications for the safety, accessibility and quality of life in our community.

1. **Safety Concerns Regarding the New Junction Entrance on Market St.** The proposed site access on Market St as a new junction entrances raises serious safety concerns. Market St is already a highly trafficked road and serves as a National Highways Diversion route when the A56/M66 experiences closures. The safety measures proposed do not appear to be sufficient and will not meet the requirements for a development of the proposed scale. Insufficient visibility and the potential risk to the lives of residents, cyclists and primary school children (located just 250m from the junction) are of the utmost concern. The necessity of a road safety audit has been mentioned, yet it has been disregarded. By neglecting to address these safety concerns, Lancashire County Council and RBC may potentially breach their responsibility to ensure the safe day to day life of all residents in Edenfield.
2. **Double Yellow Lines and Accessibility for Current Residents.** The introduction of double yellow lines in front of our houses raises concerns about us current residents and how will we access our properties with shopping and young children. The proposed compensatory car park is neither sufficiently large nor fit for purpose. A recent audit has identified between 35-40 cars parked every single night, suggesting that the car park is open to new and existing residents, rendering it non-compensatory. Moreover, the lack of spaces for visitors, tradespeople and services, as well as the absence of electric charging points, further exacerbates the issue. Restrictions on parking will also negatively impact local businesses. This plan demonstrates discrimination against existing residents to accommodate the needs of residents in new houses.
3. **Lack of Comprehensive Masterplan and Phasing Proposal.** A significant concern is the absence of a comprehensive masterplan that incorporates the input of all developers or a clear phasing proposal for the TW site. The lack of these essential elements suggests that it could potentially be one big building site for the next 10 years, causing traffic congestions, pedestrian safety hazards, and a decline in the overall quality of life for residents. It is imperative that a comprehensive Masterplan and phasing proposal be established to minimise disruptions and ensure the safety and well being of all residents throughout the development process.

4. Inadequate Crossing Points. The proposed plan includes only one crossing point on the north side of the junction, which raises serious safety concerns for the very young primary school children (including my own) crossing Market St from the south side. This lack of adequate crossing points poses a significant risk to their safety.
5. Overall Flood Risk. There appears to be an overall flood risk, particularly on the A56, leading to severe traffic and safety concerns. These risks should be thoroughly evaluated and addressed before any approval can be considered.

I kindly request your acknowledgement of this objection.

Thank you for your attention to these critical concerns. I trust that you will give due consideration to the objections raised and act in the best interests of our community and make decisions that prioritise the safety and well being of all residents of Edenfield.

Yours sincerely
Tim Preston

Comments for Planning Application 2022/0451

Application Summary

Application Number: 2022/0451

Address: Land West Of Market Street Edenfield Bury Lancashire

Proposal: Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Case Officer: Mr James Dalgleish

Customer Details

Name: Mr Trevor Latham

Address: [REDACTED]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- Development too high
- General dislike of proposal
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase danger of flooding
- Increase in traffic
- Increase of pollution
- Information missing from plans
- Loss of parking
- More open space needed on development
- Noise nuisance
- Not enough info given on application
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Traffic or Highways

Comment: I am writing to express my objection to planning application 2022/0451 for 238 houses to be built in Edenfield.

The application does not meet the requirements of the RBC Local Plan. Also the design code

produced by Edenfield Community Neighbourhood Forum with the support of RBC has not been considered.

Our village has huge existing problems with parking/traffic/congestion. For large parts of Market Steet cars cannot travel in both directions at the same time. It only takes one wideish largeish vehicle to completely stop the whole flow of traffic, normally with much reversing and negotiating necessary to get things moving again. This happens very regularly, particularly on the many many occasions that motorway and bypass traffic is re-routed through our village. Adding so much extra traffic to the village would be completely unviable and would cause safety and pollution issues, in particular near to the playground, and with people trying to find short cuts to avoid the traffic as best they can. The road infrastructure required for the the development of the whole site has not been fully addressed. I understand that there is no comprehensive traffic assessment for the village.

Only in the last week we have had examples of the flooding that is already a feature in our village. Water is constantly running off the fields. The application does not sufficiently address the flood risk and drainage requirements.

Loss of our village identity. Far, far too many houses, and the size and shape and type of the planned development go completely against the existing design/layout of the village. Concerns over the phasing of the development and how it will be built have not been properly addressed.

Lack of services, doctors, schools, dentists, sufficient shops. The application contains no detail on provision of services and school places. How will police, fire, ambulance services cope with the huge increase?

Concerns regards ecology and environmental impact not addressed.

This application needs to be deferred until a Masterplan is agreed by all parties.