

Justin Cove, Director  
Hive Land & Planning  
Lowry Mill, Lees Street, Swinton, Manchester, M27 6DB

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Tony Blackburn  
Programme Officer – Rossendale Local Plan EIP  
15 Ottawa Close  
Blackburn  
BB2 7EB

Dear Tony

**Response on behalf of Anwyl Land  
EL4.010 Highways England Updated Position - 8<sup>th</sup> October 2019**

Thank you for the opportunity to provide additional comments following the receipt of the above document on the morning of the Matter 14 Hearing Session on 8<sup>th</sup> October 2019. Our comments are submitted on behalf of Anwyl Land and relate to the points raised in respect of H72 – land at Edenfield. Anwyl Land are promoting the southernmost parcel of this allocation – Land at Exchange Street, Edenfield.

*Land Stability*

Firstly, in respect of the points raised in respect of land stability along the embankment to the east of the A56 (paragraph's 10 and 11), Anwyl Land are satisfied with the outcome that was reached in the Matter 14 Hearing Session, in response to the Inspector's suggestion. The Council agreed that Policy HS3's wording could be amended to make reference to the assessment work required to support a planning application.

*Widening of the A56*

The other matter raised related to the potential future widening of the A56. Paragraph 3 of Highways England's Update Note sets the scene:

*'It should be clarified that no future highways schemes have been developed, nor any funding identified. Any decision to progress a future project involving road widening or junction improvements (which could be inter-linked) would first need to be subject to further study work and cost benefit analysis to determine whether it represented a viable solution. Such a project would most likely fall into the category of a named project within a future Road Investment Strategy (RIS) period from RIS 4 (2030 to 2035) onwards, unless alternative arrangements through for example future Growth Deal arrangements can be secured, possibly with Greater Manchester, and with the*

*agreement of Highways England and the Department for Transport. Schemes would require additional third party land.'*

At this point in time no feasibility, viability, or cost-benefit analysis has been undertaken in respect of the future widening of the A56. Highways England were consulted at the Regulation 18 Stage (July 2017 – October 2017) and their response does not make reference to the potential for the future widening of the A56. At the Regulation 19 Stage (August 2018 – October 2018), after the land at Edenfield had been identified as a Draft Housing Allocation, Highways England did then make reference to a potential future widening scheme, but again confirmed that there were no such proposals to do so at that stage.

Highways England have therefore been engaged in the Rossendale Local Plan process for a considerable period of time and so have had ample opportunity to provide additional evidence in respect of what a potential future widening scheme may require in respect of land-take.

With this in mind, the tone of Highways England's concluding comments at paragraph 12 are perhaps understandable, which state:

*'By way of summary, it is noted that Highways England has no proposals to take forward such a scheme to widen the adjoining section of the A56 to three lanes in each direction at this time, but emphasises that of course it has the right to do so in the future. In theory, as a scheme could be completed within only 10 years of any future dwellings being occupied, RBC and any future developer(s) of the H72 site may wish [our emphasis] to consider this when planning the permanent internal layout and landscaping of a 'new' development.'*

Anwyl Land are therefore of the view that the illustrative masterplan that has been submitted in support of the Land west of Market Street Housing Allocation H72 does show a significant buffer to the west of the proposed housing, which would cater for additional widening of the A56 should the decision be taken to do so in the future. Indeed, in respect of Anwyl Land's site at Exchange Street a buffer of some 50-60m is maintained between the A56 and the proposed housing and this will be no closer than the existing group of buildings known as 'Chatterton Hey' in the north west corner of the site. There can therefore be no reasonable accusation that the delivery of housing at this site, or indeed the allocation as a whole, would prejudice the potential widening of the A56 in the future.

This is considered to be a reasonable stance to take in the absence of any tangible evidence being presented to the contrary, when a considerable amount of time has been available to produce such evidence.

We trust these comments will assist the Inspector in her consideration of these matters.

Yours sincerely

Justin Cove BA(Hons), MSc, MRTPI  
Director  
Hive Land & Planning