

East Lancashire Paper Mill, Radcliffe

Response to Bury Council and TfGM

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Client:	Morris Homes	Job No	327112
Date:	12 November 2024	Approved by:	ME
Prepared by:	LCW		

1. Introduction

- 1.1.1 This Technical Note (TN04) has been produced by Mode Transport Planning ('Mode'), on behalf of Morris Homes, in relation to a reserved matters application (App Ref : 70284) for 400no. residential dwellings at the former East Lancs Paper Mill (ELPM) site in Radcliffe.
- 1.1.2 This note (TN04) has been prepared to provide a response to Bury Metropolitan Borough Council (BMBC) Highways following a meeting with BMBC and Transport for Greater Manchester (TfGM) on 20th August 2024.
- 1.1.3 TN04 sets out resolutions from the meeting with BMBC Highways, including the subsequent response from Transport for Greater Manchester (TfGM).
- 1.1.4 The proposed site layout has been updated to address items discussed at the meeting, this is attached in [Appendix A](#).

2. Bury Council and TfGM Comments

2.1 Croft Lane / Pharmacy Servicing

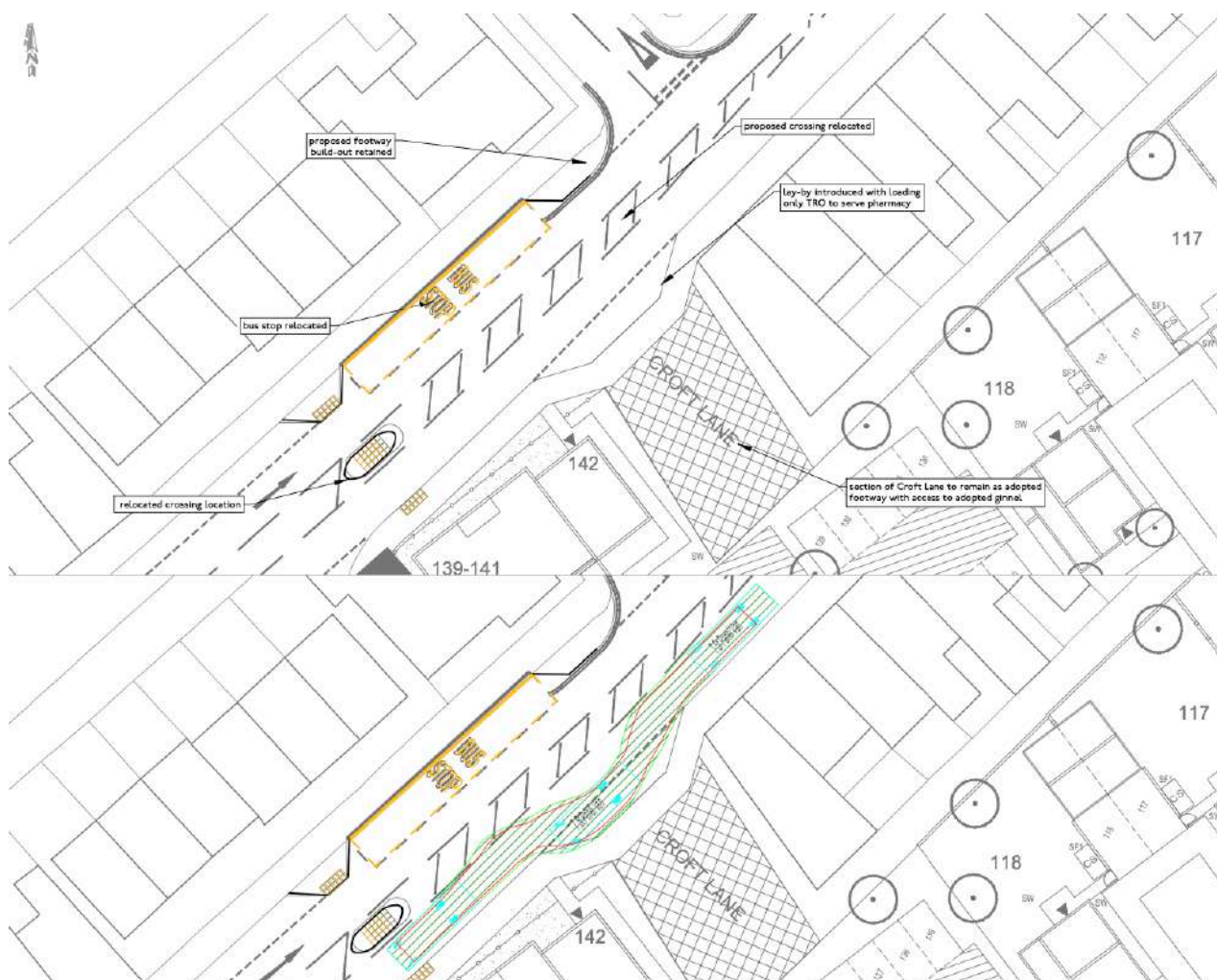
- 2.1.1 The existing stub of Croft Lane, which does not form part of the gated area, is believed to provide servicing access to the pharmacy.
- 2.1.2 Swept path analysis has been undertaken using a number of vehicles to assess what size vehicle can currently turn within the extent of the adopted carriageway.
- 2.1.3 This has determined that there is not currently sufficient space for any vehicles to turn within the adopted carriageway. The section of adopted highway which runs east-west is currently closed with bollards (as shown in [Photograph 2.1](#)) which prevents it from being used by turning vehicles.

Photograph 2.1 – Existing Bollard Preventing Access



- 2.1.4 On this basis, limited improvements can be made to Croft Lane to accommodate service vehicle movements which would not require vehicles to reverse on or off Cross Lane; therefore, a new service lay-by has been proposed which is large enough to accommodate a 7.5t panel van.
- 2.1.5 It is proposed that the existing stub will remain as adopted footway to maintain access to the rear of the Cross Lane properties.
- 2.1.6 The introduction of the lay-by will require some minor changes to the agreed access arrangement, consisting of the relocation of the pedestrian refuge crossing point and a slight relocation of the bus stop.
- 2.1.7 It is proposed that the lay-by should include a loading only Traffic Regulation Order (TRO) to prevent use by other vehicles.
- 2.1.8 The proposed changes and swept path analysis is shown in [Figure 2.1](#) and in **Drawing J32-7112-PS-005** attached in [Appendix B](#).

Figure 2.1 – Croft Lane Improvements



2.2 Rectory Lane Turning Arrangement

- 2.2.1 A turning head arrangement has been provided at the end of Rectory Lane, close to the access to the proposed pedestrian footbridge. This provision does not include the use of any existing side streets in the turning head arrangement and maintains access to land to the north of Rectory Lane as agreed with BMBC.
- 2.2.2 Additionally, as requested, a turning head has been introduced at the western end of Church Street East on the development side of the proposed Modal Filter. This avoids any land ownership issues and does not conflict with the development site on the northern side.
- 2.2.3 Swept path analysis for a refuse vehicle has been undertaken for both turning heads and is shown in [Figure 2.2](#) and in [Drawing J32-7112-PS-011](#) attached in [Appendix C](#).

Figure 2.2 – Rectory Lane Swept Path Analysis



2.3 Brook Street Turning Arrangement

- 2.3.1 The proposed turning head provision for Brook Street has been improved to better accommodate a refuse vehicle.
- 2.3.2 Swept path analysis has been undertaken for a refuse vehicle which is shown in [Figure 2.3](#) and in [Drawing J32-7112-PS-012](#) attached in [Appendix C](#).

Figure 2.3 – Brook Street Swept Path Analysis

2.4 Southeast Corner

- 2.4.1 The 'S-bend' arrangement in the southeast corner of the site has been replaced with an alternative arrangement which includes two priority junctions and a new cul-de-sac. The proposed changes are shown in [Figure 2.4](#).

Figure 2.4 – Southeast Corner Arrangement



2.4.2 Visibility splays of 2.4m x 25m have been provided for the proposed junctions. Swept path analysis has been undertaken for a refuse vehicle manoeuvring within the cul-de-sac turning head.

2.4.3 The visibility splays and swept path analysis are shown in Figure 2.5 and in Drawing J32-7112-PS-013 attached in Appendix C.

Figure 2.5 – Southeast Corner Swept Path Analysis and Visibility Splays



2.5 Church Street East Dimensions

- 2.5.1 During the meeting with BMBC Highways, the widening of the Church Street East and Eastern Access Road carriageways to 6.5m, from 5.5m (+1m) was discussed, with the footways being reducing from 3m to 2m. This was to encourage cycling on the carriageway in the 20mph zone.
- 2.5.2 TfGM have stated that carriageway widths of 6.5m would be too wide and are likely to encourage high vehicle speeds. A width of 5.5m would be a more acceptable carriageway width, especially as there will be lower levels of traffic, and would help to enforce the 20mph speed limit.

2.5.3 Therefore, the Church Street East and Eastern Access Road carriageways have been designed to have a width of 5.5m, which are provided in line with BMBC's adoptable standards as well as TfGM's requests. The additional 1m will be form part of the grass verge separating the carriageway from the footway further enhancing the grey to green scheme.

2.6 Traffic Calming

2.6.1 An additional traffic calming feature has been introduced on Church Street East in the form of a raised table between Plots 161 and 48 to further promote reduced vehicle speeds. This is in addition to the raised tables at each of the internal junctions.

2.6.2 Speed cushions have also been introduced along the Eastern Access Road between Cross Lane and Church Street East.

2.7 Vehicle Access Control

2.7.1 TfGM have stated that they would prefer simple bollards to control vehicle access into the site, opposed to access controls and barriers. Bollards would not restrict wheelchair users or cyclists and would therefore meet accessibility requirements, providing the minimum 1.5m width for users.

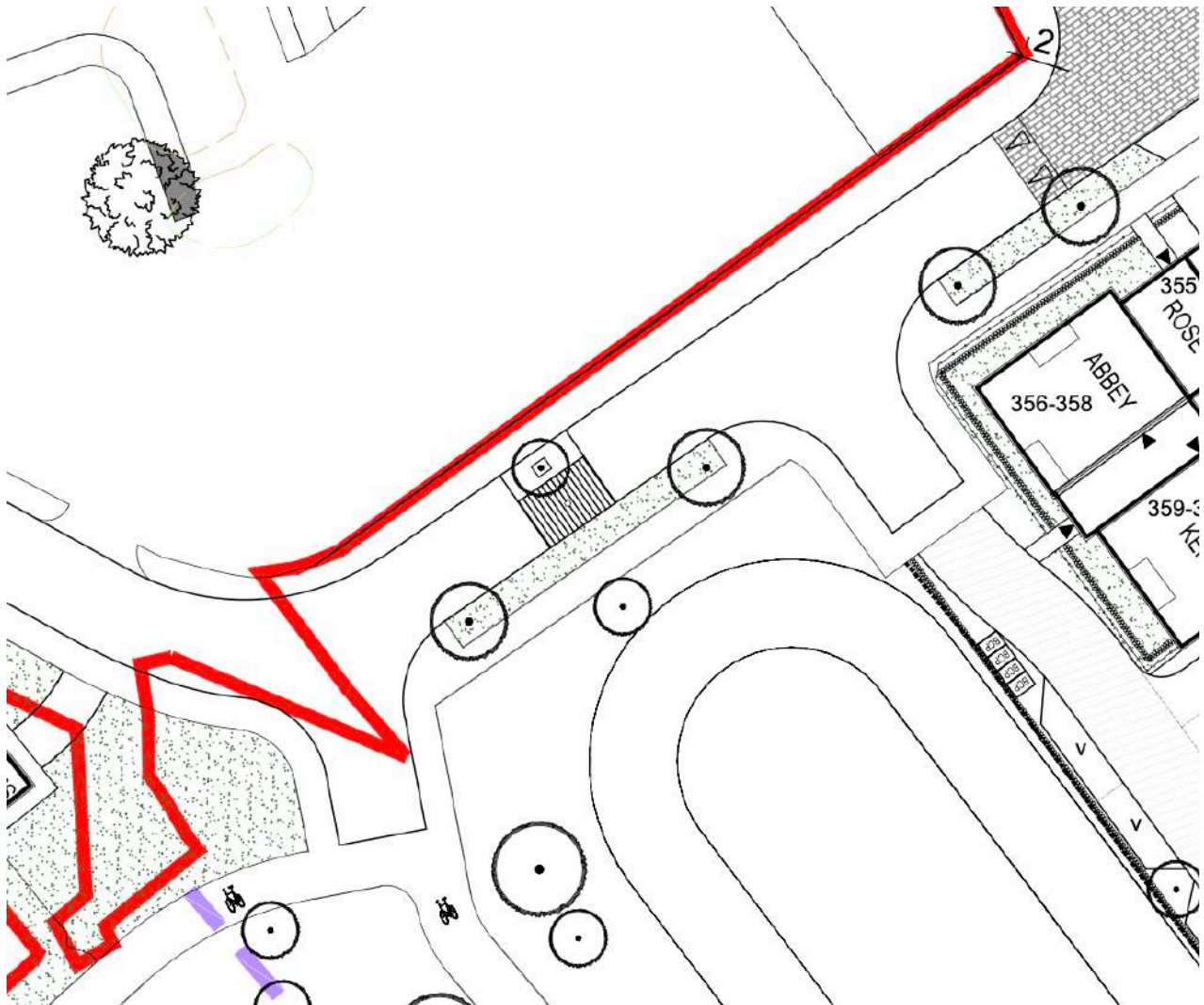
2.7.2 Droppable bollards will therefore be provided at the emergency access in the northeast corner of the site onto Bury Street, in addition to the Modal Filters which have been proposed at the western and eastern ends of Church Street East.

2.7.3 The emergency access in the northeast corner of the site has been designed as a footpath, with no provision for cycles.

2.7.4 The Modal Filters include a buildout to reduce the carriageway to 3.5m wide with a droppable bollard provided to enable emergency access. A tree pit is included within the buildout, subject to agreement with BMBC at S278/38 design stage.

2.7.5 For reference, a Modal Filter is shown in [Figure 2.6](#).

Figure 2.6 – Modal Filter



2.8 Active Travel

- 2.8.1 TfGM have requested that the site is made as user friendly for walking and cycling as possible, to promote and encourage active travel.
- 2.8.2 As above, all carriageways will have a width of 5.5m, which will encourage lower vehicle speeds, creating a safer environment for active travellers.
- 2.8.3 2m wide footways will also be provide on both sides of the carriageway, connecting to the local highway network.
- 2.8.4 Shared pedestrian/ cycle connections are provided to the proposed MCF funded bridge, to Brook Street and onto Bury Street.

2.8.5 The proposed controlled crossing point on Bury Street has been relocated to the south outside the school where the existing uncontrolled crossing point is located.

2.9 Public Right of Way Footpath 9SM Closure

2.9.1 Footpath 9SM will be stopped up in order to facilitate the development under the provisions of the Town and Country Planning Act 1990.

2.9.2 The Public Right of Way Officer at BMBC has advised that the stopping up should be undertaken through the Department for Transport (DfT) in this case rather than through BMBC; therefore, a S247 application has been submitted directly to the DfT.

2.9.3 The route of the footpath to be stopped up is shown in [Figure 2.7](#) and in **Drawing J32-7112-PS-008** attached in [Appendix D](#).

Figure 2.7 – Footpath 9SM Stopping Up Plan



2.10 Croft Lane Stopping Up Order

2.10.1 A Section 247 application is being made to the National Casework Team at the DfT to stop up the areas of highway on Croft Lane, Cock Clod Street and Church Street East.

2.10.2 Whilst much of the area is not shown to be adopted by BMBC, the application will include areas within the site demise which may have historically incurred highways rights, indicated by historic highway alignments, or the presence of the PRoW which does not connect to other adopted highways.

2.10.3 The proposed areas of stopping up are shown on both the topographical survey and the proposed site layout in [Figure 2.8](#) and [Figure 2.9](#) and in **Drawings J32-7112-PS-007 and 008** attached in [Appendix E](#) respectively.

Figure 2.8 – Stopping Up Plan (Topographical Survey)

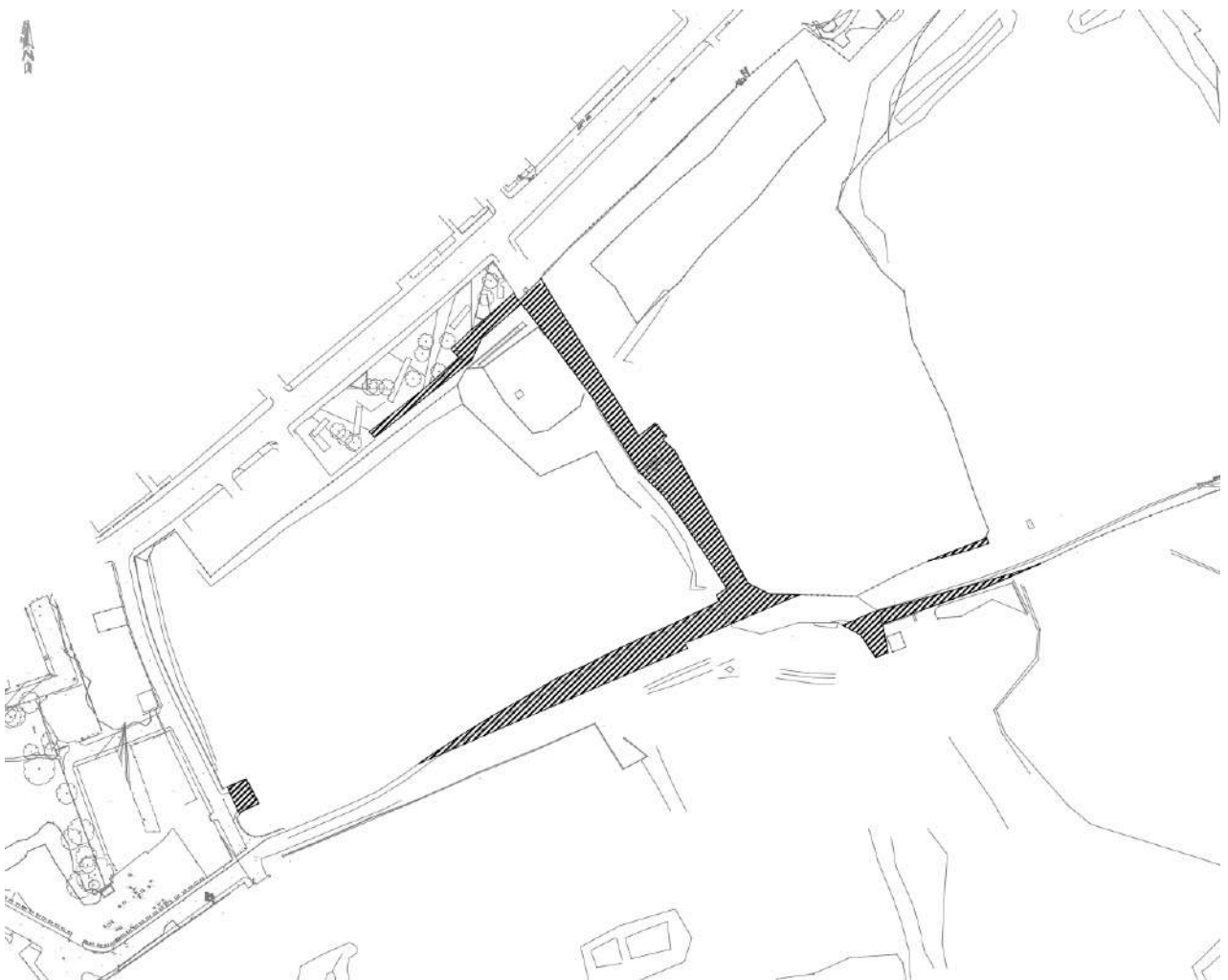


Figure 2.9 – Stopping Up Plan (Site Layout)



3. Summary

- 3.1.1 The updates to the proposed layout identified in this note have been prepared to address comments raised by BMBC Highways Officers in writing and at the subsequent meeting.
- 3.1.2 The proposed updates to the scheme address all comments raised by BMBC Highways and it is respectfully requested that highways support for the application is now provided.
- 3.1.3 Additionally, written support from BMBC Highways is sought for the Footpath and Highway Stopping Up Orders which can be used to support the respective applications to the DfT.

APPENDIX A

Revised Site Masterplan



LEGEND

- BIN STORE
- CYCLE STORE
- AFFORDABLE UNITS
- GREY TO GREEN CORRIDOR
- EASEMENT
- EASEMENT
- HUTCHINSONS GOIT
- Proposed dwelling
- Proposed dwelling to be built opposite hand
- Proposed brick built garage
- Proposed garage space
- Common areas of shared drives in contrasting material or kerb edgings to delineate shared drive area
- Proposed 1.8m high feather edge boarded timber screen fence with P.C.C. posts & gravel boards
- Proposed 1.8m high 0.44m square brick piers at 2.0m ctrs with 0.65m high brick dwarf wall/feather edged boarded infill panels
- Proposed 1.2m high Contemporary railings
- Proposed 1.25m high Post & Rail Fence
- Existing hedge to be retained
- Existing hedge to be removed
- Existing tree to be retained
- Existing tree to be removed
- Indicative tree planting

EAST LANCS PAPER MILL

SCHEDULE OF ACCOMMODATION

AFFORDABLE	NAME	DESCRIPTION	SIZE (sqft)	Units	TOTAL (sqft)
	GRASSMERE	1 BED MAISONNETTE + PARKING	524	17	8568
	WINDERMERE	1 BED MAISONNETTE + PARKING	543	20	10860
	AMBLESIDE	1 BED MAISONNETTE + PARKING	605	17	10285
	BUXTON	3 BED MEWS + PARKING	963	29	27927
	BRANLEY	3 BED MEWS + PARKING	986	5	4930
	CALDBECK SP	3 BED MEWS + PARKING	1062	1	1062
	CALDBECK	4 BED MEWS + PARKING	1062	9	9558
	TIMPERLEY	3 BED SEMI-DET	902	2	1804
	Total		100		74994

PRIVATE APARTMENTS

NAME	DESCRIPTION	SIZE (sqft)	Units	TOTAL (sqft)
ABBEY	2 BED APARTMENT + PARKING	738	21	15498
KENSINGTON	2 BED APARTMENT + PARKING	711	16	11376
EDGEWARE	2 BED FLY OVER APT + PARKING	685	9	6165
ROSEBERRY	2 BED DUPLEX APT + PARKING	703	9	6327
	Total	55		39366

PRIVATE HOUSING - MEWS + SEMIS

NAME	DESCRIPTION	SIZE (sqft)	Units	TOTAL (sqft)
CAMBERLEY	2 BED MEWS + PARKING	753	12	9036
BAKEWELL	2 BED S/A MEWS + PARKING	770	1	770
DISDBURY	3 BED SEMI-DET + CAR PORT	874	13	11362
DISLEY	3 BED SEMI-DET + CAR PORT	934	24	22416
DISLEY +	3 BED SEMI-DET + SINGLE GARAGE	1140	5	5700
TIMPERLEY	3 BED SEMI-DET + CAR PORT	902	1	902
TIMPERLEY +	3 BED SEMI-DET + SINGLE GARAGE	1364	16	18624
CAPESTHORPE	3 BED SEMI-DET + SINGLE GARAGE	947	15	14205
DISLEY	3 BED MEWS + PARKING	934	3	2802
LYNN	3 BED 3 ST MEWS + CARPORT	1111	16	17776
CHICHESTER	3 BED 3 ST S/A MEWS + CARPORT	1138	2	2316
DALTON	3 BED SEMI-DET + GARAGE	938	12	11256
	Total	120		117165

PRIVATE HOUSING - DETACHED - 3 BEDS

NAME	DESCRIPTION	SIZE (sqft)	Units	TOTAL (sqft)
COTSWOLD / RYDALE	3 BED DET + DET SINGLE GARAGE	947	7	6629
DAVENHAM	3 BED DET + DET SINGLE GARAGE	957	30	28710
KNUTSFORD	3 BED DET + INT SINGLE GARAGE	1056	16	16896
DAVENHAM +	3 BED DET + DET SINGLE GARAGE	1135	2	2352
	Total	55		54587

PRIVATE HOUSING - DETACHED - 4 BEDS

NAME	DESCRIPTION	SIZE (sqft)	Units	TOTAL (sqft)
BROXTON / BRANCASTER	4 BED DET + DET SINGLE GARAGE	1170	14	16380
HAUHAM	4 BED DET + DET SINGLE GARAGE	1189	3	3567
ADLINGTON	4 BED DET + INT SINGLE GARAGE	1119	24	26856
CRANLEIGH	4 BED DET + DET SINGLE GARAGE	1358	14	19012
ABINGDON	4 BED DET + INT SINGLE GARAGE	1407	15	21105
	Total	70		86920

Total 400 373032

L	CYCLE STORES ADDED TO PLOTS. BIN STORE AND CYCLE STORE AMENDMENTS TO APARTMENT AREAS. PLOTS 385-386 AMENDED	23.10.24	CW
K	SECOND SUBSTATION ADDED ON RECTORY LANE	23.10.24	CW
J	SLIGHT AMENDMENT FOLLOWING TRANSPORT RECOMMENDATIONS. PLOTS 375/376 CHANGED TO CALDBECKS. 120/127 CHANGED TO DISLEY & CAPESTHORPE. 319/320 CHANGED TO BUXTONS. 10/11 CHANGED TO DISLEY & CAPESTHORPE.	02.10.24	CW
I	REPLAN OF THE AREA NORTH OFF CHURCH STREET EAST. GREY TO GREEN SCHEME UPDATED THROUGHOUT THE SITE. RECTORY LANE. FURTHER UPDATES FOLLOWING COMMENTS FROM THE LPA.	04.08.24	NC
H	FURTHER UPDATES FOLLOWING COMMENTS FROM HIGHWAYS	17.07.24	CW
G	SITE UPDATES FOLLOWING COMMENTS FROM HIGHWAYS	19.06.24	CW
F	PATH ALONG PLOTS 385-386 AMENDED	15.02.24	CW
E	TREE CONSTRAINTS PLAN INFORMATION ADDED TO THE PROPOSED CROCKET CLUB AREA & CYCLE STORE ADDED	02.02.24	CW
D	RED LINE BOUNDARY SLIGHTLY AMENDED TO FOLLOW THE FREEHOLD BOUNDARY FROM HOMES ENGLAND AND ON THE PROPOSED CROCKET CLUB GREAT PLACES SCHEME ADDED FOR INFORMATION	09.01.24	CW
C	SP2 FENCES ADDED TO ALL BACK GARDENS & RAILINGS CHANGED TO CONTEMPORARY RAILINGS	16.11.23	CW
B	LAYOUT AMENDED FOLLOWING SLIGHT REPLAN	07.09.23	CW
A	DESCRIPTION	DATE	INT

Morris Homes (North) Limited
Morland House
Altrincham Road
Wilmslow
Cheshire SK9 5NW
Tel: (01625) 544 444
Fax: (0845) 833 1845

Job Title
**EAST LANCS PAPER MILL
RADCLIFFE**

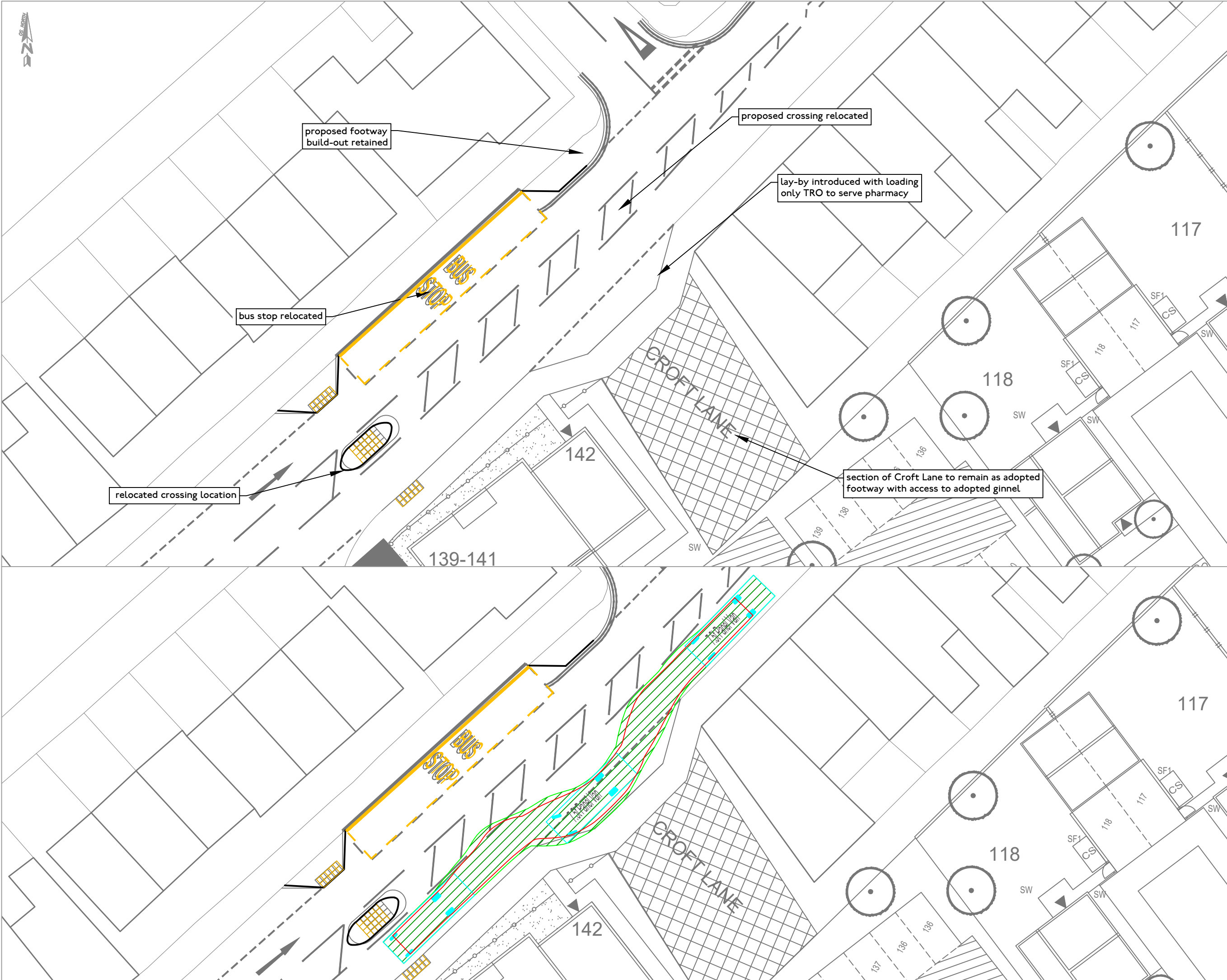
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APPENDIX B

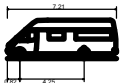
Proposed Croft Lane Layby

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Last saved by: LUKEWHEELER Last Plotted: 2024-11-12



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7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of bury council.
 5. drawing based on topographical survey.

issue/revision			issued	description
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l/r	17/09/2024			

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project: east lancashire paper mill
project number: J327112
scale: 1:250@A3
drawing title:
croft lane servicing
drawing number:
J32-7112-PS-005

APPENDIX C Swept Path Analysis

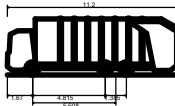
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Last saved by: LUKE WHEELER Last Plotted: 2024-11-12

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Look to look time 4.00s
Kerb to Kerb Turning Radius 9.500m

- notes:
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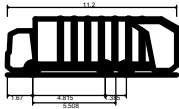
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project number: J327112
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drawing title:
rectory lane swept path analysis

drawing number:
J32-7112-PS-011



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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
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Track Width 2.500m
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l/r	date	description

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project: east lancashire paper mill
project number: J327112
scale: 1:250@A3
drawing title:
brook street swept path analysis
drawing number:
J32-7112-PS-012

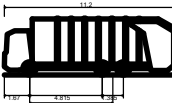
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ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:



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Overall Length 11.200m
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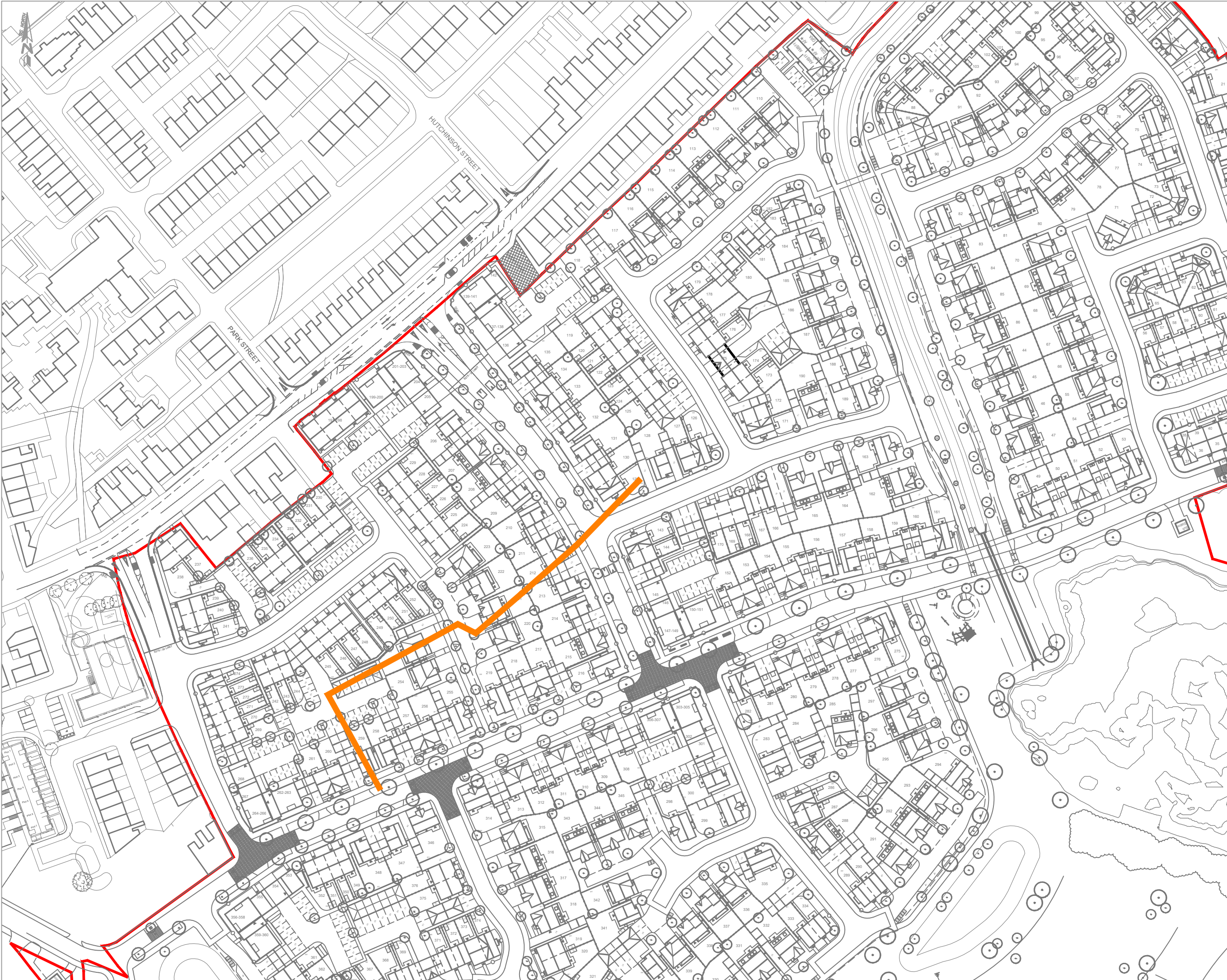
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-	12/11/2024	

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project: east lancashire paper mill
project number: J327112
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drawing title:
southeast corner updates
drawing number:
J32-7112-PS-013

APPENDIX D Public Right of Way – Stopping Up Order Plan

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ISO A3 297mm x 420mm Approved: ME Checked: MA Designer: LCW Project Management Initials:



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- Key:
- Planning Application Boundary (app no. 70284)
 - PRoW 9SM to be stopped-up

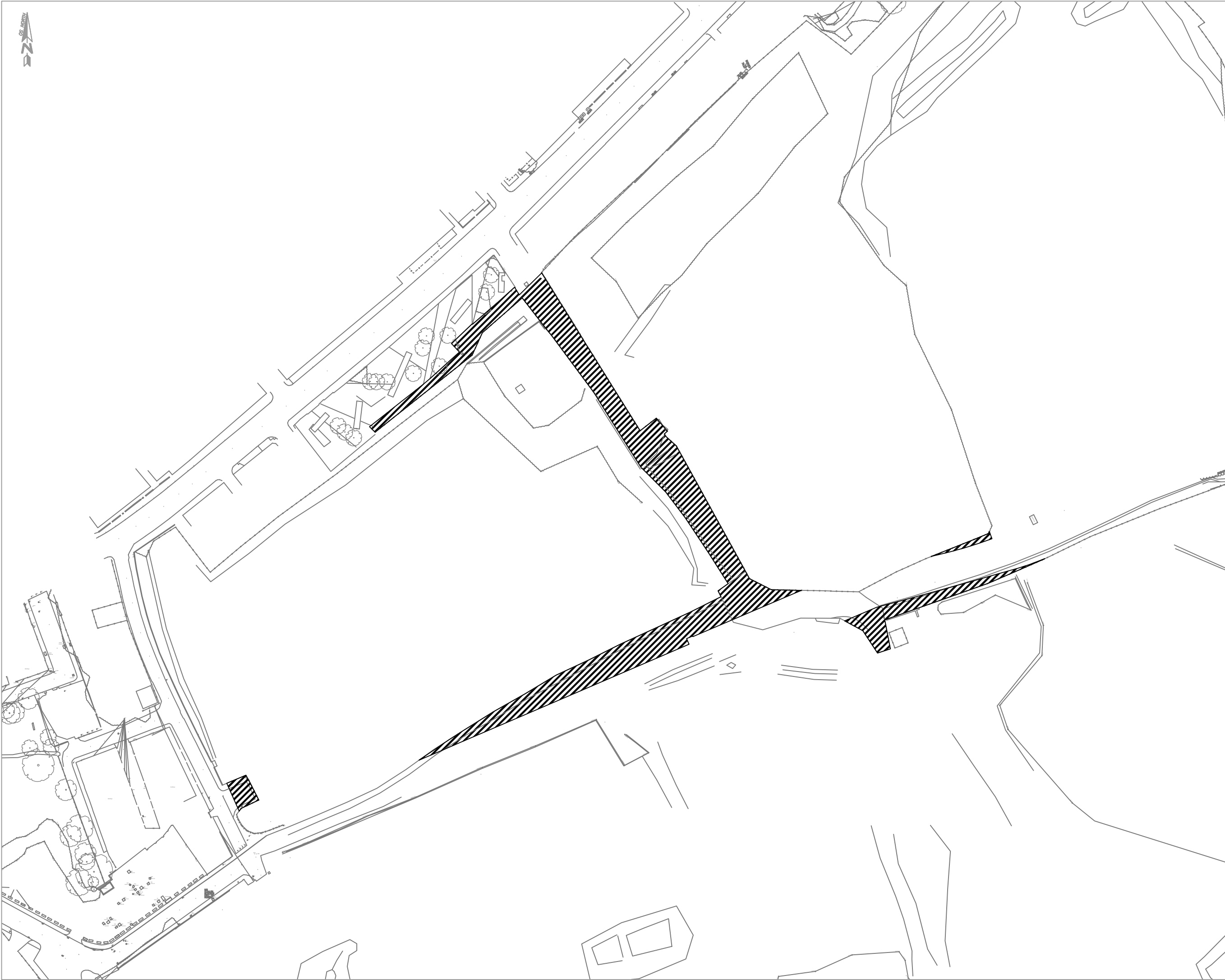
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issue/revision			
A	12/11/2024	issued	
-	17/09/2024	issued	
l/r	date	description	

client: morris homes
project: east lancashire paper mill
project number: J327112
scale: 1:1250@A3
drawing title:
PRoW stopping up plan
drawing number:
J32-7112-PS-008

APPENDIX E

Croft Lane – Stopping Up Order Plan



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- Key:
- Planning Application Boundary (app no. 70284)
 - Highway to be stopped-up

- notes:
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issue/revision		
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-	02/10/2024	issued
l/r	date	description

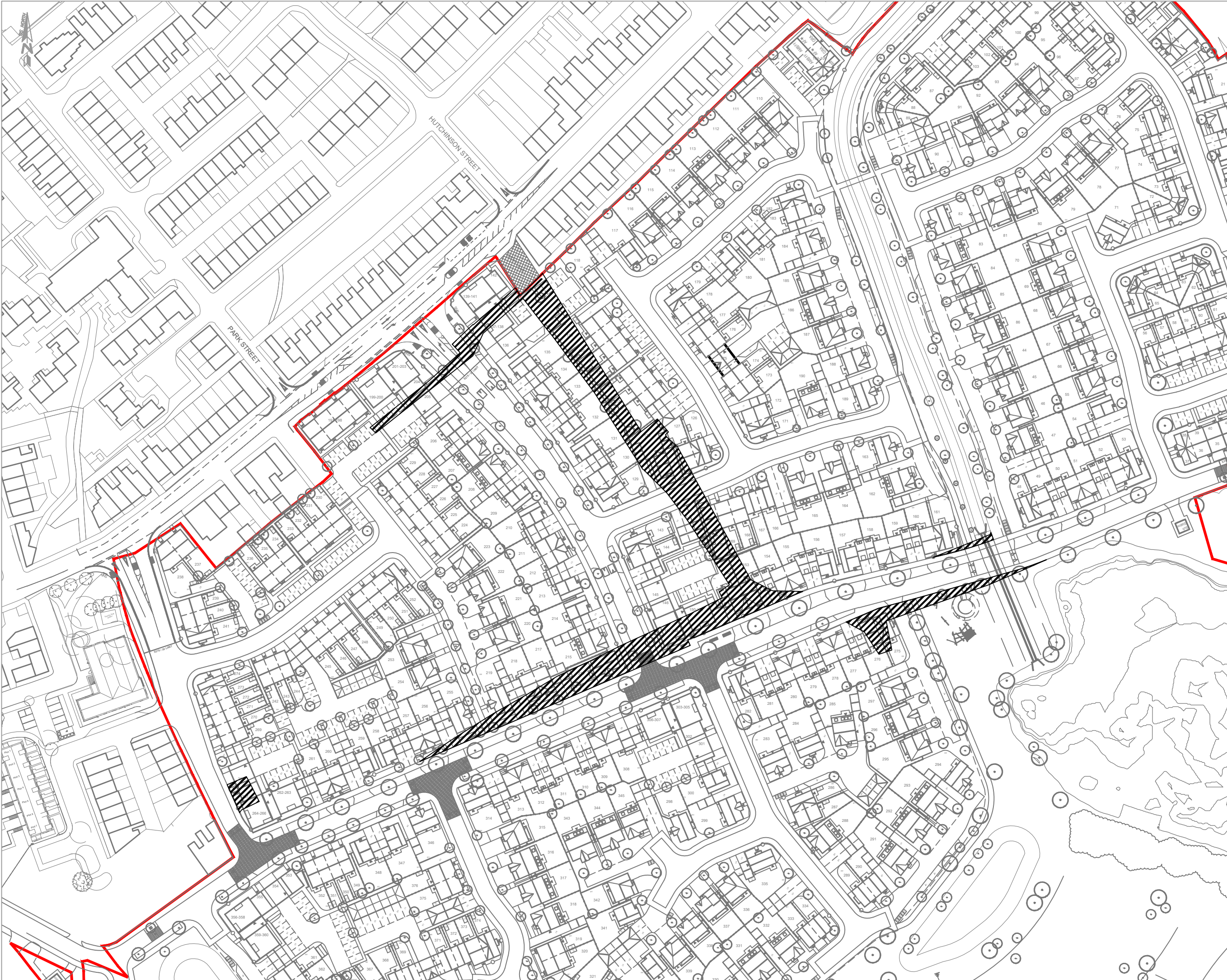
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project: east lancashire paper mill
project number: J327112

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Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



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project number: J327112
scale: 1:1250@A3
drawing title:
stopping up plan - with development
drawing number:
J32-7112-PS-007