

Technical Note

Proposed Residential Development Cowm Top Lane, Rochdale

Our reference: PT/15399/TN04 – Rev01

Author: CT / PT

Date: 17 July 2024

Reviewed: PT

Date: 17 July 2024

Introduction

1. SCP have been appointed by GLP Ltd and Barratt Homes to provide transport planning and engineering advice in support of a proposed residential development on land located to the south of Cowm Top Lane, Rochdale.
2. A full planning application (LPA Reference: 22/01190/FUL) was validated by Rochdale Borough Council (RBC) on 14th October 2022. The planning application was supported with a detailed Transport Assessment (TA) and Travel Plan, dated August 2022, which assessed the impact of the development (495 dwellings) on the operation of the local transport network.
3. The TA was reviewed by Rochdale Borough Council (RBC), as local highway authority, National Highways and Transport for Greater Manchester (TfGM), all of which provided consultation responses on the planning application.
4. RBC comments were provided in an email dated 7th November 2022. No concerns were raised in relation to the traffic impact of the proposed development on the local highway network, the traffic data used in the capacity assessments, highway safety matters, internal site layout or proposed parking provision. However, RBC did request further information on the following:-
 - The future adoption of Cowm Top Lane;
 - The proposed standard of the site access, both in terms of the extension of Cowm Top Lane into the site and internal spine road;
 - The proposed access arrangements, particularly the priority controlled arrangement on entry to the site;
 - A request for a Section 106 contribution towards the upgrading of the existing public right of way (PRoW) to the north of the site to facilitate the future Bee network; and
 - Details on the emergency access off Trows Lane.
5. A meeting took place with RBC in November 2022 to discuss these matters, with subsequent information being submitted through various correspondence. As a result, RBC confirmed in an email dated December 2023 that all highway matters on the planning application have been addressed, with the only outstanding matter relating to the width of the site access, which is discussed later in this Technical Note.

6. National Highways provided comments on the original outline planning application in 24th October 2021 (which also related to the subsequent full planning application) requesting further information on the impact of the development on the strategic road network, specifically junction 20 of the M62 and the A627M/Sandbrook Way junction. Additional survey work and analysis was submitted to National Highways, which resulted in National Highways confirming no objection to both the original outline and full planning applications (based on the scheme of 495 dwellings), removing their holding objection.
7. A response was also submitted to TFGM in March 2023 in response to the queries raised.
8. The scheme has since been revised in response to wider planning / design comments, which has resulted in the number of dwellings being reduced from 495, which RBC and National Highways have confirmed as being acceptable, to 445 dwellings. The revised site layout plan is presented in **Appendix A**.
9. Given the reduction in dwellings, there is no requirement to revisit the traffic impact assessment work. Instead, this Technical Note provides further details on the proposed access arrangements, along with a summary of the position reached with RBC's in relation to their original queries.

Proposed Access Arrangements

10. Vehicular access to the development will be provided from an extension to Cowm Top Lane, originally designed with a 5.5m wide carriageway. The access will cross the existing PRow running along Cripple Gate Lane (RocFRupp24), where dropped kerbs and tactile paving will be provided to assist pedestrians crossing.
11. RBC raised concerns with this width of the access for the scale of development proposed, requesting that the width of the access be increased 6.5m. The site layout has been updated to positively address these comments, with the extension of Cowm Top Lane and main internal spine road being designed with a 6.5m width, as shown on the site plan presented in **Appendix A**.
12. A 2m footway is provided on the eastern side of the access road, with a 1m service margin in the western side. This arrangement was agreed with RBC and is considered acceptable as all of the development is on the eastern side of the access road, with the proposed footway therefore being on the pedestrian desire lines. In addition, a new pedestrian / cycle connection is proposed from the development onto the existing PRow, which will be upgraded and form part of the Bee Network, as discussed later.
13. RBC raised queries in relation to the priority arrangement on entry to the site. This arrangement was developed having regard to the topography of the site and constraints with the gas mains. However, the change in priority will provide a traffic calming feature for vehicles entering the site and help to create a gateway feature, making it clear to drivers they are entering a residential development. In addition, the junction will be on a raised table which will further help to control speeds and strengthen the gateway into the residential development. On this basis, RBC confirmed that the proposed access arrangements are acceptable.

14. Swept path analysis has been undertaken of the revised site layout, as shown on drawing SCP/15399/ATR01 Rev A presented in **Appendix B**, which demonstrates that a refuse vehicle can safely negotiate the site and turn within the proposed turning heads.

Adoption of Cowm Top Lane

15. Cowm Top Lane is currently unadopted, with the northern section being under the ownership of RBC and the southern section being subject to a signed Section 38 agreement and at the time the original Transport Assessment was produced, part constructed.
16. Discussions taken place with RBC who confirmed that all Section 38 works have now been completed, with the exception of the street lighting works which have been instructed. Once the street lighting works are completed RBC confirmed that Cowm Top Lane will become adopted highway.

Requested S106 Contribution

17. RBC have stated that the existing PRow to the north of the site which provides a link between Leander Drive and Ruskin Road, which provide a link from the site into Castleton centre and public transport facilities, including the Railway Station. RBC therefore asked that a Section 106 contribution of £190,000 be provided to bring this link up to Bee Network standards.
18. Further information is requested on the details / extent of the improvement scheme and breakdown of the costings etc. to allow the applicant to review the contribution requested.

Emergency Access – Trows Lane

19. RBC raised initial concerns with the proposed emergency access onto Trows Lane, both in terms of the standard of the route and applicants ability to control / maintain the route.
20. Additional information was submitted to RBC which demonstrates that the width of Trows Lane is around 6m and therefore sufficient for use as emergency access. In addition, Trows Lane has a concrete surface, which is in good condition and regularly used by commercial vehicles, accessing the various existing uses along its length.
21. It was also confirmed to RBC that the site benefits from a right of access over Trows Lane, which results in the emergency access being available in perpetuity and cannot be removed. In addition, the applicant has the ability to maintain the access route, should it ever fall into disrepair. For these reasons, the emergency access arrangements are acceptable.

Summary and Conclusions

22. Having regard to the information presented in the Transport Assessment and subsequent information submitted to RBC, National Highways and TfGM, there are no reasons to prevent or refuse this planning application on transport grounds.

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APPENDIX A

BARRATT - CLASSIC PARCEL
SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Type 50 - End	2 Bed Terraced House	866	4	3464
Type 52 - End	3 Bed Terraced House	1025	10	10250
Kew - End	2 Bed Terraced House	785	8	6280
Kew - Mid	2 Bed Terraced House	785	2	1570
Newby	3 Bed Detached House	952	8	7616
Mewstone - End	3 Bed Semi / Mews House	970	36	34920
Mewstone - Mid	3 Bed Semi / Mews House	970	2	1940
Matlock - End	3 Bed Semi / Mews House	970	20	19400
Martham - End	3 Bed Detached / Semi Detached Dual Aspect House	995	6	5970
Martham	3 Bed Detached / Semi Detached Dual Aspect House	995	1	995
Redford	3 Bed Detached	1046	7	7322
Willow	4 Bedroom Int. Garage Detached House	1074	22	23628
Knightwood - End	4 Bed Townhouse	1122	14	15708
Harlow	4 Bedroom Int. Garage Detached House	1276	9	11484
Allerthorpe	4 Bed Dual Aspect Detached House	1225	13	15925
Unstock	5 Bedroom Detached	1551	9	13959

Total number of units and square footage171180431

Gross Site Area in AcresN/A

Open Space & Undevelopable Area in AcresN/A

Net Site Area in Acres11.18

Density (Units per Acre)15

Density (Units per Hectare)38

Square Foot / Acre16,139

Percentage NDSS Compliant100%

BARRATT - CONTEMPORARY PARCEL
SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Type 50 - End	2 Bed Terraced House	866	6	5196
Type 50 - Mid	2 Bed Terraced House	866	1	866
Type 52 - End	3 Bed Terraced House	1025	4	4100
Type 52 - Mid	3 Bed Terraced House	1025	2	2050
Kew - End	2 Bed Terraced House	785	10	7850
Kew - Mid	2 Bed Terraced House	785	4	3140
Holkham	3 Bedroom Int. Garage Detached House	922	9	8298
Brownstone - End	3 Bed Semi / Mews House	934	12	11208
Mewstone - End	3 Bed Semi / Mews House	970	28	27160
Mewstone - Mid	3 Bed Semi / Mews House	970	6	5820
Matlock - End	3 Bed Semi / Mews House	970	13	12610
Martham - End	3 Bed Detached	995	2	1990
Martham	3 Bed Detached / Semi Detached Dual Aspect House	995	5	4975
Redford	3 Bed Detached	1046	4	4184
Knightwood - End	4 Bed Townhouse	1122	8	8976
Allerthorpe	4 Bed Dual Aspect Detached House	1225	5	6125
Newby	3 Bed Detached House	952	7	6664
Unstock	5 Bedroom Detached	1551	5	7755

Total number of units and square footage131128967

Gross Site Area in AcresN/A

Open Space & Undevelopable Area in AcresN/A

Net Site Area in Acres7.93

Density (Units per Acre)17

Density (Units per Hectare)41

Square Foot / Acre16,263

Percentage NDSS Compliant100%

Percentage Part M4(2) Compliant10%

BARRATT - CLASSIC PARCEL
SCHEDULE OF ACCOMMODATION

House Type Code	House Type Name	Beds	Storey Height	Number	sgm	Sq Ft	Total Sq Ft
N224 XEH7	Primrose (End)	2	2	8	71.3	768	6144
N224 XI-7	Primrose (Mid)	2	2	4	71.3	768	3072
YH50 XOHE	YH50 (End)	2	2	4	80.5	866	3464
YH50 XO-I	YH50 (Mid)	2	2	2	80.5	866	1732
YH52 XOHE	YH52 (End)	3	2	6	95.2	1025	6150
YH52 XO-I	YH52 (Mid)	3	2	2	95.2	1025	2050
N382 XEH7	Alder (End)	3	2	31	89.7	966	29946
N382 XI-7	Alder (Mid)	3	2	3	89.7	966	2898
N341 XDG7	Foxglove (Det)	3	2	9	103.7	1116	10044
N341 XEG7	Foxglove (End)	3	2	3	103.7	1116	3348
N319 XEG7	Frampton (End)	3	2.5	10	104.7	1127	11270
N403 X-G7	Hazelborough	4	2	8	108	1163	9304
N431 X-H7	Hamford	4	2	5	118.5	1275	6375
N411 X-H7	Thornhill	4	2	8	124.3	1338	10704
N442 X-H7	Winterton	4	2	11	125.8	1354	14694
N417 X-H7	Lynford	4	2	6	133.2	1434	8604
N408 X-H7	Hepburn	4	2	6	134.2	1444	8664
N456 X-H7	Wychwood	4	2	10	138.3	1489	14890
N469 X-H7	Culver	5	2	7	141.7	1525	10675

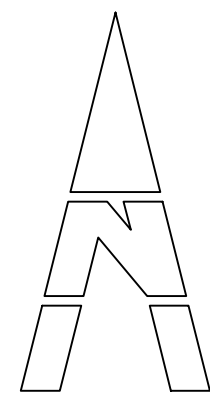
Open Market Summary			
Bedroom Provision			
1 Beds:	0	0.0%	Total Dwellings: 143
2 Beds:	18	12.6%	Provision Percentage: 100.0%
3 Beds:	56	39.2%	Total Sq Ft: 164228
4 Beds:	54	37.8%	
5 Beds:	7	4.9%	

Site Areas		Acres	Hectares
Gross Development Area:		10.2	4.135
Net Development Area:		10	4.05
Open Space Provision (including SuDS):		N/A	N/A
Ancillary Areas (Infrastructure etc):		N/A	N/A

Housing Summary			
Bedroom Provision			
1 Beds:	0	0.0%	Total Dwellings: 143
2 Beds:	24	16.8%	
3 Beds:	68	47.6%	Total Sq Ft: 164228
4 Beds:	54	37.8%	
5 Beds:	7	4.9%	

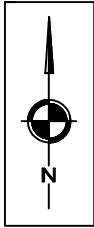
Efficiency Calculations		
Housing Density (Per Gross Hectare):		N/A
Housing Density (Per Net Hectare):		35.4
Net to Gross Ratio:		N/A
Sq Ft per Net Acre:		16410

Warning to House Purchasers
Buyers are warned that this is a working drawing and the contents of this drawing may be subject to change during the build process. The layout, form, content, and dimensions specified are included for general guidance only. Features or fixtures shown may differ or be subject to individual interpretation. Whilst we make every effort to ensure no drawings are up to date when they are issued, it is the responsibility of the purchaser to ensure that the drawings are up to date when they are issued. The purchaser is advised to check with Sales Advisor whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.

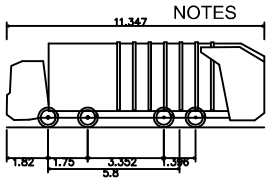


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APPENDIX B

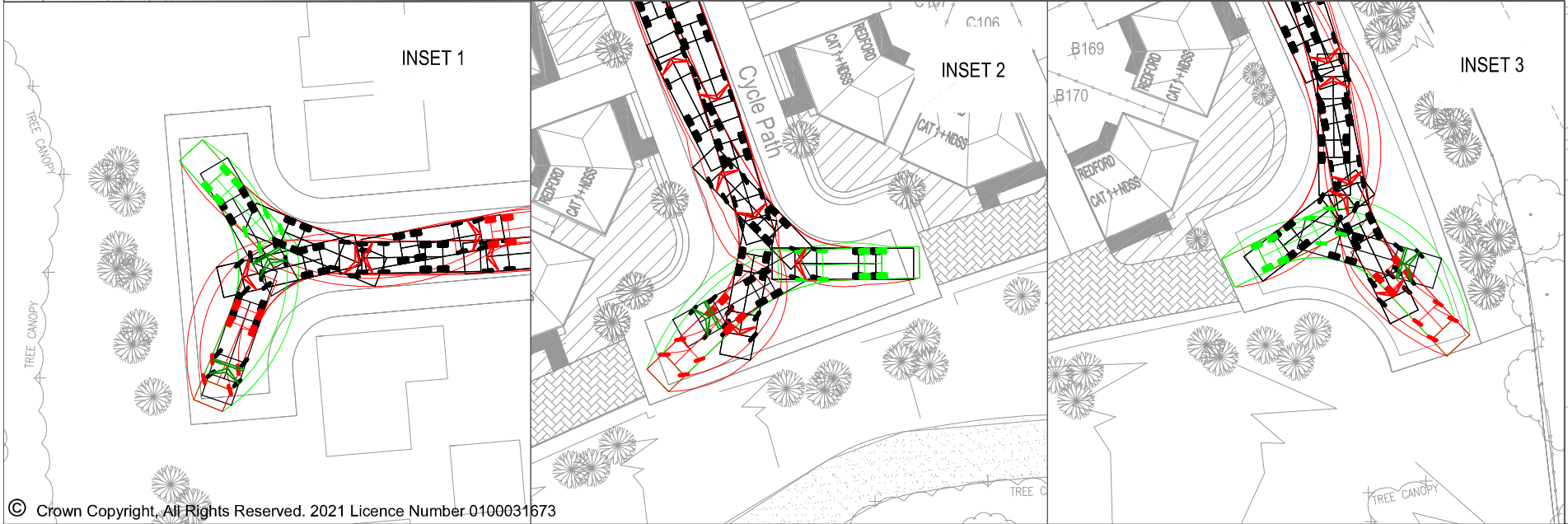
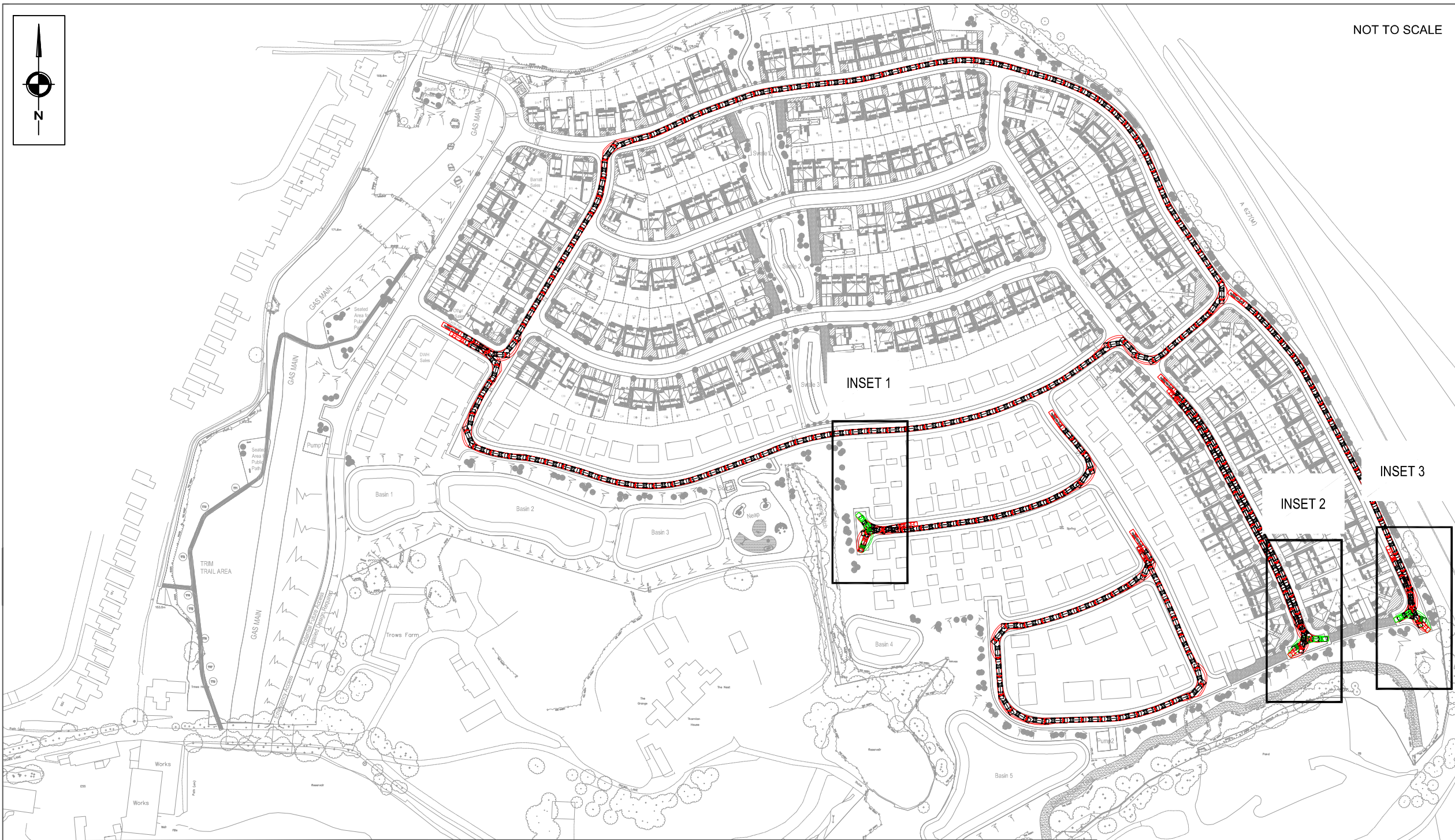


NOT TO SCALE



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.704m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

11.347m
2.500m
3.751m
0.704m
2.500m
6.00s
11.330m



REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE PLAN AND SWEEP PATHS	27.06.24	AM

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Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
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Client Name:

BARRATT HOMES

Project Title:

PROPOSED RESIDENTIAL DEVELOPMENT,
CRIPPLE GATE LANE, ROCHDALE

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

AM

Date:

11.08.2022

Checked:

PT

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/15399/ATR01

Rev.

A