

East Lancashire Paper Mill, Radcliffe

Response to Bury Council further comments

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1. Introduction

- 1.1.1 This Technical Note (TN05) has been produced by Mode Transport Planning ('Mode'), on behalf of Morris Homes (the 'Applicant'), 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 has been prepared in response to Bury Metropolitan Borough Council (BMBC) Highways further comments on the site layout following the submission of a revised layout by the applicant, which was supported by TN04, dated 12th November 2024, also prepared by Mode.

2. BMBC Comments

- 2.1.1 The applicant has received comments from BMBC Highways in relation to the latest site layout via an email dated 15th January 2025. The email set out some further comments from BMBC Highways in relation to the scheme.
- 2.1.2 Each comment is presented and responded to below:

2.2 Internal Width of Church Street East

- 2.2.1 BMBC Highways state that:

'For the estate roads to be eligible for adoption and notwithstanding the views expressed by one TfGM officer from a purely cycle user perspective, the proposed main loop road and 'west-east' route through the site carriageway width should be a minimum of 6.5m, and not the 'bare minimum for adoption purposes' width of 5.5m shown. This width is only appropriate for the cul-de-sacs and lower hierarchy of roads proposed and note that this more or less replicates the existing widths of the carriageway on both adopted sections of Church Street East, from Rectory Lane to Cock Clod Street and from the easterly site boundary to Sandford Street.'

- 2.2.2 Firstly, it should be noted that the potential increase in carriageway width from 5.5m to 6.5m was only raised as a suggestion by the Highway Officer as a means to provide some distinction between the roads following the removal of the shared pedestrian/ cycle route along the north of Church Street East. This followed the agreement with BMBC and TfGM that cyclists could be safely accommodated on the carriageway within the 20mph residential zone, resulting in the reduction of the 3m pedestrian/cycleway to a 2m wide footway. Prior to this discussion, the provision of a 5.5m carriageway along this road was not raised as an issue.
- 2.2.3 At the meeting held over MS Teams on 20th August 2024, the Highway Officer deferred the decision on the carriageway width of 5.5m to TfGM to confirm that it was safe for cyclists. TfGM subsequently responded to say that they *'agree that 6.5m is too wide and would encourage high vehicle speeds whereas 5.5m is more acceptable given the low traffic and should encourage lower speeds/reinforce 20mph'*. On this basis, the additional 1m removed from the shared pedestrian/ cycle route has been incorporated within the verges as part of the 'Grey to Green' scheme.
- 2.2.4 Church Street East is not a 'through route' and will handle low volumes of traffic, which is enforced by the agreed provision of Modal Filters that are also required by condition in the planning permission for the scheme. These are provided at either end of the road, preventing motor vehicle connections onto the existing highway network. Furthermore, it is not a 'loop road' as it does not start and end at the same point for the purpose of vehicular access. The road is an internal collector road with no provision to support a bus route - where there would be a requirement for an increase width between 6m and 6.75m.
- 2.2.5 In accordance with Manual for Streets and the majority of residential road design guidance, and in the absence of any specific BMBC highway design guidance, a 5.5m carriageway is appropriate for this residential development. To specify a road width of 6.5m would encourage higher traffic speeds, increase crossing distances for pedestrians and create a less attractive environment for residents using non-car modes of travel.
- 2.2.6 The standard of 5.5m wide carriageway with 2m wide footways on either side for almost all elements of a new residential development has long since been in place with BMBC. Indeed, other recent larger-scale developments adopt this standard even when they do include an internal loop road. An example of this is Walmersley Old Road in Bury which comprises a 5.5m carriageway width throughout the scheme, including the internal loop road. The first c.60m from the Walmersley Old Road site's single access junction is widened to 6.5m, as with the initial widened section of carriageway provided at both access points to the proposed development site on Cross Lane, all other roads are 5.5m wide.

2.3 Grey to Green Provision

2.3.1 BMBC Highways have said.

'Notwithstanding your proposed 'Grey to Green' aspirations for this site and the details shown on the submitted 'Adoptable Highway and Managed Areas Plan', the proposal to privately manage significant areas of highway verge will not be acceptable to the Highway Authority. Any 'dowry payment' proposed to be directed to The Land Trust for the purposes of maintaining these areas within what should be the limits of the adopted highway should be directed to the Highway Authority in the form of a commuted sum as part of the Section 38 Agreement (if entered into).'

2.3.2 The 'Grey to Green' scheme incorporated into the site layout was a key feature of the masterplan to create an attractive and safe environment for future residents. This is an important part of the design for the development that all key stakeholders have sought to have. It should be noted that this element of the scheme scored highly in the Building for Healthy Living Assessment and was highly commended as part of the Places for Everyone consultations, which set the design principles for the development proposals.

2.3.3 The proposed maintenance of these areas by a private management company is to ensure they are retained within the development without putting any unnecessary burden on the local highway authority to maintain them.

2.4 Existing Croft Lane Access Area

2.4.1 BMBC Highways raised the following two points:

'The works to form a small van lay-by on Cross Lane at the Croft Lane junction was not discussed with us before submission, is not acceptable and would not satisfy this bullet point of Condition 39 of planning permission 67597.

Widening of Cross Lane, incorporating the provision of pedestrian crossing facilities and build outs at the Park Street and Hutchinson Street junctions, relocation of affected bus stops, closure of the existing Croft Lane junction, provision of alternative means of vehicular access to No. 62 Cross Lane and to the rear of No.'s 62 - 102 Cross Lane and all associated highway and highway drainage remedial works (as shown indicatively on WYG plan reference A090070-193-P003 Revision P03)

This issue has already been raised by both me and Chris Bayfield as part of his comments to the Section 278 details he has seen (but do not, yet, form part of a formal Agreement, as it has not been entered into – which will be an issue for the discharge of the relevant conditions being applied to be discharged).';

and

'In association with the above, the limits of the proposed stopping-up order in the vicinity of Croft Lane cannot be supported at this stage, until the above issues have been addressed. Note that the raise and lower bollards erected on the currently adopted back street opposite the gable of the Pharmacy (No. 62 Cross Lane) referred to by your highway consultant '.....which prevents it from being used by turning vehicles' have been erected without the consent of the Highway Authority. As such, the extent of existing adopted highway assumed by Mode that should be available for use by service vehicles, Waste Management, the Post Office, etc. is incorrect.'

2.4.2 Prior to listing the highways works, Condition 39 states that:

'Notwithstanding the details indicated on the approved plans and in the supporting technical information, any application for reserved matters approval relating to the areas of the site listed below, to include full details of the following highway aspects shall be submitted on a topographical based survey of the site and adopted highways at first reserved matters application stage.'

2.4.3 The condition itself therefore seeks that the highway works approved in the planning application are submitted on a topographical survey, which they have been. Ultimately, the exact details of the highways works will be agreed via the Section 278 technical approval process. This should therefore not prevent the Reserved Matters application from being approved, especially as the proposed works are outside the redline boundary of the planning permission.

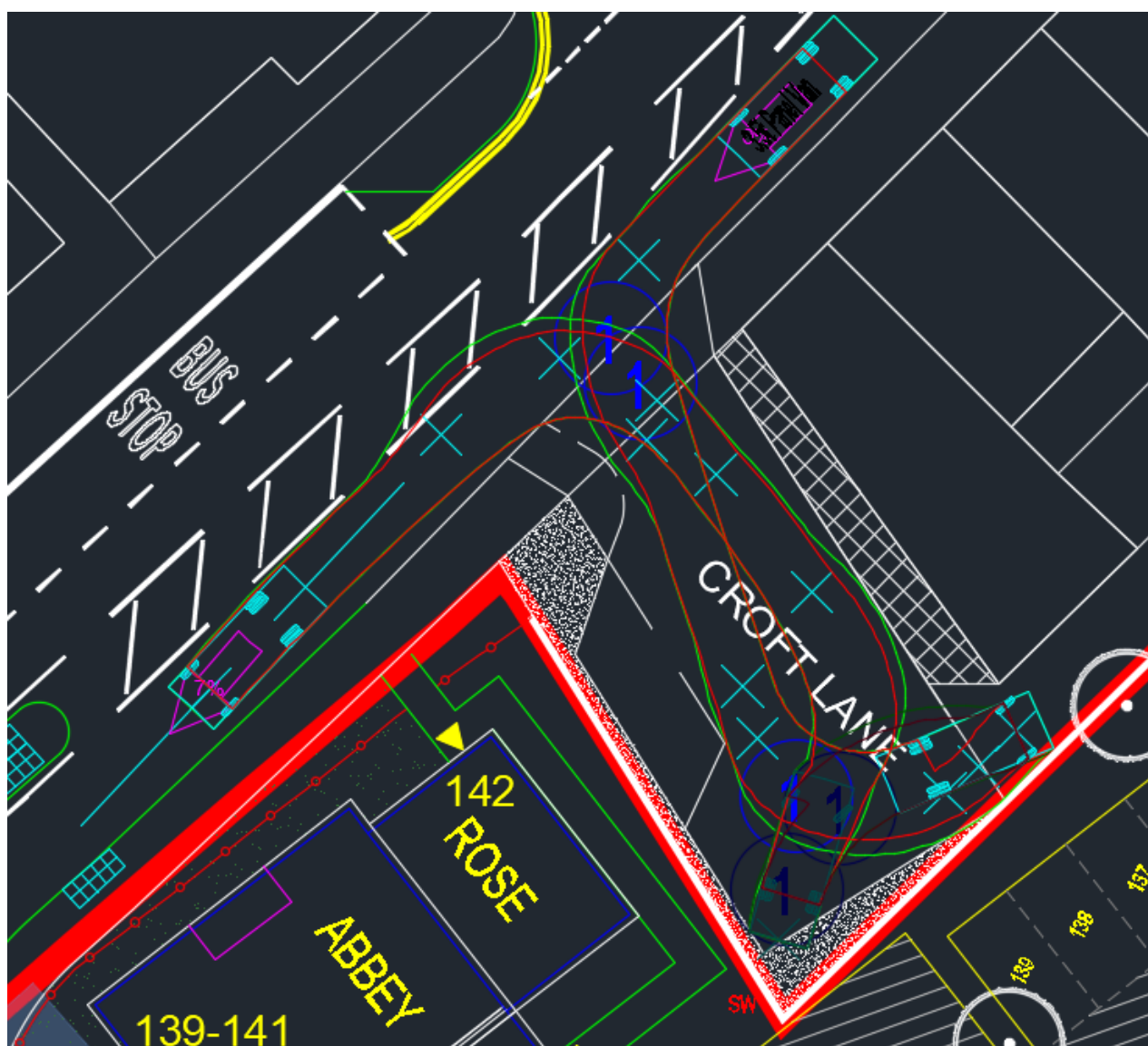
2.4.4 It is apparent that some elements of the approved highways works have been overlooked and BMBC are now seeking to renew and refine the details of these works, which the applicant to date has been willing to do - this has, for example, included the relocation of the pedestrian crossing on Bury Steet due to the clash with the existing bus stop.

2.4.5 As approved with the Outline Planning application and present in WYG's drawing (A090070-193-P003 Revision P03), the access to the existing Croft Lane adjacent to the Pharmacy was simply closed off and replaced with a continuous footway and an uncontrolled crossing on Cross Lane.

2.4.6 At the request of the Highways Officer, at the meeting over MS Teams on 20th August 2024, the extent of area to be stopped up and how the pharmacy would be serviced was raised. It was agreed that an alternative to what was previously approved would be explored for further discussion, and the lay-by option was subsequently presented in TN04 for review by the BMBC Highways.

2.4.7 This alternative option was prepared in to seek to address the Highway Officers' concerns as part of the Reserved Matters application; however, as noted above, this would ultimately be dealt with through the Section 278 technical approval process and discharge of the relevant planning condition.

Figure 2.1 : Croft Lane Swept Path Analysis – 3.5t Panel Van



2.5 Emergency Services Access

2.5.1 BMBC Highways have said.

*'Due to the potential for significant fire safety risks involved with the scale of residential development proposed and issues that **could** be created for the fire service, Greater Manchester Fire and Rescue Services views are required to your proposed secondary access arrangements to determine whether one, two or even three points of secondary access should be provided to serve this significant residential development.'*

2.5.2 Whilst this is for GMFRS to confirm, which as discussed at the meeting may not happen due to their limited resources, it should be noted that there are multiple access points for emergency vehicles from the north, east and west. There is a total of four points of access that emergency service vehicles could use in the event of an emergency, should the primary access point on Cross Lane be blocked. These are:

- Cock Clod Street – via the access junction with Cross Lane.
- Bury Street (northeast corner of the site) – via the emergency access proposed due to the cul-de-sac length exceeding 250m.
- Church Street East – via the Modal Filter.
- Rectory Lane – via the Modal Filter.

2.5.3 In regards to the proposed Bury Street emergency access, given the standard requirement from GMFRS that a cul-de-sac should not exceed 250m without an additional access, this should be retained within the scheme.