
Project:	Rossendale Employment Sites Study		
Our reference:	399721 001A	Your reference:	
Prepared by:	Craig Hunter	Date:	16 August 2018
Approved by:	Richard Skitt	Checked by:	Paul Walton
Subject:	Employment Site Access Review		

1 Introduction

Following work undertaken in the Local Plan Highway Capacity Study, Mott MacDonald have been commissioned by Rossendale Borough Council to undertake a complementary study to identify access arrangements to a series of key employment allocation sites identified within the draft Rossendale Local Plan. This study identifies a series of new access points between these sites and the existing highway network.

The study comprises of a detailed assessment of each site, to include:

- Background data review,
- Statutory Undertakers searches
- Optioneering exercise
- Identification of preferred option
- Junction testing
- Road Safety Audit
- Cost estimates

An inception meeting was held on the 12 July to discuss the programme. It was agreed that it would be difficult to complete some programmed tasks by the 20th August in time for the Local Plan consultation, namely the collection of traffic data to assist with modelling the preferred junction options (due to the forthcoming summer break) and the scheduling of a stage 1 Road Safety Audit.

It was agreed that to ensure access options could be presented as part of the Local Plan consultation, an interim technical note would be provided. For junctions requiring new traffic data collection, surveys would need to be deferred until September to avoid the school summer holidays. This would not preclude the development of outline designs, but the surveys would be used to validate the preferred options.

This interim technical note outlines the outcome of the site review, option review and assessment and draft preferred option drawings.

A final detailed report will be issued once the traffic survey, modelling and road safety audits have been completed.

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2 Local Plan Sites

The following sites have been proposed as key employment sites within the draft Rossendale Local Plan:

- Land North of Hud Hey (EMP 13)
- Carrs Industrial Estate Extension (ADD 6)
- New Hall Hey East (EMP 72)
- Extension of New Hall Hey (EMP 11)
- Land Adjacent to Hollin Gate Farm (ADD 3)
- Futures Park (EMP 18)
- Ewood Bridge (EMP 10)
- Barlow Bottoms (EMP 65)
- Land South of New Hall Hey Extension
- Land at Sykeside

For completeness, location plans for each site are included at Appendix A.

3 Sites Review

Site visits were undertaken on Thursday 19th July 2018. A review of each site is outlined in the following section.

3.1 Land North of Hud Hey (EMP 13)

The site is bounded by the A56 Haslingden bypass to the west, Hud Hey Road to the south and the A680 Blackburn Road to the east. A small industrial estate is located to the south of the site. Carter Hall Park – a residential site lies to the north. The site is in a semi-rural location with limited access options from the A56, Hud Hey Road and the A680. There are significant level differences between Blackburn Road and the east of the site and at the southern extent of the site where it is bounded by the existing industrial estate.

3.2 Carrs Industrial Estate (ADD 6)

Lying to the south west of site EMP 13, this site is located between the A56 Haslingden bypass (which lies to the east) and Martin Croft Road (which lies to the west). This site is also located in a semi-rural location with limited access options from the A56, Hud Hey Road and Martin Croft Road. Martin Croft Road is a narrow farm access road serving several residential properties and outbuildings. Approximately 129m from the Martin Croft Road/Roundhill Road junction, the road becomes private. A number of terraced residential properties lie to the east of the Martin Croft Road/Roundhill Road junction.

3.3 Land Adjacent to Hollin Gate Farm (ADD 3)

Situated to the north east of the A56/A680 interchange, the site is bounded by Rising Bridge Road to the west, the A56 Haslingden bypass to the east and St Johns Stonefold Church of England school to the north. The site is located in a semi-rural location with limited access options from the A680 and from Rising Bridge Road. There are significant level differences between the east of the site and the A680.

3.4 Extension of New Hall Hey (EMP 11)

This site is located to the south of the New Hall Hey site EMP 08 which at the time of the site visit was under construction. The site lies adjacent to the A682 and is situated in an urban setting. The site can be accessed from the A682 utilising an existing roundabout junction connecting the A682 and New Hall Hey Road.

3.5 New Hall Hey East (EMP 72)

Situated to the east of site EMP 11 the site is bounded by the River Irwell to the west and the East Lancashire Heritage Rail line to the west. These constraints present limited access options for this site. Any option would require additional enabling infrastructure to open up the site.

3.6 Land south of New Hall Hey Extension

Located to the south of the Extension of New Hall Hey Site (EMP 11), the site lies adjacent to the A682 and to the south of Holme Lane. Holme Manor (a residential care home) and several residential properties are located on Holme Lane which is a narrow road providing access to these properties from Bury Road. The River Irwell lies to the east of the site. A small industrial estate and the East Lancashire Railway lie further east of the site. A small reservoir is present within the site. These constraints present limited access options.

3.7 Land at Sykeside

Lying off the A681 Haslingden Road the site is situated in an urban area between Rawtenstall to the east and Haslingden to the north west. The site is bounded by the A681 to the north, the A682 to the south east and the

A56 to the south west. There are significant level differences between the A681 and the site. Langwood Brook, a minor watercourse also runs through the site. An electrical substation is also situated to the north of the site.

3.8 Ewood Bridge (EMP 10)

Located off the B6527 Manchester Road this site is situated in an urban area bounded by a storage yard to the west and the East Lancashire Railway to the east. The A56 lies further east of the site. Access to the site is provided by an existing side road junction with Manchester Road. Any potential access options would utilise the existing access to the site.

3.9 Futures Park (EMP 18)

Situated in an urban setting and located off the A681, this site accommodates Rossendale Borough Council office building and a Lancashire County Council Highways Depot. The site lies adjacent to Stubbylee Park and provides through access to Lee Quarry Mountain Bike Trail. The site is accessed by an existing priority junction with the A681 Newchurch Road, which would be utilised as a potential access option.

3.10 Barlow Bottoms (EMP 65)

Situated between the settlements of Millgate and Whitworth, the site is located off the A671 Market Street, within an urban setting. A small number of residential properties are situated to the west and east of the site. These constraints present limited access options to the site from the A671, Station Road and Millfold.

4 Options Review

Following the site visits an optioneering process was undertaken for each site.

4.1 Land North of Hud Hey (EMP 13)

Due to the significant level differences within the site, access from Blackburn Road could prove difficult and require costly earthworks to provide an access to the site. Level access to the site can be achieved from Hud Hey Road between the A56 overbridge and the row of terraced properties, however the proximity of the structure and the properties would make this unsuitable as an access for large vehicles. The most convenient option for this site would be to utilise the existing access points which serve the small industrial site between Hud Hey Road and the A680, however this would require an extensive access road to link to the site.

4.2 Carrs Industrial Estate (ADD 6)

Potential access to this site could only be achieved from two points. An access from the A56 was considered, but discounted due to lack of support from Highways England. Martin Croft Road offers a direct route to the site however, it is narrow and would only allow vehicles to travel in one direction. Agricultural outbuildings lie along the road and would require demolishing to allow the junction and access road to be constructed. An alternative option would see the residents parking area to the east of the row of terraced properties to be utilised as a level access into the site. The residents parking could be relocated to the rear of the properties as part of the site development. The A56 overbridge to the east of this access point could be considered as a constraint.

4.3 Land Adjacent to Hollin Gate Farm (ADD 3)

Access to this site from Rising Bridge Road was considered but discounted due to the width constrictions of the road, existing on street residential parking, parking during school peak times and negotiating the Rising Bridge Road/Blackburn Road junction. Two options which provide direct access from the A680 have been considered, one option proposes the use of the existing access to Hollin Gate Farm via a signalised junction shared with the adjacent local services, the other option again utilises the existing access but, in this instance, proposes a roundabout junction. Both options do have the potential to cause queuing on the A56 and may not be supported by Highways England.

4.4 Extension of New Hall Hey (EMP 11)

Access to this site is provided by an existing roundabout junction with the A682 and New Hall Hey Road. New Hall Hey site EMP 08 is currently being constructed. New Hall Hey EMP 11 site can be accessed by utilising the roundabout junctions from the A682 and New Hall Hey Road and extending the access road constructed for New Hall Hey site EMP 08.

4.5 New Hall Hey East (EMP 72)

This site lies adjacent to site EMP 11 and is constrained by a river to the west and the East Lancashire Railway to the east. Access options to this site are limited and the only feasible option available for consideration is to access the site from the roundabout junctions on the A682 and New Hall Hey Road and utilise the proposed extended access road for the New Hall Hey site EMP 11 with a link heading south towards the river. A new bridge across the river would be required to provide access to the site.

4.6 Land south of New Hall Hey Extension

The existing residential properties situated to the north of this site and the width constraints of Holme Lane, prevent any access to the site from Holme Lane. Access opportunities to this site are limited due to the existing constraints, the only option which could be considered is a new roundabout junction on the A682, which could also open up the Land at Sykeside site.

4.7 Land at Sykeside

An existing electrical substation, stables and residential properties restrict the number of access options to this site from the A681 Haslingden Road. Options which utilised existing accesses to the stables and substation were considered then discounted due to the proximity of the roundabout junction and the legal and safety issues in sharing access to the substation site. A priority junction adjacent to the unnamed road leading to Brynbella Drive has been proposed as one option, but the gradient between the A681 and the site at this point is quite steep and may require extensive earthworks to construct the junction and access road. An alternative option is to access the site from the roundabout junction on the A682 highlighted for the land south of New Hall Hey Extension site in paragraph 4.6.

4.8 Ewood Bridge (EMP 10)

The existing priority junction which provides access to this site can be utilised. Options to be considered for this site would see the access retained as a priority junction with improved radii and visibility splays, or a signalised junction with bus priority measures to enable buses to trigger the traffic signals and exit the site, avoiding long waiting times.

4.9 Futures Park (EMP 18)

The site can be accessed by an existing priority junction with the A681 Newchurch Road. Options to be considered for this site would see the existing priority junction upgraded to a signalised junction, or closure of the existing junction and a new signalised junction constructed to the east of the council offices. There are constraints associated with both options. Upgrading the existing priority junction would result in the loss of the existing on street parking for the adjacent residential properties and the Royal Oak pub, whilst the new signalised junction would require the demolition and relocation of the existing council offices to provide this new access.

4.10 Barlow Bottoms (EMP 65)

The site can be accessed from either the A671 Market Street, Station Road or Millfold. Access from any of these locations is constrained. Providing an improved priority junction access from Station Road would make it difficult for large vehicles accessing the site from Market Street due to width constraints and small radii restricting turning movements. A priority junction access from Market Street, directly opposite Facit Fold would require the demolition of existing vacant properties and the demolition of the existing industrial and food unit which lie behind these properties. An improved priority junction access at the Millfold/A671 Market Street junction with larger corner radii and better visibility splays would provide an improved access to the south of the site.

5 Options Assessment

When assessing the options for each site, a simple assessment tool was used which considered a number of criteria with a points scale of +3 to -3. The points scale mirrors the approach used when undertaking an appraisal of major schemes as advised by Department for Transport appraisal guidance (TAG).

5.1 Scoring range

The scoring range represents the following:

- Large Beneficial +3
- Medium Beneficial +2
- Slight Beneficial +1
- Neutral 0
- Slight Impact -1
- Medium Impact -2
- Large Impact -3

5.2 Assessment categories

The following sub-categories were used when assessing the options:

- **Deliverability** – Is the option feasible? Is there any demolition or clearance works required? Relocation of existing tenants/occupiers. Are there any extensive earthworks required?
- **Environmental constraints** – are there any significant environmental constraints present within the site which may affect the proposed option?
- **Road Safety Implications** – Is the site located near to collision cluster sites? Is there a high number of collision occurrences?
- **Integration with existing network** – does the proposed option integrate well with the existing road network?
- **3rd Party Land Required** – Is there a requirement to acquire further 3rd party land/property
- **Maximises development** – does the proposed option maximise the development potential within the site?
- **Impact on local/strategic road network** – is the proposed option likely to have a positive/detrimental impact on traffic flow and movements?
- **Impact on Utilities** – Are there any significant utility diversions required?
- **Interface with SRN** – Does the proposed option interface with the SRN in a positive or detrimental way? Are the proposals likely to be supported by Highways England?
- **Physical Constraints** – Are there any existing physical features such as rail lines, watercourses which may require additional enabling infrastructure. Are there power lines or existing residential properties close by?
- **Ease of access** – is the site access located close to the SRN, is there a direct route to the site?
- **Links to the public transport network** – can the site be accessed easily from the public transport network? Are there bus stops or rail links close to the site?
- **Suitability for large goods vehicles** – Can large goods vehicles access the site or are there local constraints which prevent them from doing so?
- **Cost** – Is the proposed option likely to be high, medium, or low cost?

5.3 Preferred options

Following the assessment exercise, the following options have been proposed:

5.3.1 Land North of Hud Hey (EMP 13)

Utilising existing access to industrial estate and improve priority junction, although industrial estate would be compromised.

5.3.2 Carrs Industrial Estate (ADD 6)

New priority junction to the east of the terraced properties on Hud Hey Road.

5.3.3 Land Adjacent to Hollin Gate Farm (ADD 3)

Utilising the existing access to Hollin Gate Farm and providing a signalised junction on the A680.

5.3.4 Extension of New Hall Hey (EMP 11)

Utilising existing roundabout access from the A682 and extending the existing access road.

5.3.5 New Hall Hey East (EMP 72)

Utilising existing roundabout access from the A682 and providing a link from the proposed extended access road to EMP 11 site complete with new bridge over the river.

5.3.6 Land south of New Hall Hey Extension

New roundabout junction from A682 which could be utilised to open the adjacent Sykeside site.

5.3.7 Land at Sykeside

New roundabout junction from A682, shared with adjacent Land South of New Hall Hey site.

5.3.8 Ewood Bridge (EMP 10)

Utilising the existing access and upgrading to a signalised junction, incorporating bus priority measures.

5.3.9 Futures Park (EMP 18)

Utilising the existing access and upgrading to a signalised junction.

5.3.10 Barlow Bottoms (EMP 65)

Providing new priority junction access from Millfold.

The assessment table and preferred option drawings can be found in the Appendices at the end of this technical note.

6 Next Steps

Following submission of this interim note, the proposed junctions will be subjected to further testing and junction modelling following the conclusion of traffic survey and Road Safety Audits. These options will be subject to stakeholder review.

Once this work has been completed a further detailed report will be issued outlining the final proposed designs and costs.

Appendices

A. Employment site location plans

New Hall Hey East (EMP 72)

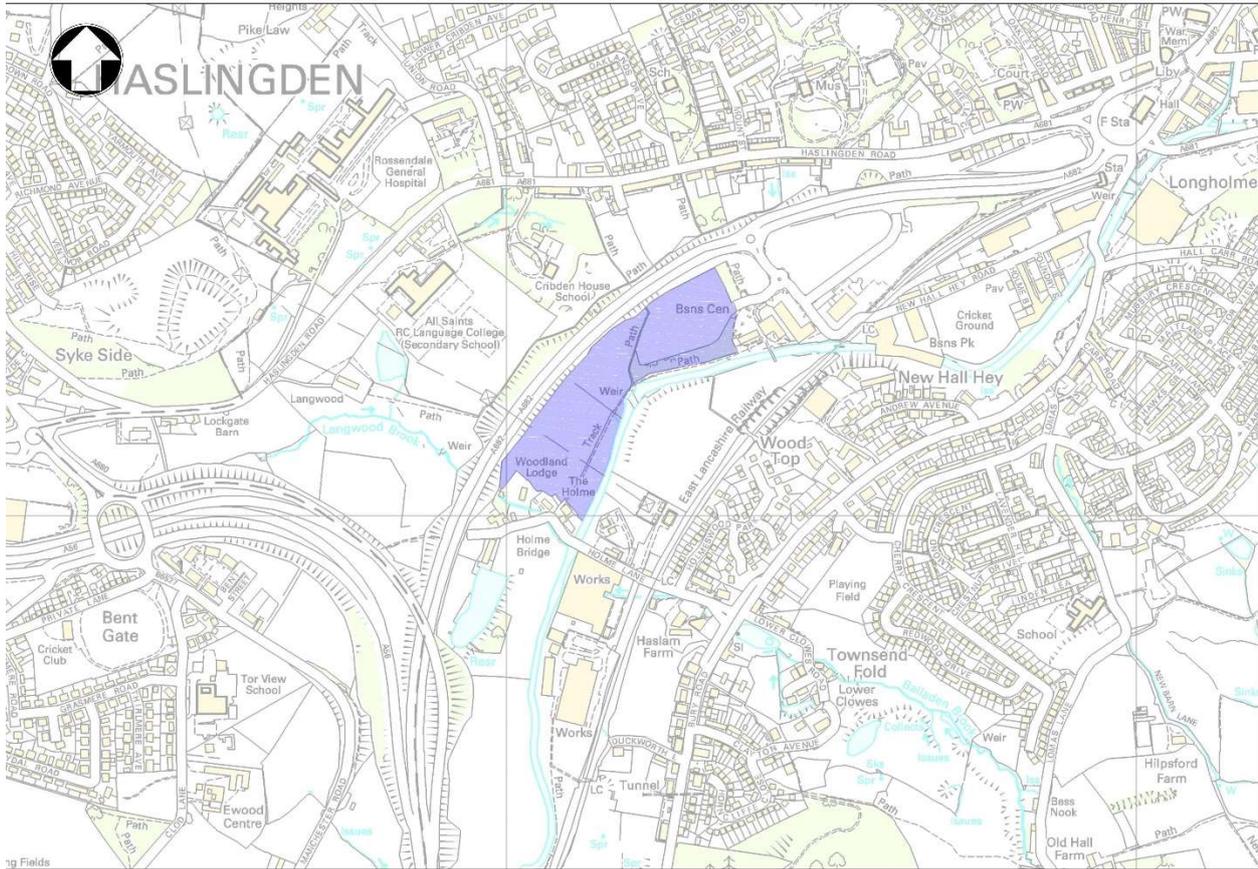
Figure 3: New Hall Hey East EMP 72 Site Location Plan



Source: Mott MacDonald 2018

Extension of New Hall Hey (EMP 11)

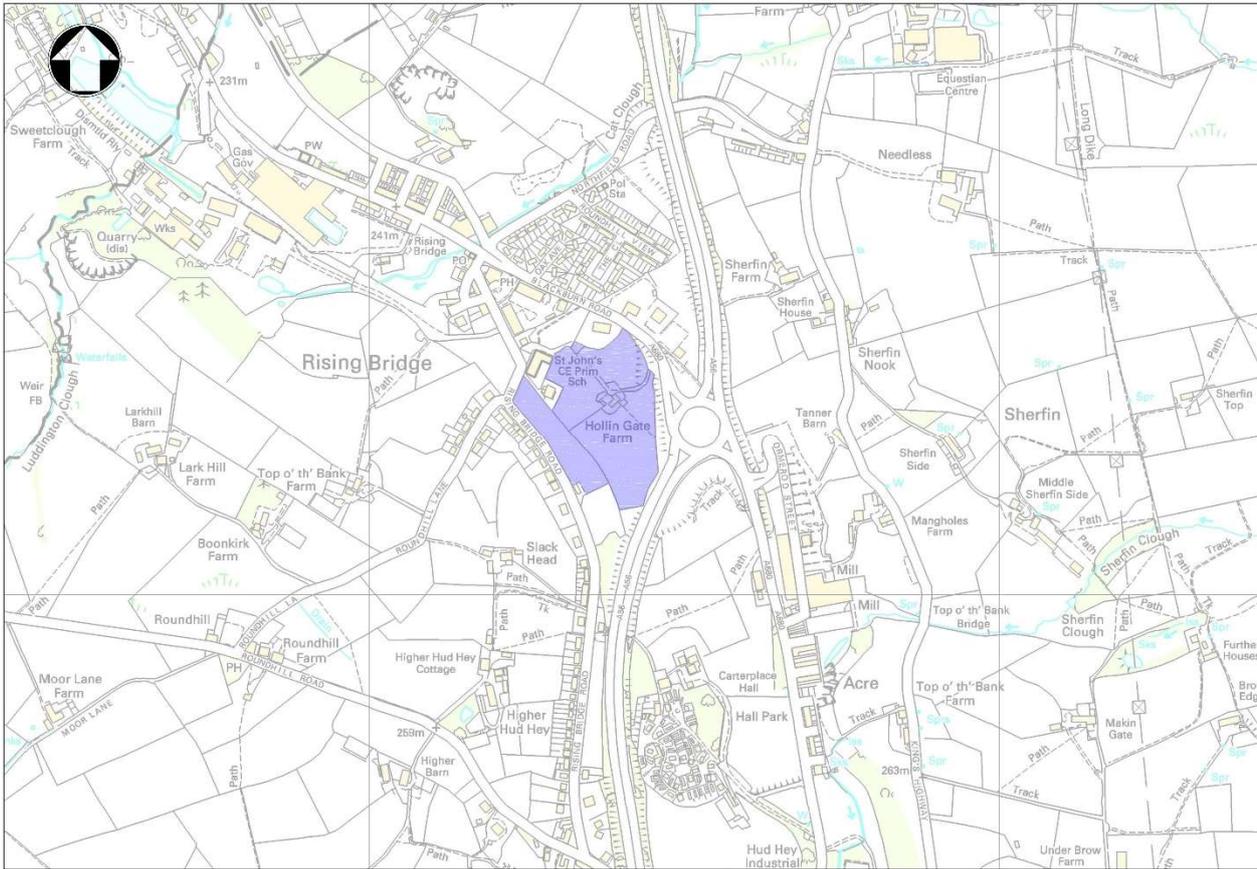
Figure 4: Extension of New Hall Hey EMP 11 Site Location Plan



Source: Mott MacDonald 2018

Land Adjacent to Hollin Gate Farm (ADD 3)

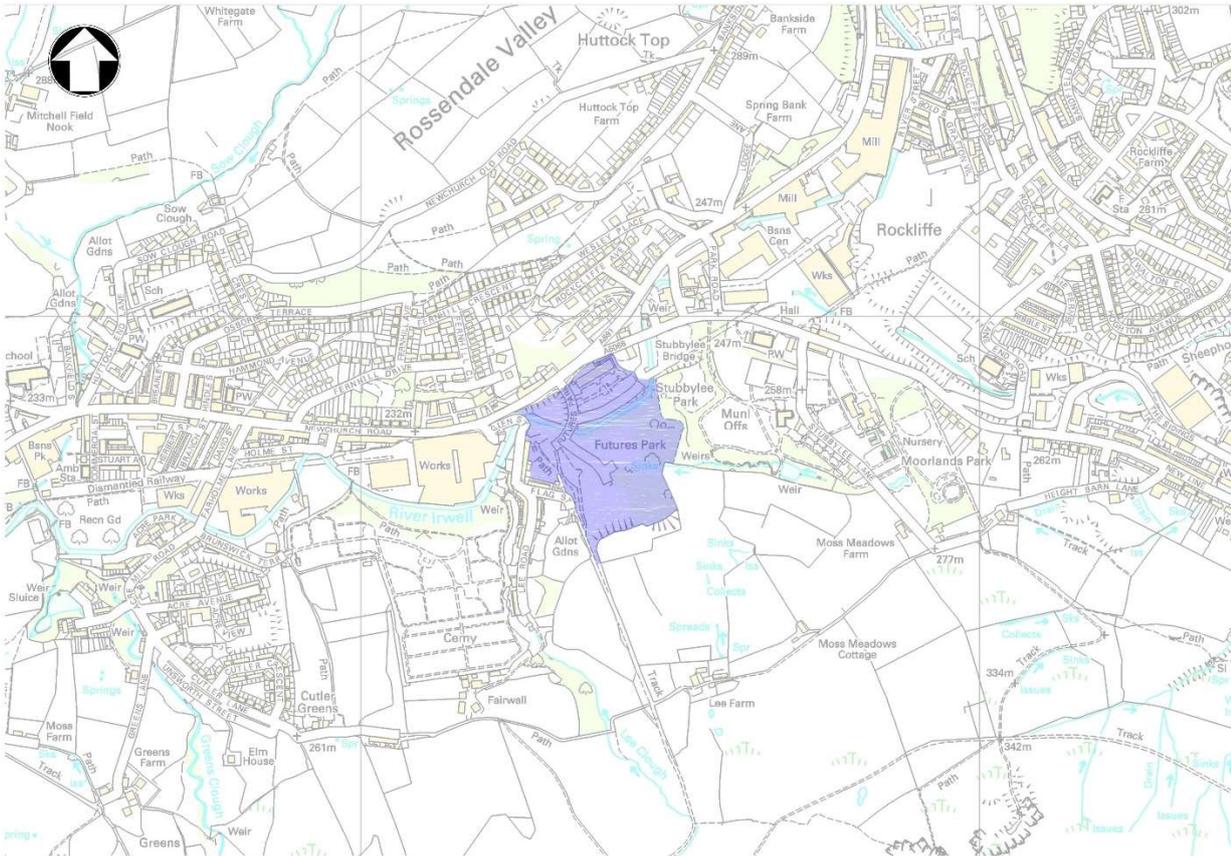
Figure 5: Land Adjacent to Hollin Gate Farm ADD 3 Site Location Plan



Source: Mott MacDonald 2018

Futures Park (EMP 18)

Figure 6: Futures Park EMP 18 Site Location Plan



Source: Mott MacDonald 2018

Ewood Bridge (EMP 10)

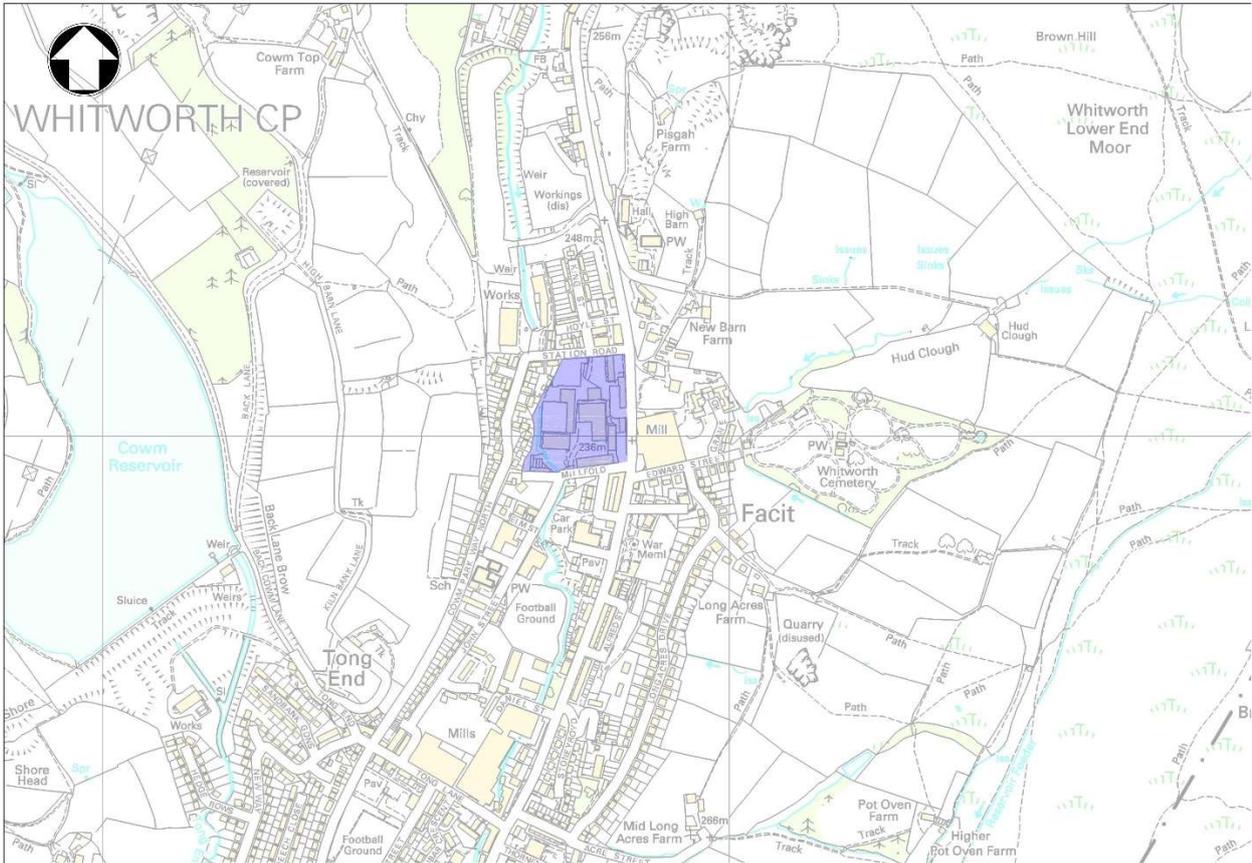
Figure 7: Ewood Bridge EMP 10 Site Location Plan



Source: Mott MacDonald 2018

Barlow Bottoms (EMP 65)

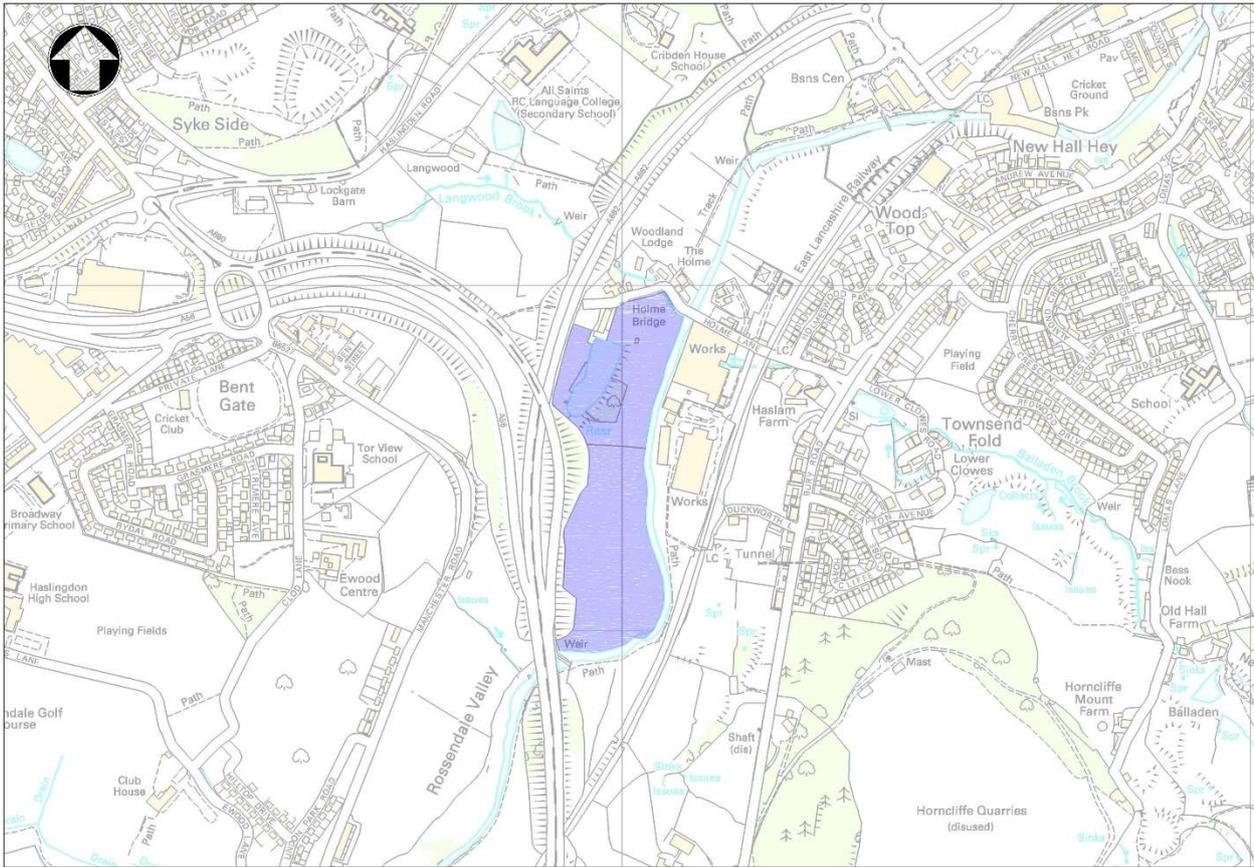
Figure 8: Barlow Bottoms EMP 65 Site Location Plan



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Land South of New Hall Hey Extension

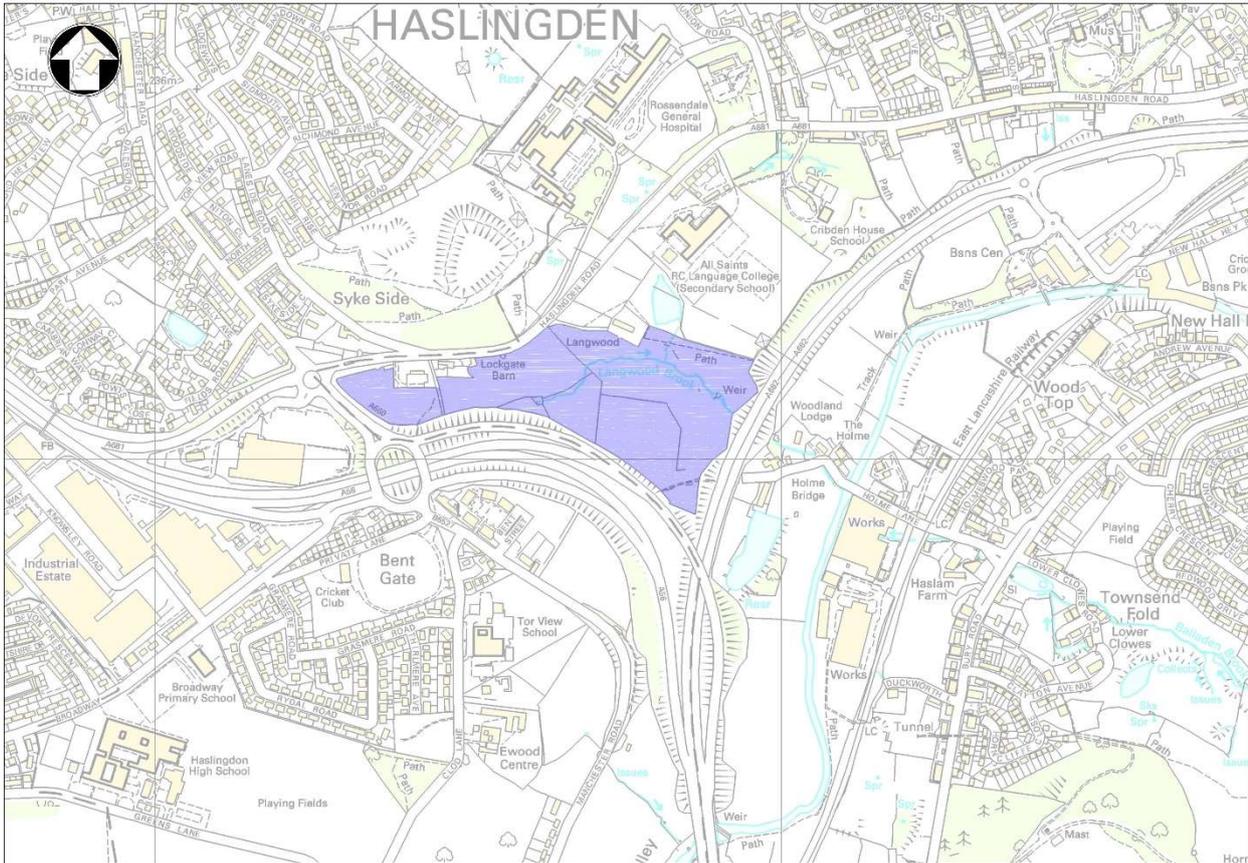
Figure 9: Land South of New Hall Hey Extension



Source: Mott MacDonald 2018

Land at Sykeside

Figure 10: Land at Sykeside



Source: Mott MacDonald 2018

B. Option Assessment Matrix

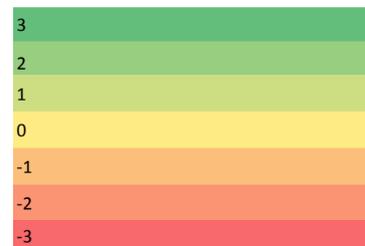
Rossendale Employment Sites Assessment Criteria

Site	Option	Deliverability	Environmental Constraints	Road Safety Implications	Integration with Existing Network	3 rd Party Land Required	Maximises Development	Impact on Local/Strategic Road Network	Impact on Utilities	Interface with SRN	Physical Constraints	Ease of access	Links to Public Transport Network	Suitable for large goods vehicles	Cost	Total
1. Land North of Hud Hey (EMP 13)	1. Priority junction access from Blackburn Road	-2	-1	1	1	-3	2	-1	0	0	-3	1	1	1	-3	-6
	2. Priority junction access from Hud Hey Road, to the east of the A56 overbridge	0	2	0	2	-3	1	1	0	0	-1	2	1	0	2	7
	3. Priority junction access from Carter Hall Park	-1	0	-1	2	-3	2	1	0	0	-2	1	1	1	2	3
	4. Left in, left out access from A56 to the West	-3	-1	-1	1	-3	2	-3	0	1	-1	1	-3	3	-2	-9
	5. Priority junction access through existing Industrial Park on Hud Hey Road	2	2	2	2	-3	1	0	0	0	-2	3	1	2	-3	7
2. Carrs Industrial Estate Northern Extension (ADD 6)	1. Priority junction access Martin Croft Road/Roundhey Road	2	0	0	2	-3	3	1	0	0	-2	1	-2	1	-1	2
	2. Priority junction access from Hud Hey Road to the east of existing terrace properties	2	0	0	2	-3	1	1	0	0	1	2	-1	0	2	7
	3. Left in/Left out access from the A56	-3	-1	-1	1	-3	2	-3	0	1	-1	1	-3	3	-2	-9
	4. Priority junction utilising existing farm access to the south off Commerce Street.	2	0	-2	1	-3	2	-1	1	0	2	2	-3	2	2	5
3. Extension of New Hall Hey (EMP 11)	1. Access utilising existing New Hall Hey Roundabout and new access road	3	2	2	3	0	3	2	0	1	3	3	-1	2	2	25
4. Extension of New Hall Hey East (EMP 72)	1. Access utilising existing New Hall Hey Roundabout with new access road and bridge	1	-1	2	3	0	3	2	0	1	-2	0	-1	1	-1	8
5. Land adjacent to Hollin Gate Farm (ADD 03)	1. Priority junction access utilising existing farm access	3	0	-3	-1	-2	3	-2	0	-3	-1	-1	-1	-2	2	-8
	2. Direct access from A56/A680 roundabout.	-2	0	-2	-2	-2	3	-2	0	-2	-1	2	-1	1	-2	-10
	3. Priority junction access to south from Rising Bridge Road.	2	0	-3	-1	3	1	-2	0	0	1	-2	-2	-2	2	-3
	4. Signal junction on Blackburn Road north of A56/A680 roundabout	1	0	-1	-1	3	3	-2	0	0	1	3	0	2	-1	8
6. Futures Park (EMP18)	1. Signalised junction access from existing junction on A681	1	0	-1	2	3	3	1	0	0	0	1	3	1	2	16
	2. Access from new junction on A6066 to the east of Rossendale BC office building	-1	0	-1	1	1	1	-1	0	0	-2	-1	3	-1	1	0
	3. Access from new junction on A6066 through wooded area to east of Futures Park	-1	-3	0	1	-1	1	-1	0	0	-1	-1	2	1	1	-2

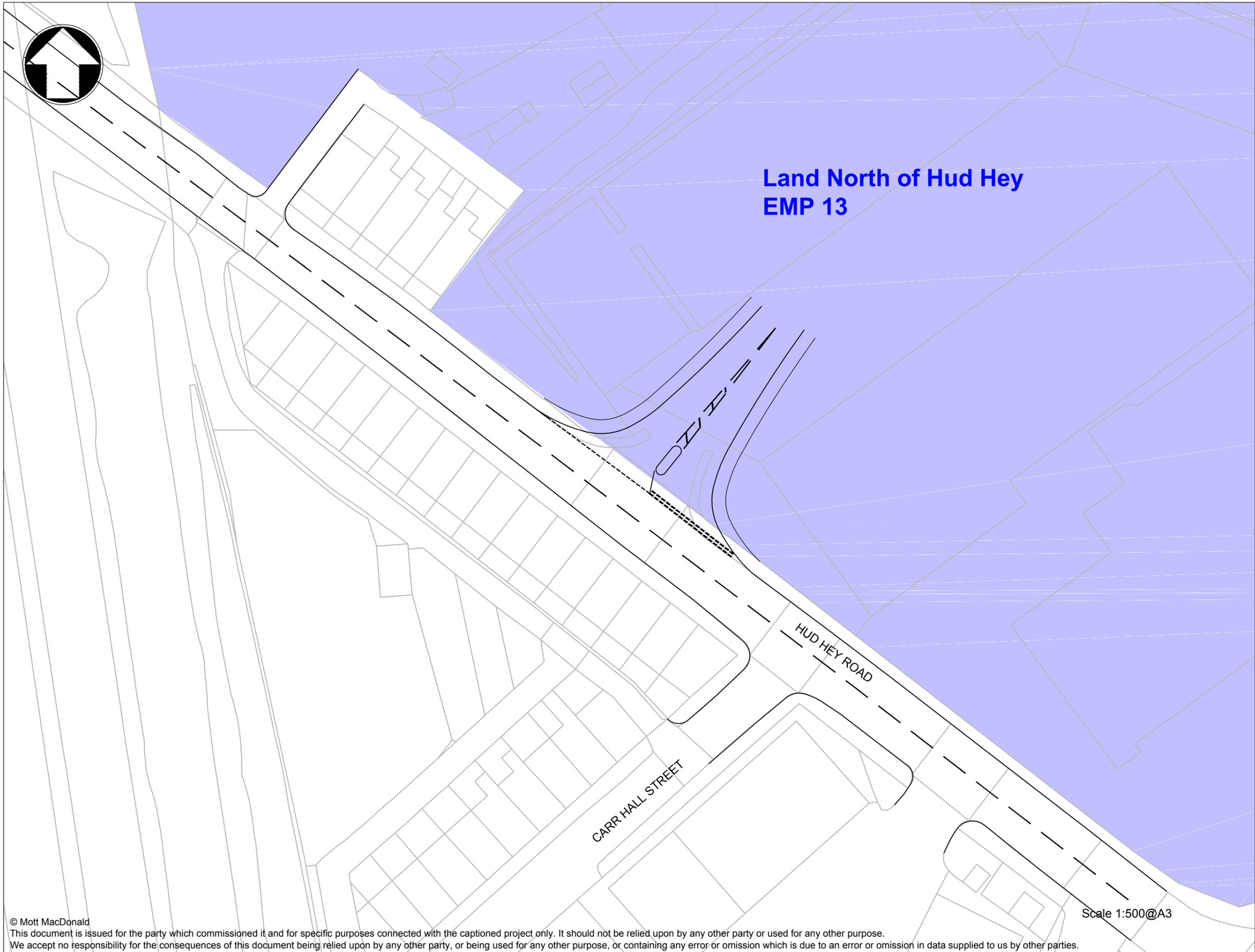
7. Park and Ride Site at Ewood Bridge (EMP 10)	1. New signalised junction access from B6527 Blackburn Road	2	3	2	2	3	3	2	0	0	0	3	3	0	2	25
	2. New roundabout junction access from B6527 Blackburn Road	-1	3	2	2	3	3	2	0	0	-3	3	3	0	1	18
8. Barlow Bottoms (EMP 65)	1. New priority junction access from Station Road	2	3	-1	2	-3	2	2	0	0	0	1	3	1	2	14
	2. New Priority junction access from Millfold	1	3	0	0	-3	2	1	0	0	0	0	3	0	0	7
	3. New priority junction access from Market Street	-1	3	0	0	-3	2	1	0	0	-2	2	3	0	-1	4
9. Land South of New Hall Hey Extension	1. New roundabout access off A682 shared with Land at Sykeside site	2	-3	1	1	-1	3	-1	0	-1	-3	3	-1	3	-2	1
10. Land at Syskeside	1. New roundabout access of A682 shared with Land south of New Hall Hey Extension site	1	-2	1	1	-1	3	-1	0	1	-1	3	-1	3	-1	6
	2. Priority junction access utilising substation access road	-1	-1	-2	-1	-2	3	-1	-3	1	-1	-1	3	-1	1	-6
	3. Access road utilising access road to stables	1	-1	-2	-1	-2	3	-1	-3	1	-1	-2	3	-1	1	-5
	4. Ghost island priority junction off Haslingden Road	2	-1	0	0	-3	3	-1	0	1	-1	1	1	1	0	3

Key

Large Beneficial
Medium Beneficial
Slight Beneficial
Neutral
Slight Impact
Medium Impact
Large Impact



C. Proposed Options



**Land North of Hud Hey
EMP 13**

CARR HALL STREET

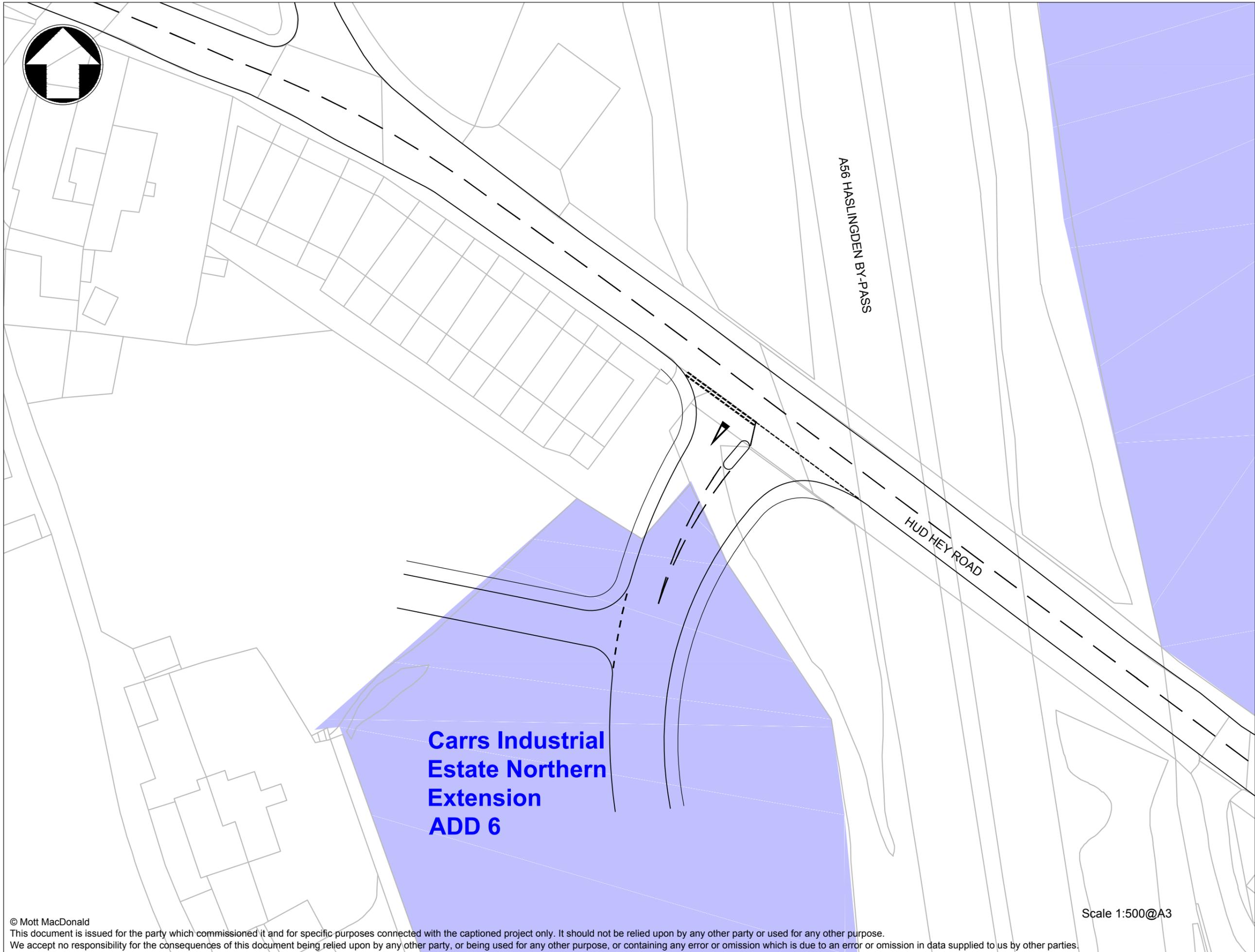
HUD HEY ROAD

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EMP 13/01 - LAND NORTH OF HUD HEY. PRIORITY JUNCTION ON HUD HEY ROAD



**Carrs Industrial
Estate Northern
Extension
ADD 6**

A56 HASLINGDEN BY-PASS

HUD HEY ROAD

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M
MOTT
MACDONALD

Rossendale
BOROUGH COUNCIL

ADD 6/01 - CARRS IND ESTATE NORTHERN EXTENSION. PRIORITY JUNCTION ON HUD HEY ROAD



MacDonalds

A680 BLACKBURN ROAD

**Hollin Gate
Farm
ADD 3**

Scale 1:500@A3

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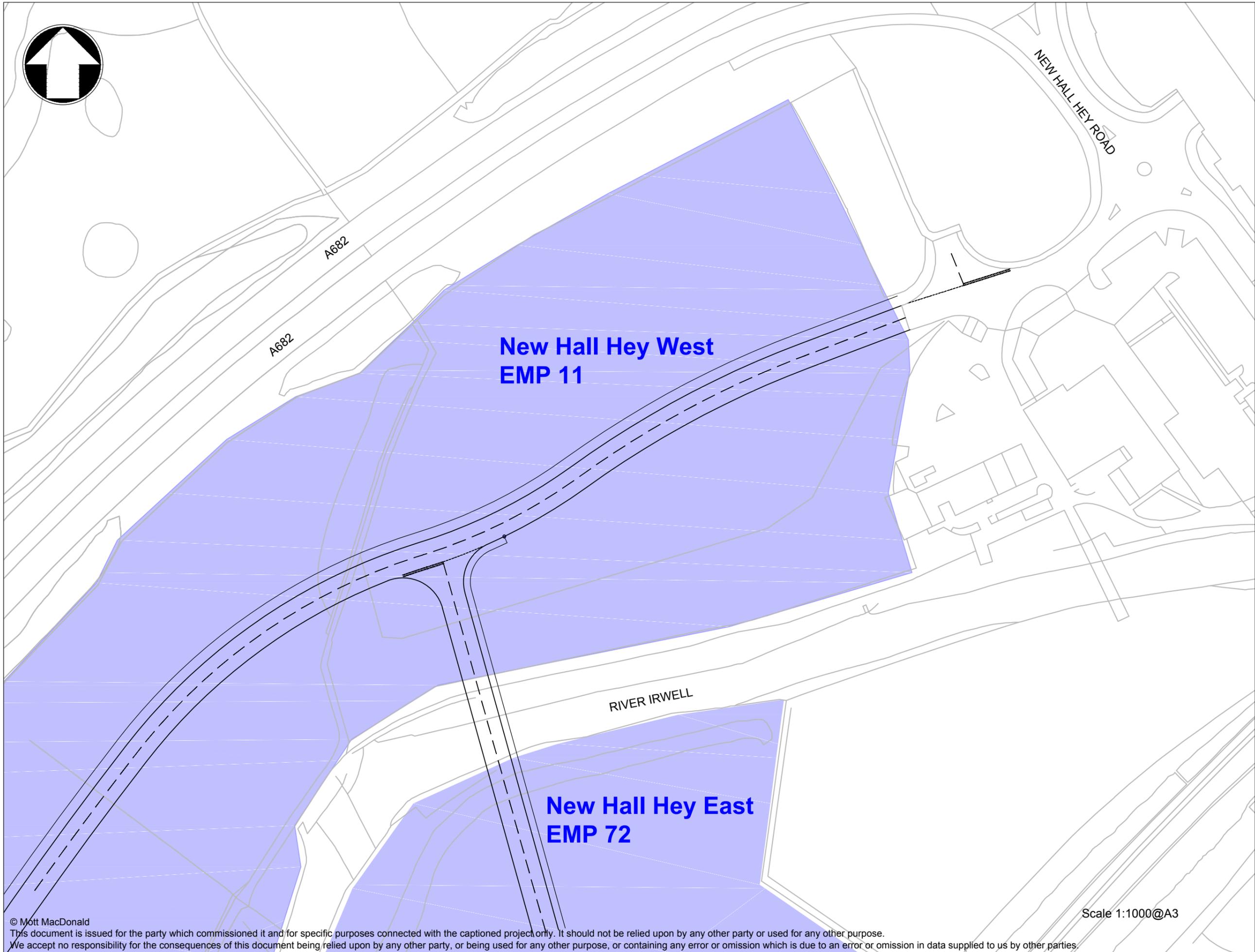
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Borough Council

ADD 3/01 - HOLLIN GATE FARM. SIGNAL JUNCTION ON BLACKBURN ROAD



**New Hall Hey West
EMP 11**

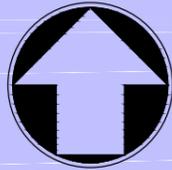
**New Hall Hey East
EMP 72**

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EMP 11 & EMP 72/01 - NEW HALL HEY EAST & WEST. ACCESS ROAD AND BRIDGE



**Land at Sykeside
ADD 2**

A682

**Land South of New
Hall Hey West
EMP 71**

A682

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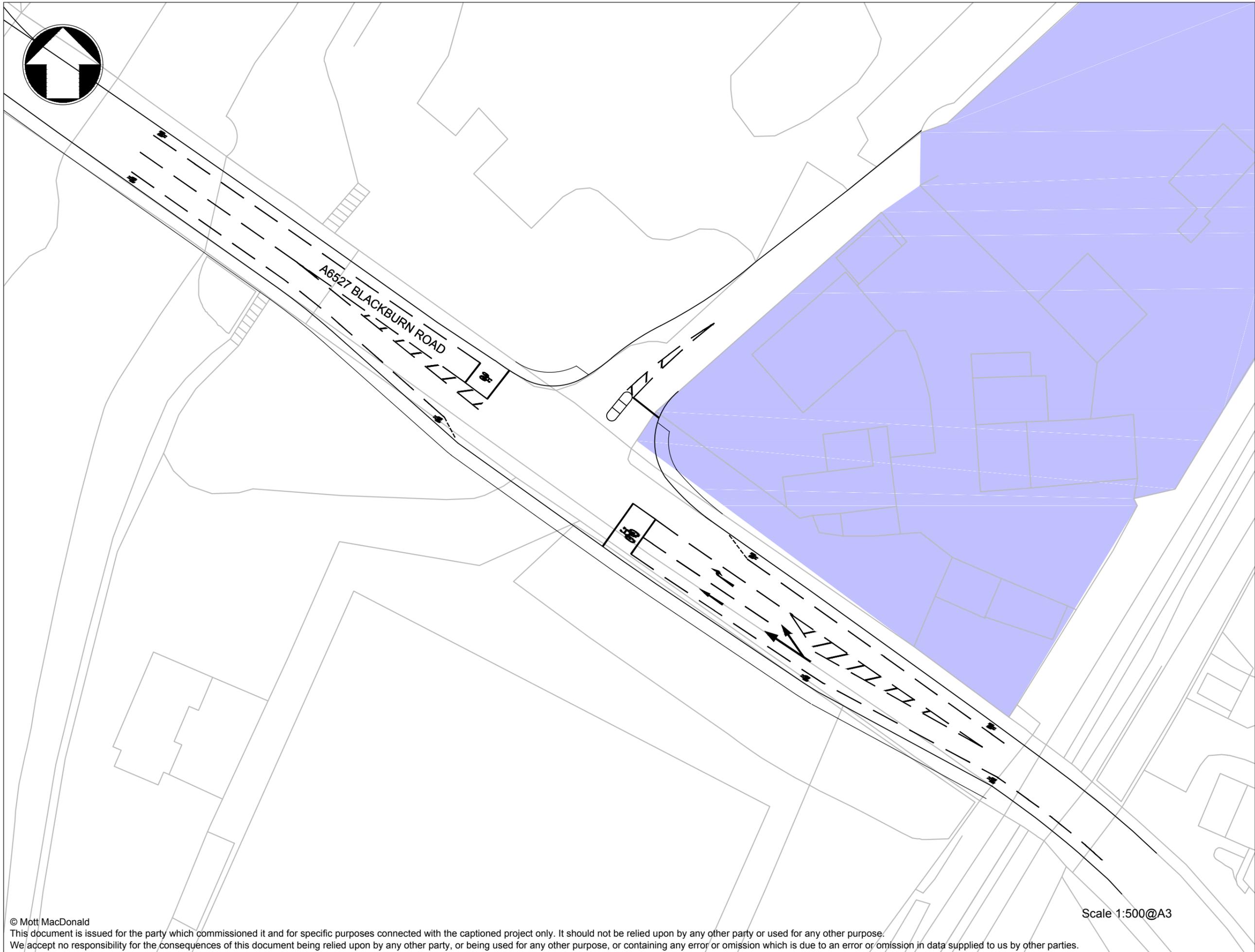
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EMP 11 & EMP 72/01 - LAND STH OF NEW HALL HEY WEST/SYKESIDE. ROUNDABOUT ON A682



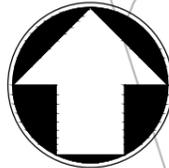
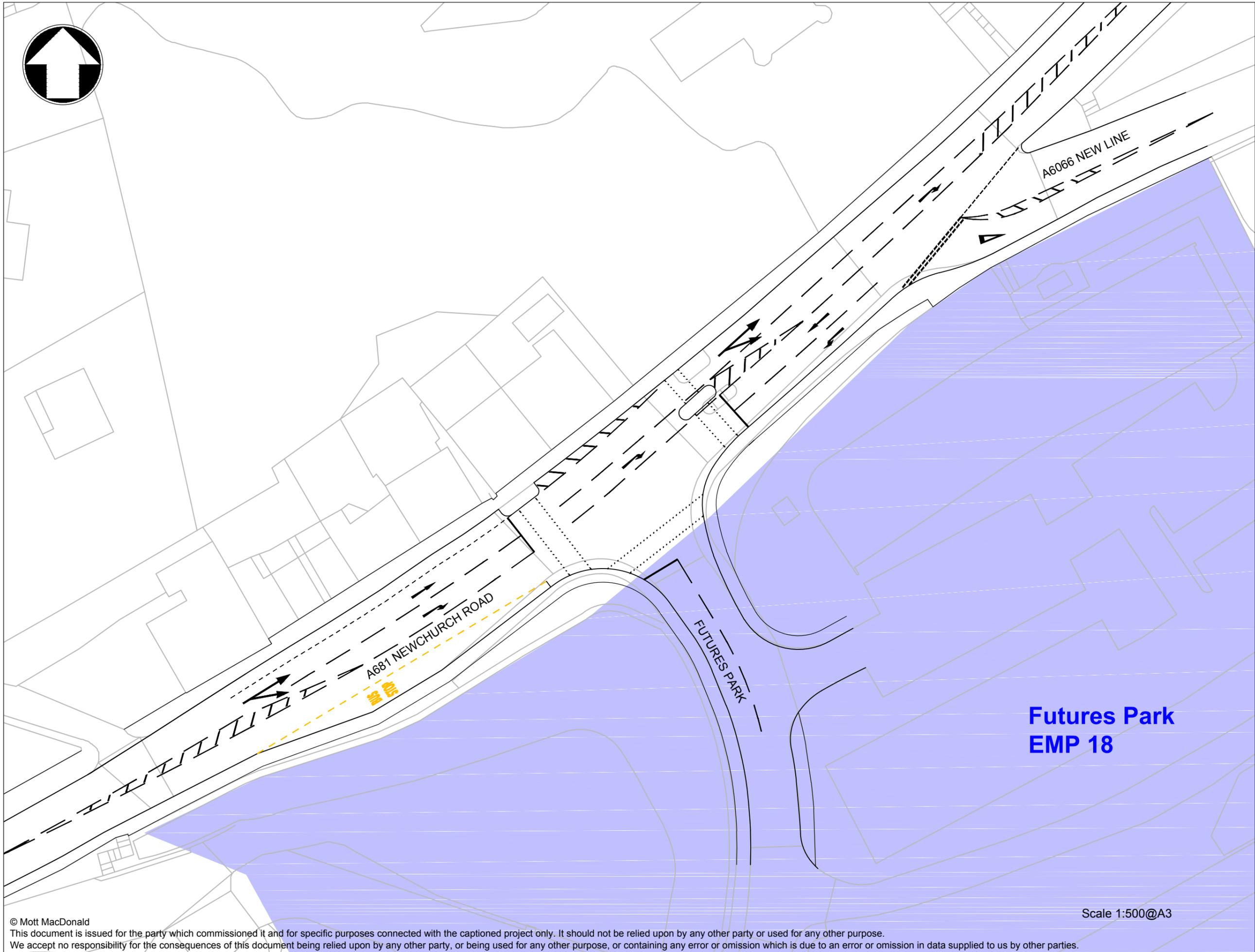
A6527 BLACKBURN ROAD

Scale 1:500@A3

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EMP 10/02 - EWOOD BRIDGE. SIGNAL JUNCTION ON BLACKBURN ROAD



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Scale 1:500@A3



Rossendale
Borough Council

EMP 18/02 - FUTURES PARK. SIGNAL JUNCTION AT NEWCHURCH ROAD/FUTURES PARK



**Barlows
Bottom
EMP 73**

MILLFOLD

MARKET STREET

BUS STOP

FACIT FOLD

EDWARD STREET

Scale 1:500@A3

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M
MOTT
MACDONALD

Rossendale
BOROUGH COUNCIL

EMP 73/03 - BARLOWS BOTTOM. ACCESS VIA MILLFOLD