

**17. The Infrastructure Delivery Plan (March 2019 Update) (SD0014) identifies a number of medium and high priority projects where either the delivery mechanism or costs are unknown and many items of infrastructure are subject to gaps in funding. Is the Council able to provide an updated position for any of the infrastructure projects identified?**

1. The Council is working with infrastructure providers and other agencies to identify if and how infrastructure can be provided in order to meet the growth planned for Rossendale over the next 15 years.
2. As explained in the Infrastructure Delivery Plan (IDP, 2019) most of the infrastructure will be required in the latter period of the plan period – ie years 6 to 15. Also not all of the infrastructure will necessarily be required and it will be necessary to keep this under review over the next few years, to see if the capacity of any of the Borough's infrastructure has changed, and to evaluate the impact of the development growth identified in the Local Plan, keeping check of the assumptions made in the Local Plan as to when sites are expected to come forward.
3. Appendix 1 of the Council's Response to Question 18 of the Inspectors' Preliminary Questions provides a Gantt Chart, which has been taken from Table 22 of the Council's Infrastructure Delivery Plan, 2019. This indicates how infrastructure capacity and provision is being kept under review.
4. The discussion below will focus on the types of infrastructure identified for Rossendale, in line with the 2019 IDP – education, highways, health, utilities, flooding, and playing pitches.

## **EDUCATION**

### **E1**

5. Rossendale Borough Council is in regular contact with Lancashire County Council (LCC) about education provision throughout Rossendale. which is being closely monitored by LCC in its capacity as the relevant Education Authority. Together with the County Council we are aware of where there is capacity to expand schools, subject to the cooperation of the individual schools. A number of recent major outline consents (in the Whitworth and Rawtenstall School Planning Areas) have been approved with the relevant s.106s requiring contributions towards additional school places.

### **E2**

6. The Edenfield allocation (H72) for 400 dwelling units may necessitate the provision of a new primary school, or the expansion of the current school. Together with LCC, the Borough Council is communicating with the land owners of this allocation to identify the

existing capacity, how this will change over the plan period and the impact of the housing developments in the area. A parcel of land to the rear of the existing school, which is in the ownership of one of the parties interested in H72 has been identified as a potential school expansion site. However, LCC has not ruled out that a new school may be needed within the allocation itself.

## **TRANSPORT**

7. Lancashire County Council is about to start preparing the Local Transport Plan (LTP 4), which is expected to be adopted in summer 2020. Rossendale Borough Council is actively engaged in this work and identifying projects that would benefit from this source of funding, as identified in the Highway Capacity Study and other work that is considering demand management within the Borough.
8. Rossendale Borough Council is seeking to create the Valley City Link that would use the existing heritage rail line to link Rawtenstall and other towns including Bury and Ramsbottom, to Manchester Victoria station. A steering group has been established to lead on this and brings together MPs Jake Berry, Liz McInnes and James Frith; representatives from Rossendale, Bury, Rochdale and Lancashire County Councils; Transport for Greater Manchester; Greater Manchester and East Lancashire Chambers of Commerce and local business leaders. The Group is looking into obtaining funding to work up the Strategic Outline Business Case.
9. The Borough Council has also established a Steering Group to consider the A56/M66 Corridor and this is attended by a number of relevant organisations including LCC (which has links to the work being undertaken by Transport for the North), Transport for Greater Manchester (TfGM), Highways England and the bus company (Transdev). This Steering Group keeps under review a number of key transport-related work including the Northern Quadrant Study multi-modal study of the M60/M66; the Northern Gateway development on the boundaries of Bury, Rochdale and Oldham in Greater Manchester; Highway England's M66/A56 Corridor Study; Transport for the North's (TfN) Strategic Transport Plan which references making use of the existing heritage rail link; and Transport for Greater Manchester's transport aspirations which support the Greater Manchester Spatial Framework (GMSF).
10. Working with LCC, the Borough Council is identifying funding streams to bring forward improvements in transport overall and specific highway schemes as detailed below. Examples of potential funding sources include LTP 4, the Road Investment Strategy (RIS) for the strategic road network, as well as other funding via the Local Enterprise Partnership, and other programmes which have not as yet been announced by Government and may include another round of Housing Infrastructure Funding (HIF).

## **T1**

11. LCC Highways (the Highway Authority) has agreed to undertake a programme of congestion monitoring bi-annually with the Borough Council to ensure that appropriate action can be taken if and when necessary. Should this monitoring indicate traffic flows are increasing further investigation will be needed, in particular, assessing the impacts on the junctions identified in the Highway Capacity Study.

## **T2**

12. The A681 Corridor (from Rawtenstall to Bacup) includes a number of junctions that were identified in the Highway Capacity Study, including the roundabouts at Toll Bar and Waterfoot, and the junctions at Tup Bridge (Rawtenstall) and Burnley Rd / Booth Rd as well as St James's Square in Bacup. Such a study will not look solely at improving highway capacity (given the topographical constraints of the Valley) but other demand management mechanisms as appropriate too.

## **T3**

13. The Gyratory in Rawtenstall is recognised as a critical junction for the Valley. Not only is it the gateway to Rossendale from the west and the north, but given its locality much of the traffic generated within the Borough passes through here. The Study undertaken by Mott MacDonald (referred to as Motts) estimates that the junction can accommodate the first five years of the Local Plan's development growth but that works are likely to be required for later in the plan period. Motts' Study proposes 16 options to improve the junction and together with LCC the Borough Council is looking to see how improvements can be made, taking into account ownership, timing and budget constraints.
14. A major constraint to improving the Gyratory is the effect any works would have on the existing Fire Station, which is located in the middle of the roundabout. A number of solutions identified by the Highway Capacity Study propose its relocation. However, discussions and written communications with the Lancashire Fire and Rescue Service have made it clear that they do not wish to move from the Gyratory and any relocation would have implications for the operation of this emergency service.
15. Work is currently progressing to look at the options and to identify the estimated costs for the work so that future funding bids can be prepared, and to establish the role of any developer contributions to fund the identified programme of works.

## **T4, T5, T7 and T10**

16. Any changes to these junctions will affect the A56, which is part of the Strategic Road Network hence Highways England's (HE) involvement will be essential and RBC will need to work with HE and LCC to consider improvements if and where necessary. Monitoring of the junctions will be needed as discussed in para 10. This is particularly important in relation to the delivery of the proposed new employment allocations located close to the

A56 specifically to take advantage of the better road network compared to other parts of the Borough.

#### **T6 and T8**

17. Both of these junction improvements may require developer contributions from the developers associated with the proposed allocations H74 (Grane Village) and the developers involved in the proposed allocations within Edenfield. This will need to be investigated further with these developers.

#### **T9**

18. Congestion on the approach into the city centre is affecting the reliability and the journey times for the X41 and X43. TfGM is aware of this and, working with the bus operators, some services have been re-routed to take advantage of less congested roads (for example accessing the City Centre from Rochdale Rd rather than Bury Rd). Monitoring of this is ongoing and is reported at the A56/M66 Corridor Steering Group (referred to in para 9 above). Multi-modal improvements are also part of the remit of Highway England's study looking at this corridor, which has still to report back.

#### **T11 to T15**

19. LCC has funding to deliver the current National Cycle Route 6 and Valley of Stone routes as part of the East Lancashire Cycleway scheme. It is however still awaiting confirmation from Highways England about funding the sections of National Cycle Route 6 alongside the A56 in Haslingden. Other schemes, such as linking these routes have been identified and LCC is currently awaiting news from Highways England to confirm if they will feature in the RIS 2 (Road Investment Strategy) funding stream.
20. In addition to the RIS programme and developer contributions the other main method for securing the delivery of these schemes is their inclusion in the local Cycling and Walking Infrastructure Plan (LCWIP) for East Lancashire which will set out priority routes and be the basis for securing any available funding.

#### **T14**

21. Although it had been identified for LCC to undertake the works in relation to T14 (the route between Rawtenstall Station and the New Hall Hey retail park) this is being carried out by RBC using the s.106 monies. The project is being drawn up currently with work on the ground expected to commence in autumn this year.

#### **UTILITIES – U1**

22. Upgrades planned for the Rossendale Wastewater Treatment Works in Irwell Vale are identified in United Utilities' Asset Management Plan for Period 7, and are expected to be undertaken in 2023-25 as stated in the IDP, 2019. There are no further updates at this present time.

## **FLOOD RISK**

23. There are no further updates to report at the current time.
24. Rossendale BC will be contacting the Environment Agency about the Level 2 Study referred to as F1 in the IDP 2019.
25. For schemes F2 to F4 these culvert interventions to protect a number of existing dwellings are expected to start in the period beyond 2020 and it is not expected that this will change.

## **HEALTH**

26. Rossendale Borough Council is continuing to discuss the capacity within the GP practices and to monitor this. Since the IDP 2019 was published there have been changes with the establishment of two Primary Care Networks (PCNs) established for the West and East of the Borough, as of 1<sup>st</sup> July 2019. These PCNs have received funding to employ one social prescriber each, who deal with patient's non-medical issues which have a bearing on their well-being. The nine PCNs operating in East Lancashire report to the East Lancashire Integrated Care Partnership, and a Chief Executive represents local authorities on this.
27. The IDP has identified that based on a population increase of almost 7,500 additional patients over the 15 year plan period there would be a need accommodate 8.8 extra clinicians, of which some may be required in the first 5 years of the plan period, as follows:
  - 4.7 wte GPs
  - 1.2 wte Nurse Practitioners
  - 1.9 wte Nursing General Grade
  - 1 wte Health Care Assistant
28. It is important to monitor capacity within GP practices within Rossendale and consider the impacts of the Workforce Planning tool which is in operation within many GP practices in Rossendale as well as other new approaches to service delivery that are being formulated.

## **H1 to H5**

29. As stated above it is essential to monitor the situation with regard to capacity at the practices and the identification of new funding regimes to help with capacity, including possibly the use of developer contributions.

## **EMERGENCY SERVICES**

30. Nothing to report.

## **COMMUNITY FACILITIES**

31. The Council is continuing to work with Rossendale Leisure Trust to enlist the help of consultants to consider current provision and future needs. There are some housing proposals where developer contributions will be required to provide enhanced playing pitch facilities, for example, the application at Dark Lane (allocation H59, planning reference no. 201, on the site of a former Football Club, has a resolution to grant planning consent subject to the signing of a s.106 which is currently being considered by Sport England to ensure it complies with their requirements.

**18. The Council is requested to prepare a Gantt chart showing the delivery of overall growth over the Plan period (including commitments, windfall etc). It should also show each housing, employment and mixed-use allocation and the infrastructure necessary to bring forward each site, so we are able to see when items of infrastructure are required to unlock specific development.** Each item of infrastructure should use the same references as detailed in Table 22 of SD014.

1. **Appendix 1** provides a Gantt Chart which summarises development growth for each of the 5-year periods of the Local Plan (2019-2024; 2024 – 2029; and 2029-2034), based on the key localities within Rossendale, together with the infrastructure as listed in Table 22 of the Infrastructure Delivery Plan (2019).
- 2 Development growth consists of sites with extant planning consent as well as the proposed allocations. **Appendices 2 and 3** summarise the sources of development growth (housing, employment and mixed use) for each identified locality.
- 3 Six localities have been identified, and these correspond with the Vision Areas identified in the adopted Core Strategy. For example, the Bacup area includes not just Bacup itself but the surrounding settlements too of Stacksteads, Weir and Britannia. Areas outside of these named settlements are also included, as the growth comprises sites with current planning consent, which may be outside of the Urban Boundary, for example conversions of agricultural barns to dwellings etc.
- 4 **Appendix 4** shows all the development growth for each of the identified localities, listing each allocation and planning consent that contributes to the overall proposed development growth for the 15-year plan period.