

TECHNICAL NOTE



from:	ALAN DAVIES	date:	21/8/2019
subject:	SUBMISSION ON BEHALF OF V H LAND PARTNERSHIPS AND EXECUTORS OF MR SCHOFIELD TO SUPPORT A RESIDENTIAL LAND ALLOCATION AS PART OF ROSSENDALE BOROUGH COUNCIL LOCAL PLAN UPDATE	file ref:	J999-TN

Introduction

A detailed regulation 19 submission has been submitted in support of the Local Plan allocation.

The submissions are subject to ongoing public consultation and objections/concerns have been lodged against the allocation.

A detailed Transport Assessment and Framework Travel Plan and access drawings have been submitted in support of the allocation.

This Technical Note provides the response to the objection.

Response and feedback

The feedback set out the following concerns in *italics*, responses shown in **bold** from a highway and transport review:

Reference 95 Dr Janet Barrie

This representation is specifically with regard to land adjacent to Johnny Barn Farm in Higher Cloughfold and land behind nos 406-420 Newchurch Road Higher Cloughfold. I consider the local plan to be unsound because: The interactive map suggests that the land behind 406-420 Newchurch Road is now included in the urban boundary and so available for building yet this is not discussed in the text. Both areas already suffer from severe traffic problems and flooding issues. The addition of 80 houses to land north of Newchurch Road at Johnny Barn and any development of the land behind 406-420 Newchurch Road will exacerbate these. The development is therefore not sustainable.

The comments are generic in nature and not quantified in any detail regarding the traffic severe traffic problems.

The TA sets out the accessibility of the site to enable choices to be made for car/non car travel.

A robust 130 units has been reviewed in excess of the 123 suggested,

Peak Period	TRICS Vehicle Trip Rate Data		Derived Number of Vehicle Trips Based on 130 Dwellings	
	Arr	Dep	Arr	Dep
AM	0.126	0.358	16	47
PM	0.334	0.158	43	21

These were distributed across the network based on existing flow patterns.

The percentage impact of the development flows is summarised below:

- A682 / Haslingden Old Road / Newchurch Road signalised junction - 1 % impact or 24 two way AM and 23 to way PM
- Newchurch Road / Dobbin Lane priority T junction - 2 % impact or 26 two way AM and 29 to way PM
- Newchurch Road / site Access priority T junction - 6 % impact or 63 two way AM and 64 to way PM
- B6238 / Turnpike / Booth Road crossroad junction - 3 % impact or 36 two way AM and 34 to way PM.
- Dobbin Lane / Peel Lane / A681 / Hill End Lane double priority T junctions - 1 % impact or 3 two way AM and 6 to way PM

With exception to the site access the greatest impact that the development has on adjacent junction is no greater than 3%, as the developments proposed will be the future growth for the area this impact will decrease in time.

The Department for Transport’s publication entitled “Guidance on Transport Assessment” (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed.

Thresholds based on size or scale of land use						
	Land use	Use/description of development	Size	No assessment	TS	TA/TP
14	C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	Dwelling unit	<50 units	>50 <80 units	>80 units

At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA also suggests that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HE's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

It is concluded that, in the specific case of this review, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the local junctions.

The B6238 / Turnpike / Booth Road crossroad junction - 3 % impact or 36 two way AM and 34 to way PM.

These are slightly higher than the 30 two way threshold but would be 1 per 1.67 minutes i.e. if signalised the flows would be 1 per every other cycle thus would not be noticed on site.

Mr Marcus Hudson Lancashire County Council

HS2.53 – Johnny Barn – A new access via Newchurch Road appears achievable with the loss of 2 possibly 3 mature highway trees in the verge and mature trees within the site. A pedestrian/cycle link should be provided through the site to Johnny Barn Close and the surrounding links.

The reply suggests that only one access is to be used and that would be towards the east side of the site.

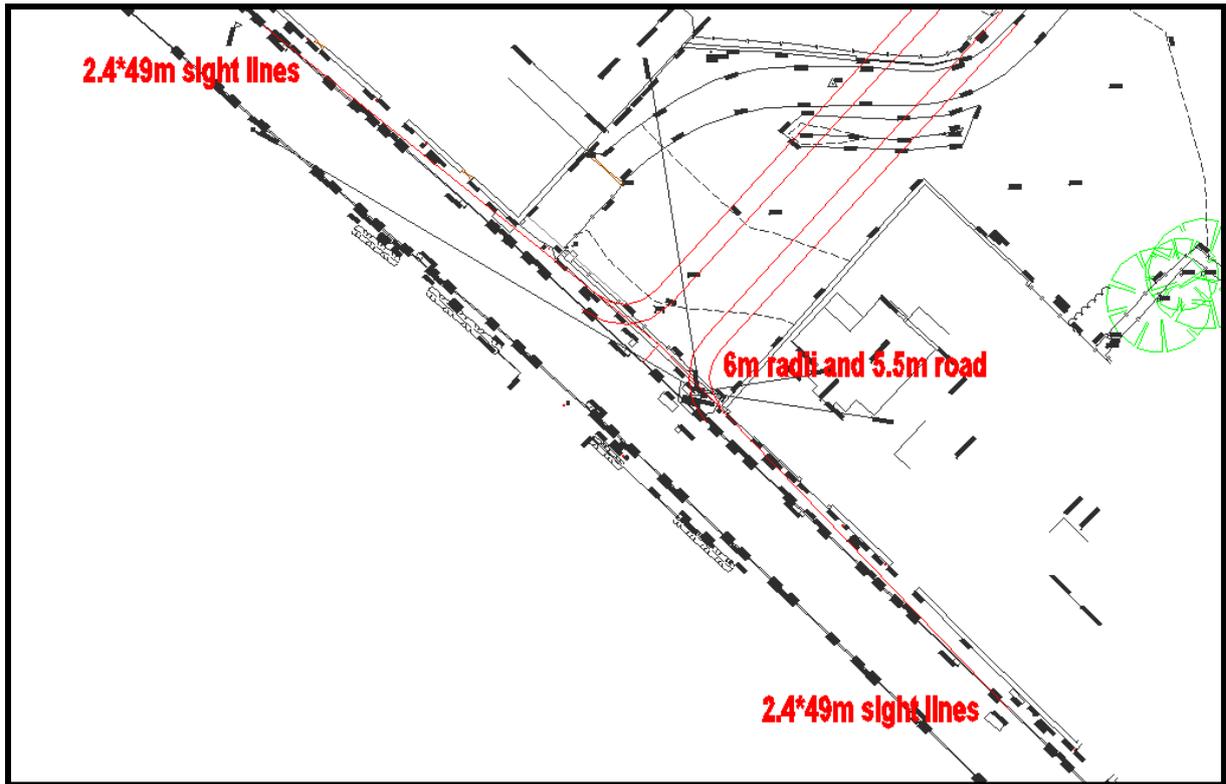
The masterplan shows the access for vehicles and the EVA/cycle/walk route to the east.



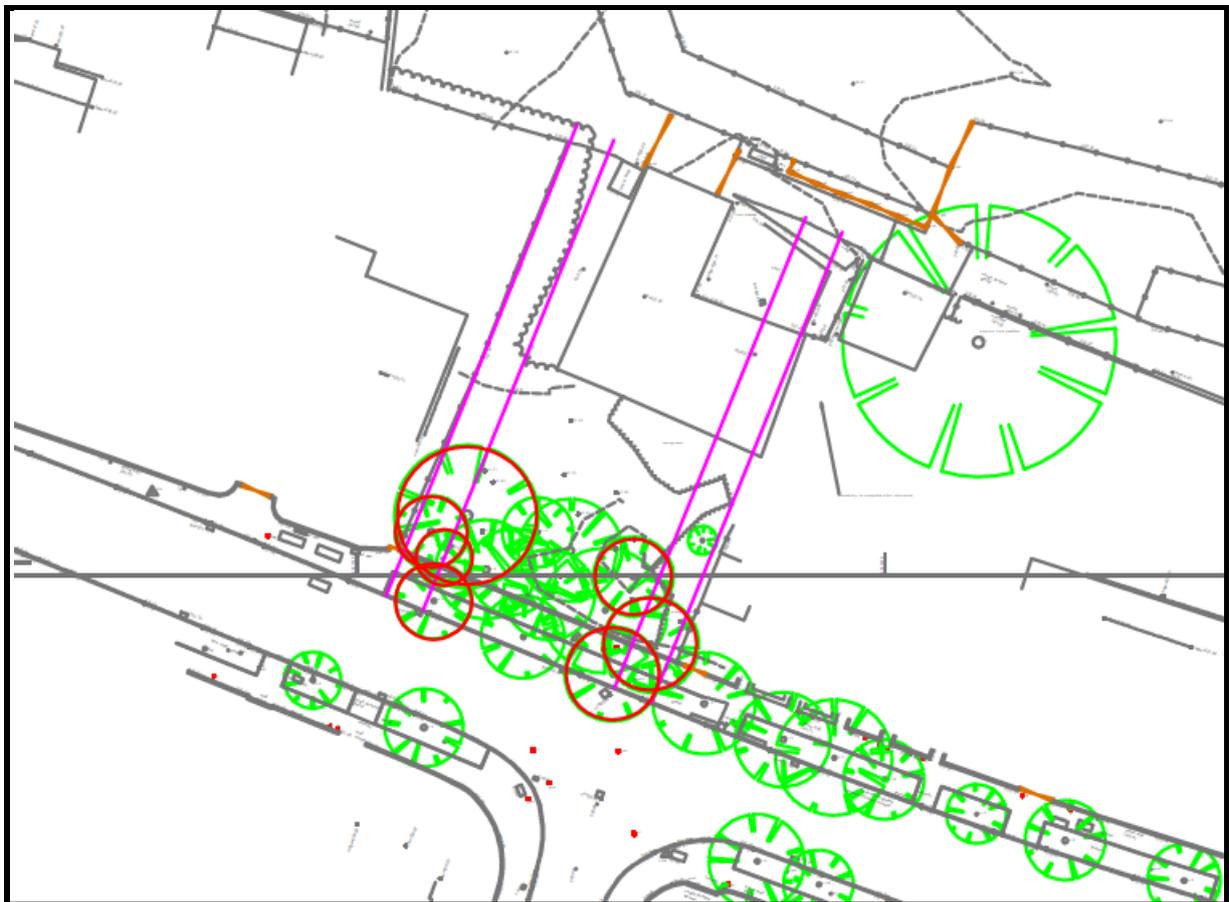
The TA access review shows that an access can be provided to the west side of the site as shown below and in full in the TA report.

It takes on board the speeds from the ATC survey to design the sight lines.

The vehicle access does not affect any trees



The EVA route options are shown below and due to the density of the trees 3 or 4 trees will need to be removed but can easily be replaced internally.



A safe access can be provide for all modes.

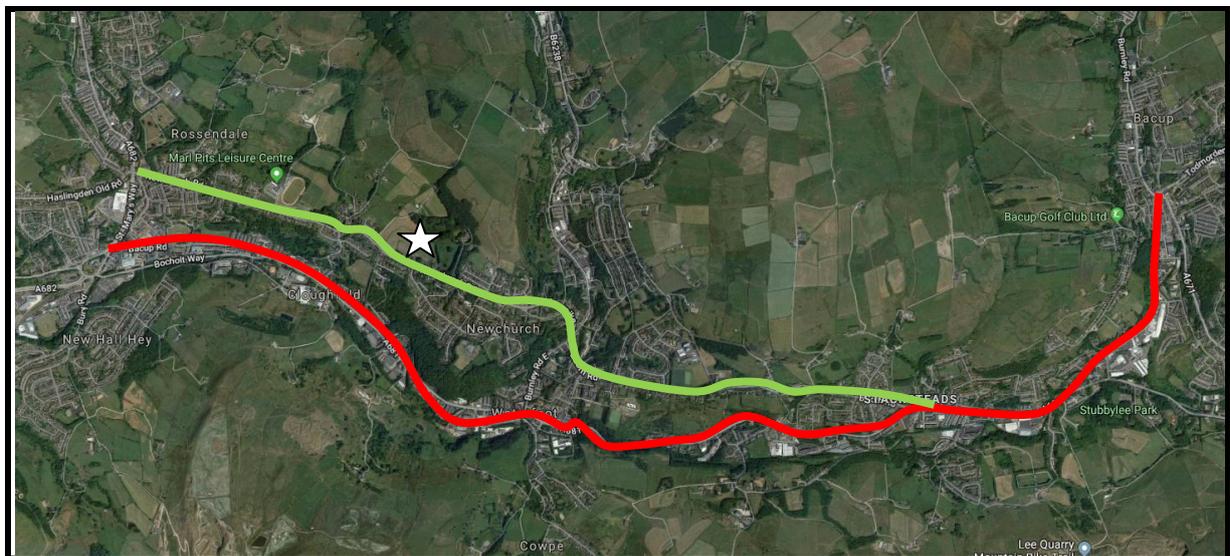
Rossendale MIQ's final 17/7/2019

H60 – Johnny Barn Farm and land to the east, Cloughfold

i) Is the site capable of being safely accessed? Have the concerns of the Local Highways Authority been satisfied specifically can the site be safely accessed

The above responses to LCC concerns have been set out with a view to showing a safe access can be provided to guidance.

In addition although not directly raised the main thrust of the traffic impact evidence undertaken on behalf of Rossendale highlights the A681 corridor from Rawtenstall to Bacup is a constrained route that requires improvements at key junctions along its route shown in red below.



The site location highlight is along the Newchurch Road/Booth Road corridor and the flows are substantially lower than the A681 corridor, in effect the east west movements can take place with no interaction other than at the Toll Bar mini roundabout.

At this location the flows will be reduced around 23/26 two way trips. These would also be in the opposite direction to the key flows of westbound in the AM and eastbound in the PM.

Summary

The site is accessible in nature, a safe access can be provided to guidance, flows are around 1 per 2 minutes on the wider network and the majority do not use the constrained A681 corridor.

The site can be allocated for residential development from a highway point of view.

Alan Davies

DTPC

2019