



# Land West of Market Street Edenfield (Allocation H66)

MASTERPLAN AND DESIGN CODE  
JUNE 2024



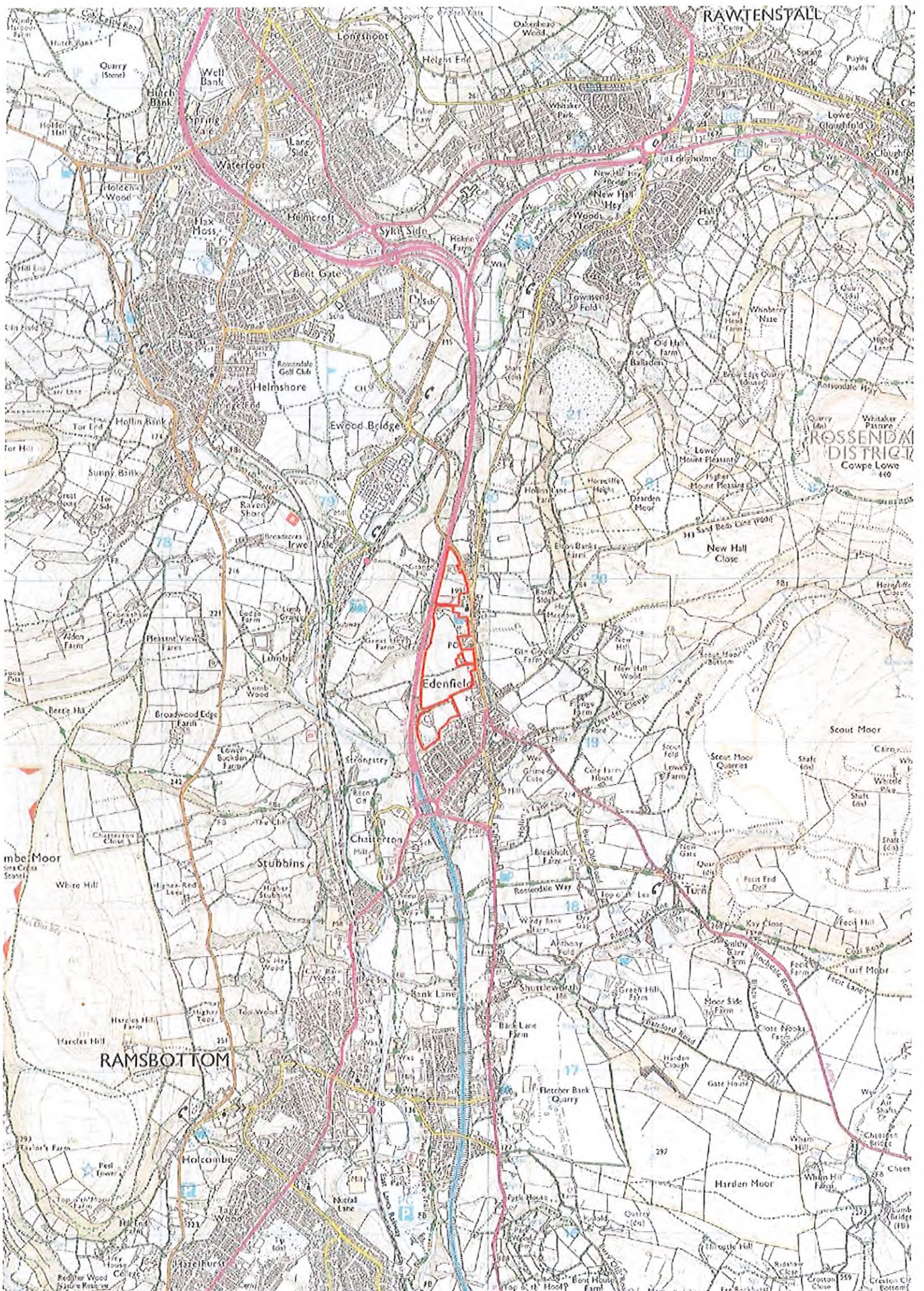


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RAWTENSTALL

ROSSENDALE DISTRICT  
Coupe Lowe 440

RAMSBOTTOM

Edenfield

Stubbins

Chatterton

Holcombe

Harden Moor

Scout Moor

Cloughfold

Wharfedale

Cloughfold

Cloughfold

Cloughfold

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# Executive Summary

## PURPOSE OF THIS DOCUMENT

This Masterplan and Design Code provides Rossendale Borough Council and other stakeholders with the information needed to support development within allocation H66 of the Rossendale Local Plan (2019-2036) by fully addressing criteria 1 and 2 of site specific Policy H66, which states:

Development for approximately 400 houses would be supported provided that:

1. The comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing.
2. The development is implemented in accordance with an agreed design code.



The site is referred to as 'Land West of Market Street, Edenfield'.

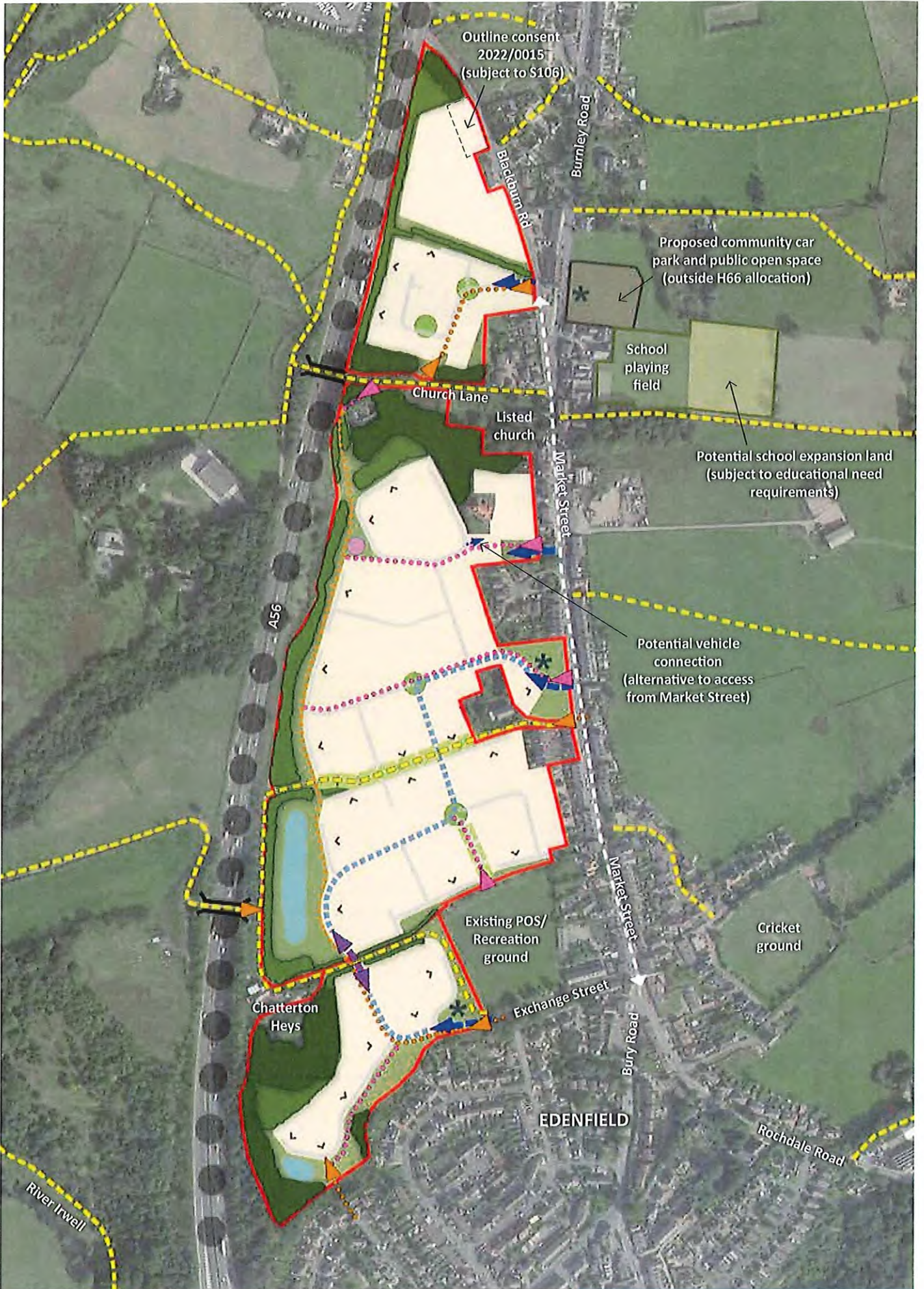
The document provides ongoing design guidance for subsequent planning applications relating to the H66 allocation. It identifies key themes and character areas throughout the development. It presents the full allocation Masterplan, a phasing and implementation strategy, and sets out the key principles to be applied to the future development of the land parcels within it.

In doing so, the document also takes account of the remaining detailed criteria (3-11) within Policy H66, albeit acknowledging that these are to be refined and confirmed through subsequent planning applications (as per the policy wording).

The Masterplan is included adjacent, while the following page provides a table summarising the document compliance with Policy H66.

## KEY:

	'H66' allocation
	A56 acoustic mitigation corridor
	Existing Public Right of Way
	Existing pedestrian route
	Proposed residential development areas
	Active frontage to public open space/ PROW
	Indicative internal road network
	Indicative 'green' street
	Proposed green space
	Potential green space/pocket park within development area (location subject to detailed design)
	Indicative landscape structure planting
	Existing woodland retained and enhanced as required
	Potential location SUDS
	Indicative location for play area
	Proposed car park, public open space & potential school expansion (outside H66 allocation)
	Proposed community parking areas
	Proposed highway access
	Proposed road link (alignment subject to detailed design)
	Proposed emergency vehicle connection
	Proposed pedestrian/cycle access
	Proposed pedestrian/cycle route (indicative alignment)
	Potential pedestrian/cycle access and route (indicative alignment)



# Executive Summary

Criterion	Policy requirement	Masterplan & Design Code Compliance
Policy H66	Development for approximately 400 houses would be supported provided that:	
1	Comprehensive development is demonstrated through a Masterplan with agreed programme of implementation and phasing.	Fully addressed within this document (Masterplan included in Section 02/Page 55, phasing and implementation in Section 03).
2	Development is implemented in accordance with an agreed design code.	Fully addressed within this document (Sections 04 and 05, and Appendix A).
3	A Transport Assessment (TA) is provided demonstrating safe and suitable access for all users, including:	Detailed TA has been submitted with the Taylor Wimpey Phase 1 application, including a cumulative analysis for the full allocation (as summarised in Appendix C), to be refined through subsequent individual planning applications. Northstone have also submitted a detailed TA, NIA and SI with their planning application.
3	i Safe vehicular access points adjacent to no 5 Blackburn Road and 88-116 Market Street.	Masterplan and TA work includes approved access points, and an access via Exchange Street, which have been worked up in dialogue with Lancashire County Council (LCC) (and will be refined through subsequent individual planning applications).
	ii Suitable off-site mitigation on Market Street (between Blackburn Road and the Rawstron Arms) to accommodate additional traffic and assist pedestrians.	An overview of off-site mitigation measures is included at pages 46 - 49, which have been worked up in dialogue with LCC (and respond to their latest comments in August 2023), and will be refined and secured through subsequent individual planning applications.
4	A Heritage Statement and Impact Assessment is provided with mitigation to conserve/ enhance the setting of the heritage assets in the area.	Masterplan fully accounts for existing heritage assets (pages 36 - 39), and is supported by the Council's heritage consultee Growth Lancashire. The TW Phase 1 application includes a Heritage Statement (which has also been supported by Growth Lancashire), as will subsequent applications to allow detail to be refined/agreed.
5	The design and layout needs to take account of:	
5 (cont. overleaf)	i Retention and strengthening of woodland to the north and south of the Church.	The Masterplan shows how existing woodland has been retained and strengthened where necessary/practicable (including selective thinning and replacement). To be refined through subsequent planning applications.
	ii Layout of the housing parcels to allow views to the Church to continue.	The Masterplan will have minimal impact on existing views to the Church as they will be above the roofline of the new houses. Detail be refined through subsequent individual planning applications.

Policy compliance table



Criterion	Policy requirement	Masterplan & Design Code Compliance
5	iii Relationship of new dwellings to the Recreation Ground to ensure safe non-vehicular access.	The Masterplan shows positive frontages onto the Recreation Ground from the north and west along with additional foot and cycle paths. Detail to be refined/agreed through individual planning applications.
	iv Public open space to be provided along the woodland area south of the brook/Church enclosure.	The Masterplan includes public open space in this location, including a LEAP, with further detail provided/to be agreed within the TW Phase 1 planning application.
	v Landscaping throughout the site to 'soften' the impact of the development and provide a buffer to the new Green Belt boundary.	The Masterplan includes a substantial buffer along the western boundary to include landscape structure planting, with detail to be refined/agreed through individual planning applications. Existing landscape features are retained throughout the allocation and green corridors permeate larger development parcels.
	vi Materials and boundary treatments should reflect the local context.	<b>Section 01</b> includes analysis of the existing local vernacular which is then reflected in the character areas ( <b>page 52</b> ) and area specific design codes ( <b>Section 05</b> ), with detail to be refined/agreed through individual planning applications.
	6 An Ecological Assessment is undertaken with mitigation for any adverse impacts on the Woodland Network and stepping stone habitat located within the site.	The Masterplan accounts for known ecological constraints across the allocation site. The TW Phase 1 application includes a detailed Ecological Assessment, as will subsequent applications to allow detail to be refined/ agreed.
	7 Compensatory improvements to provided to the adjacent Green Belt land in accordance with Policy SD4.	The Masterplan confirms that applications will improve accessibility to wider Green Belt through enhancement of PROWs and local recreation facilities. Off-site compensation for improvements to the wider PROW network and local recreation facilities are noted at <b>page 51</b> and can be secured through S106 contributions from individual applications.
8 Geotechnical investigations to confirm land stability and protection of the A56, and suitability of locating SUDs close to the A56.	The Masterplan accounts for ground conditions and land stability. The TW Phase 1 application includes a detailed Site Investigation worked up in dialogue with relevant consultees, as will subsequent applications to allow detail to be refined/agreed.	
9 Provision to contribute or expand local schools if there is a need, with land to the rear of Edenfield CE Primary School identified as suitable for expansion.	The Masterplan identifies the land to the rear of Edenfield CE Primary School for potential expansion ( <b>page 55</b> ) and makes a commitment that this land shall be made available (at nil charge to the Local Education Authority) should the local education authority identify a need, with detailed arrangements to be agreed through subsequent planning applications.	
10 Noise and air quality impacts will need to be investigated and necessary mitigation measures secured.	The Masterplan accounts for air and noise constraints across the allocation (most notably the western buffer with the A56). The TW Phase 1 application includes detailed Noise and Air Assessments, as will subsequent applications to allow detail to be refined/ agreed.	
11 Consideration to potential future road widening on amenity of any dwellings facing the A56.	The Masterplan does not directly consider the widening of the A56 as there is no committed or costed scheme for this; however it does include a stand-off along the western boundary in the relevant southern part of the allocation, which would not physically prejudice widening of the A56 in the future.	

“Creating a characterful place that people want to call home.”

## VISION

Development at Land West of Market Street will seek to:-

- Create a vibrant residential area which architecturally reflects and complements the positive characteristics of Edenfield, while also providing an appropriate range form and density of housing to meet local needs. New housing should provide a contemporary interpretation of positive existing built form in order to avoid pastiche development and to allow the characterful and varied grain of the village to continue to evolve;
- Retain and enhance the existing public footpath network to enable local people to conveniently access existing local facilities and amenities, the wider countryside setting around Edenfield and to enable the appreciation of locally valued buildings located throughout the allocation site and in the local context;
- Enhance character and sense of journey throughout residential areas through the creation of a network of safe and attractive public green space which will serve a range of functions including pedestrian and cycle movement, areas of recreational green space, ecological enhancements and retained landscape features.





01

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Context



Blackburn (A677)  
Clitheroe (A59)  
Burnley (A56)  
Haslingden  
Ramsbottom

Rawtenstall  
A680

ELR  
St  
Rossendale

1800.

celéste  
arnold

01706  
822327



## NATIONAL PLANNING POLICY

The Masterplan for allocation H66 responds to the relevant requirements of national and local planning guidance. The key policies and documents which have influenced the Masterplan are set out below.

### National Planning Policy Framework (NPPF)

The NPPF was updated in September 2023. The NPPF promotes a presumption in favour of sustainable development for both plan making and decision-taking (Paragraph 11).

Section 12 of the NPPF, "achieving well-designed places", states (paragraph 126) that *'good design is a key aspect of sustainable development, creates better places to live and work and helps make development acceptable to communities'*

Paragraph 130 states, *'planning policies and decisions should ensure that developments:*

- *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and*
- *Establish or maintain a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit'.*

Paragraph 131 requires *'planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere*

*in developments (such as parks and community orchards), that appropriate measures are in place to secure the long term maintenance of newly-planted trees, and that existing trees are retained wherever possible'.*

Paragraph 134 emphasises that *'development that is not well designed should be refused'.*

Section 14 of the NPPF, *Meeting the Challenge of Climate Change, Flooding and Coastal Change* (paragraph 154), sets out that in order to plan for climate change, new development should be planned for in ways that:

- *'a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
- *b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards'.*

Section 15 of the NPPF, *Conserving and Enhancing the Natural Environment*, (paragraph 174) sets out how planning policies and decisions should contribute to and enhance the natural and local environment by:

- *'Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); and*
- *Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of best and most versatile agricultural land, and of trees and woodland'.*

The Masterplan proposals presented within this document consistently follow the principles set out in the NPPF.

### Planning Practice Guidance (PPG)

The design section of PPG establishes the importance of high quality design as part of wider sustainable development and considerations alongside NPPF policies

The guidance states that proposals should be responsive to the local context. It is established that highly sustainable, well-designed developments should not be refused where there are concerns about compatibility with existing townscape, unless proposals cause significant impact or material harm to heritage assets. Great weight is given to outstanding design quality which raises the local design standard.

The guidance establishes that good design can help schemes achieve social, environmental and economic gains and that the following issues should be considered:

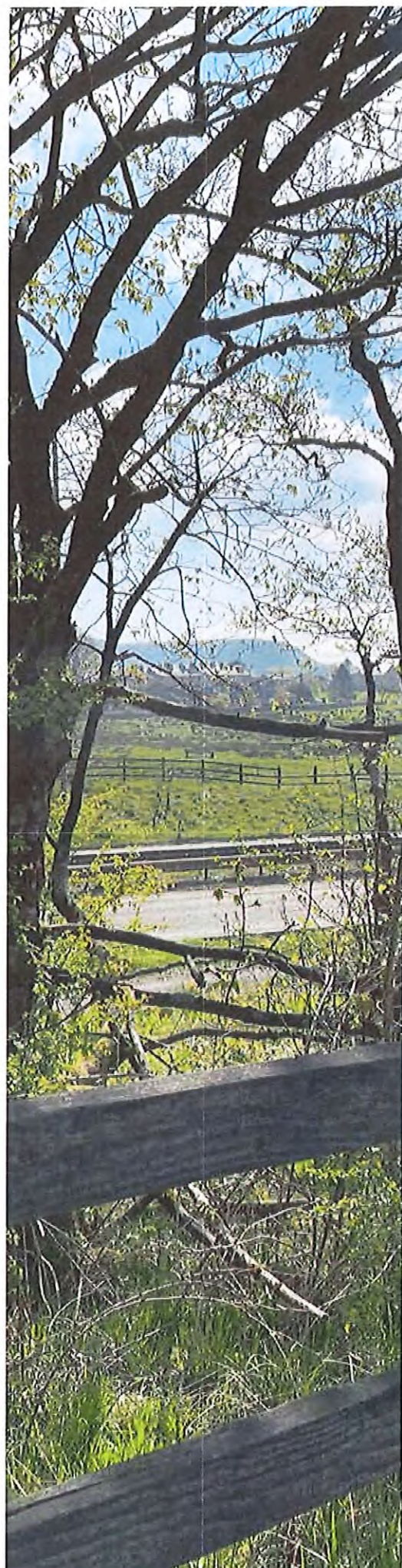
- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of green spaces (including parks) and public places;
- Development context;
- Crime prevention;
- Security measures;
- Access and inclusion;
- Efficient use of natural resources; and
- Cohesive and vibrant neighbourhoods.

Acknowledgment is given to the value which is attributed to well designed places. The criteria establishing what a *'well designed place'* should seek to achieve are: be functional; support mixed uses and tenures; include successful public spaces; be adaptable and resilient; have a distinctive character; be attractive; and encourage ease of movement.

In relation to trees it is recognised that the interaction of trees and tree roots with built infrastructure, transport networks, buildings and utility services is complex and requires detailed interdisciplinary co-operation, with expert arboricultural or forestry advice. When considering street trees it is important to consider which species will best suit the highway environment in the long term, including associated infrastructure and utilities.

Guidance is given on how buildings and the spaces between buildings should be considered. In terms of layout, developments should promote connections with the existing routes and buildings, whilst providing a clear distinction of public and private space. Care should be taken to design the right form for the right place, but the extent to which this is achieved can depend on architectural and design quality.

It is considered that the proposed development of this site accords with PPG.



## LOCAL PLANNING POLICY

### Rossendale Local Plan

The Rossendale Local Plan 2019-2036 was adopted in December 2021. Policy HS2 lists allocated housing development sites. Land west of Market Street is included as allocation H66 which is covered by a site specific Policy.

### Policy H66

Policy H66 states:

*Development for approximately 400 houses would be supported provided that:*

1. *The comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing;*
2. *The development is implemented in accordance with an agreed design code;*
3. *A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site. In particular:
 
  - i. *safe vehicular access points to the site are achieved from the field adjacent to no. 5 Blackburn Road and from the field opposite nos. 88 – 116 Market Street. Full details of access, including the number of access points, will be determined through the Transport Assessment work and agreed with the Local Highway Authority;*
  - ii. *agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rawstron Arms. Measures to assist pedestrian and vulnerable road users will be required;**

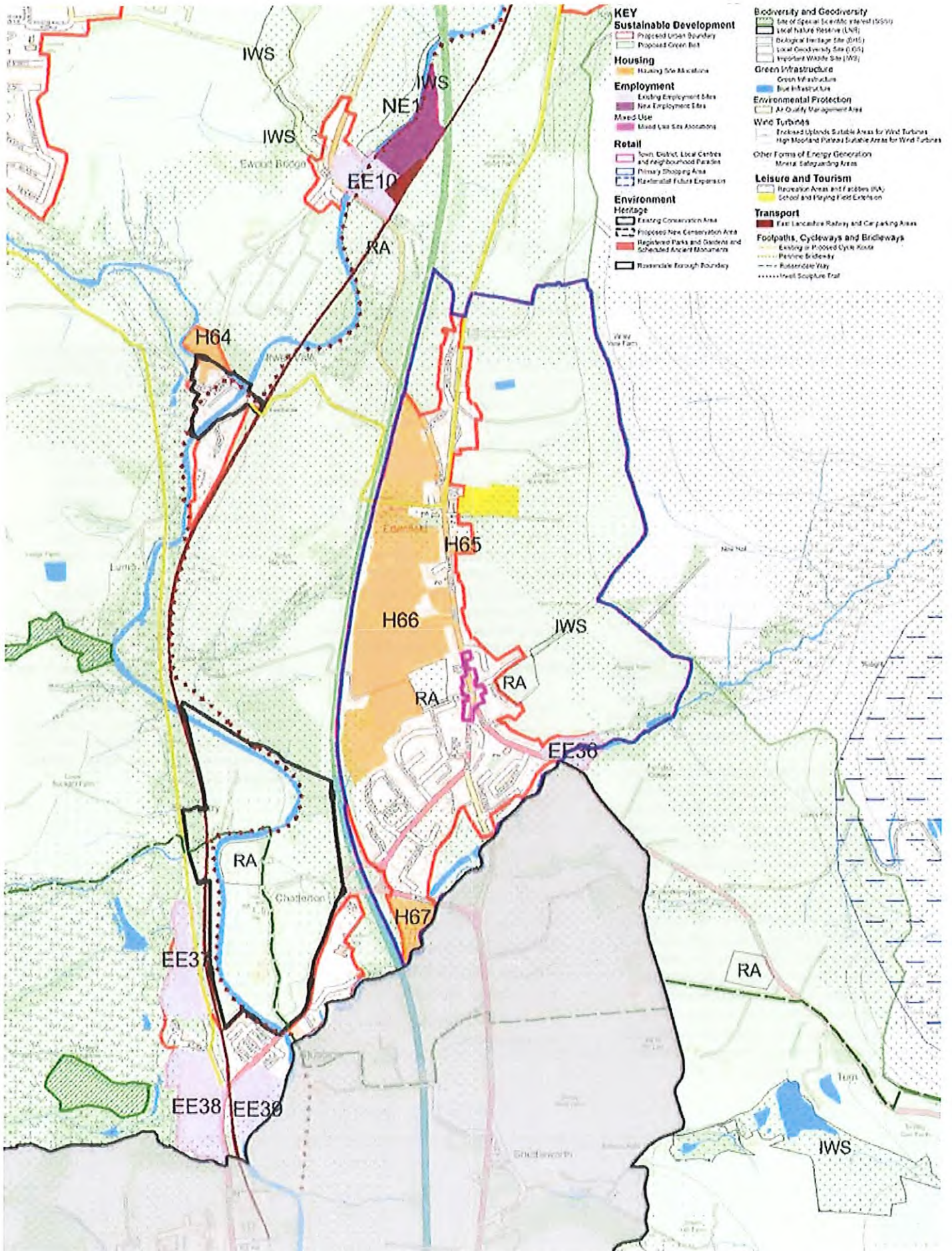
4. *A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the Church, the non-designated heritage assets which include Chatterton Hey (Heaton House), Mushroom House, and the former Vicarage, and the other designated and non-designated heritage assets in the area;*
5. *Specific criteria for the design and layout needs to take account of:
 
  - i. *Retention and strengthening of the woodland enclosures to the north and south of the Church;*
  - ii. *The layout of the housing parcels should be designed to allow views to the Church to continue;*
  - iii. *The relationship of the new dwellings to the Recreation Ground to ensure safe non-vehicular access is provided;*
  - iv. *Public open space to be provided along the woodland area south of the brook/Church enclosure;*
  - v. *Landscaping of an appropriate density and height is implemented throughout the site to 'soften' the overall impact of the development and provide a buffer to the new Green Belt boundary;*
  - vi. *Materials and boundary treatments should reflect the local context;**
6. *An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts particularly on the Woodland Network and stepping stone habitat located within the site;*
7. *Compensatory improvements must be provided to the Green Belt land in proximity of the site in accordance with Policy SD4;*
8. *Geotechnical investigations will be required to confirm land stability and protection of the A56, and consideration paid to the suitability or not of sustainable drainage systems on the boundary adjoining the A56;*
9. *Provision will be required to expand either Edenfield CE Primary School or Stubbins Primary School from a 1 form entry to a 1.5 form entry primary school, and for a secondary school contribution subject to the Education Authority. Land to the rear of Edenfield CE Primary School which may be suitable is shown on the Policies Map as 'Potential School and Playing Field Extension'. Any proposals to extend the schools into the Green Belt would need to be justified under very special circumstances and the provisions of paragraph 144 of the NPPF;*
10. *Noise and air quality impacts will need to be investigated and necessary mitigation measures secured;*
11. *Consideration should be given to any potential future road widening on the amenity of any dwellings facing the A56.*

### Supplementary Planning Documents (SPD) and other guidance

Supplementary Planning Documents from Rossendale Borough Council which should be considered as part of the development of any planning application include:

- Open space and play contributions;
- Other relevant guidance includes:
- Compensation measures for Green Belt release





Rossendale Local Plan 2019 to 2036 - Policies Map showing H66 allocation

## LOCAL PLANNING POLICY (CONT.)

### Edenfield Neighbourhood Plan

The Edenfield Community Neighbourhood Forum was established in 2018 to prepare a Neighbourhood Plan for Edenfield, with the initial informal Regulation 14 consultation on a draft Plan (and Design Code Report prepared by AECOM) undertaken in March and April 2023. The Regulation 16 version of the Neighbourhood Plan was published for consultation on 18th June 2024 until 30th July 2024.

Given the Neighbourhood Plan is still requires any consultation comments to be taken into account and needs to be independently examined and undergo a public referendum, limited weight can be afforded to the policies within it at this stage. Nonetheless, it has been prepared by the local community and contains useful local insights and observations that have positively contributed to the preparation of this Masterplan and Design Code.

In particular, local comments and analysis of existing local building vernacular and settlement character have been reflected in this Design Code, with this analysis feeding into the proposed Area Types as set out within this Masterplan and Design Code.

The Design Code supporting the Neighbourhood Plan provides observations relevant to the site in Character Area 5: Former Rural Fringe Area. This Masterplan takes account of those observations and provides more detail on how housing allocation H66 is to be brought forward and provide a framework for the sensitive masterplanning and design of 400 new homes on the edge of the village.

## NATIONAL MODEL DESIGN CODE

The Ministry of Housing, Communities and Local Government published the National Model Design Code (NMDC) in October 2019, which *“illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.”* It encompasses all current best practice thinking in Urban Design.

The National Model Design Code identifies the components for good design and emphasises that good design should not only pay attention to buildings. Careful attention should also be given to the context for places and buildings; hard and soft landscape; technical infrastructure (transport, utilities and services such as drainage); and social infrastructure (social commercial, leisure uses and activities). It states that:

*“Well-designed places have individual characteristics which work together to create its physical Character. Ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. ”*

### Code compliance

The NMDC suggests that coding is applied as site-wide codes and area specific codes. Site-wide design codes should be applied to all aspects of the site. The site-wide design codes are grouped according to the relevant characteristics of a well-designed place (illustrated opposite) as set out in the NMDC. The NMDC calls the area-specific codes “Area Types”. Area Types are development areas designed to have a particular character, inspired by the character of the local area and of the site.

Mandatory elements are indicated in coloured boxes with a 'code' reference. Recommended guidance is indicated in accompanying text throughout the document. If the developer does not follow recommended guidance the departure must be justified in future planning applications. Any divergence should only be considered if it meets the broad aims of the code and offers additional design benefits or design excellence.

## A well-designed place



### Context

Provides analysis of the site and its surrounding context including character that informs the site area types and development.

### Uses

Defines codes for the proposed mix of land uses on the allocation.

### Identity

Defines codes for proposed architectural and landscape character.

### Nature

Defines codes for green infrastructure, play spaces, SuDS and the protection of biodiversity.

### Public spaces

Defines codes for the provision and arrangement of public spaces.

### Movement

Defines codes for the movement network, access strategy and details of street typologies.

### Built Form

Defines codes for general Urban Design principles, block structure and built form responses to the public realm.

### Homes and Buildings

Defines codes for high quality and well-designed buildings including their relationship with external spaces and a considered approach to storage, waste, servicing and utilities.

### Resources

Defines codes for a commitment to reducing greenhouse gas emissions and using land and resources efficiently in response to climate change.

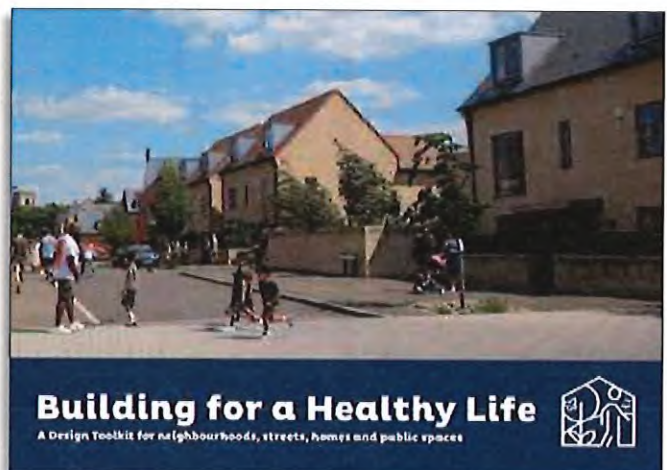
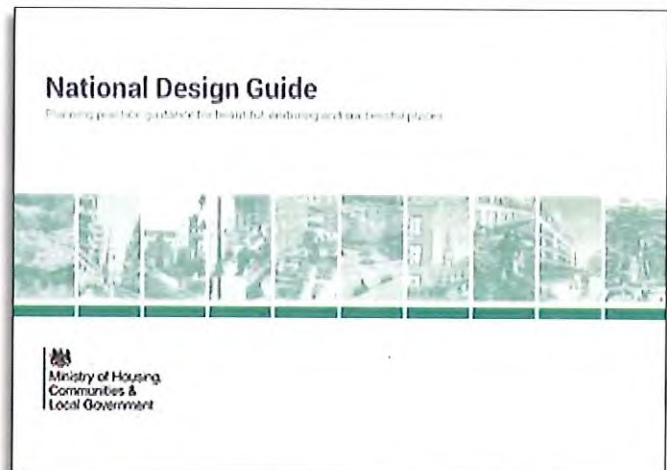
### Lifespan

Defines codes for site-wide management and maintenance strategy and how buildings and spaces may adapt to changing lifestyles and technologies.

## WIDER BEST PRACTICE IN URBAN DESIGN

The Masterplan has been prepared in the context of current best practice in relation to urban design, place-making, street-making, parking, crime prevention, sport, recreation and play, sustainability and design for climate change. It will create a place with distinctive character and a well structured layout. The following is a selection of current best practice guidance:

- National Design Guide (MoHCLG) 2019
- National Model Design Code and Guidance Notes (MoHCLG) 2021
- Building for a Healthy Life (Homes England / Design for Homes) 2020
- Planning Practice Guidance: Design Process and Tools (MoHCLG) 2019
- Guidance for Outdoor Sport and Play (Fields in Trust) 2020
- Best Practice on Urban Extensions and New Settlements (TCPA, CABE) 2007
- Car parking: What Works Where (HCA) 2006
- Rising to the Climate Crisis (TCPA) 2018
- Climate Change: Adaptation by Design (TCPA) 2007
- Cracking the Code (RTPI) 2022
- Design for Play (Play England) 2008
- Manual for Streets 1 (DfT) 2007
- Manual for Streets 2 (DfT) 2010
- Secured by Design: Homes (UK Police) 2016
- Urban Design Compendium: UDC1 and UDC2 (HCA) 2013
- Urban Design Lessons (HCA) 2014



## STAKEHOLDER ENGAGEMENT

This Masterplan and Design Code has been developed in consultation with the Local Planning Authority (LPA) and local stakeholders.

A public consultation exercise for the H66 Masterplan process was undertaken prior to the submission of a planning application for the Taylor Wimpey land. This public consultation exercise related to the whole H66 allocation, seeking to gain views on the overall Masterplan and agreeing high-level principles. The consultation provided the opportunity for local residents to provide feedback online and via post/phone. A webinar was also held for residents to ask questions of the Development Team.

Local residents were informed about the consultation by a leaflet drop and a letter was also sent to local councillors.

A draft version of the Masterplan and Design Code was presented to a Places Matter Design Review Panel in March 2023. Subsequent feedback from the Panel was taken on board with the Design Code being reviewed and updated to address many of the comments made.

This Masterplan and Design Code also takes account of the AECOM Design Code Report within the emerging Neighbourhood Plan, albeit this has only been given limited weight, due to its early stage of production

(it has not yet been subject to formal regulation 16 consultation) and the fact that it primarily focuses on the existing vernacular and characteristics of the village, rather than allocation H66 and Edenfield's elevation to 'Urban Local Service Centre' within the settlement hierarchy of the adopted Local Plan.



## LAND OWNERSHIP AND CONTROL

Current ownership and control for the 'developable' areas of the H66 allocation is as follows:

### Taylor Wimpey

Taylor Wimpey is one of the largest homebuilders in the UK. They are a responsible residential developer, committed to working with local people, businesses, community groups and local authorities to build aspirational high quality homes within sustainable developments.

Taylor Wimpey are freehold owners of largest central part of the allocation (totalling 12.5 hectares).

### Peel

Peel deliver a range of housing to help address the housing crisis and create beautiful places where people want to live. This includes sustainable and energy-efficient family and affordable homes, waterside apartments, student and retirement living.

'Northstone' is Peel L&P's new northern-based placemaker and provider of quality, innovative homes. Its ambition is to create much more than a house. It strives to create exceptional spaces, stylish environments and communities where families will thrive.

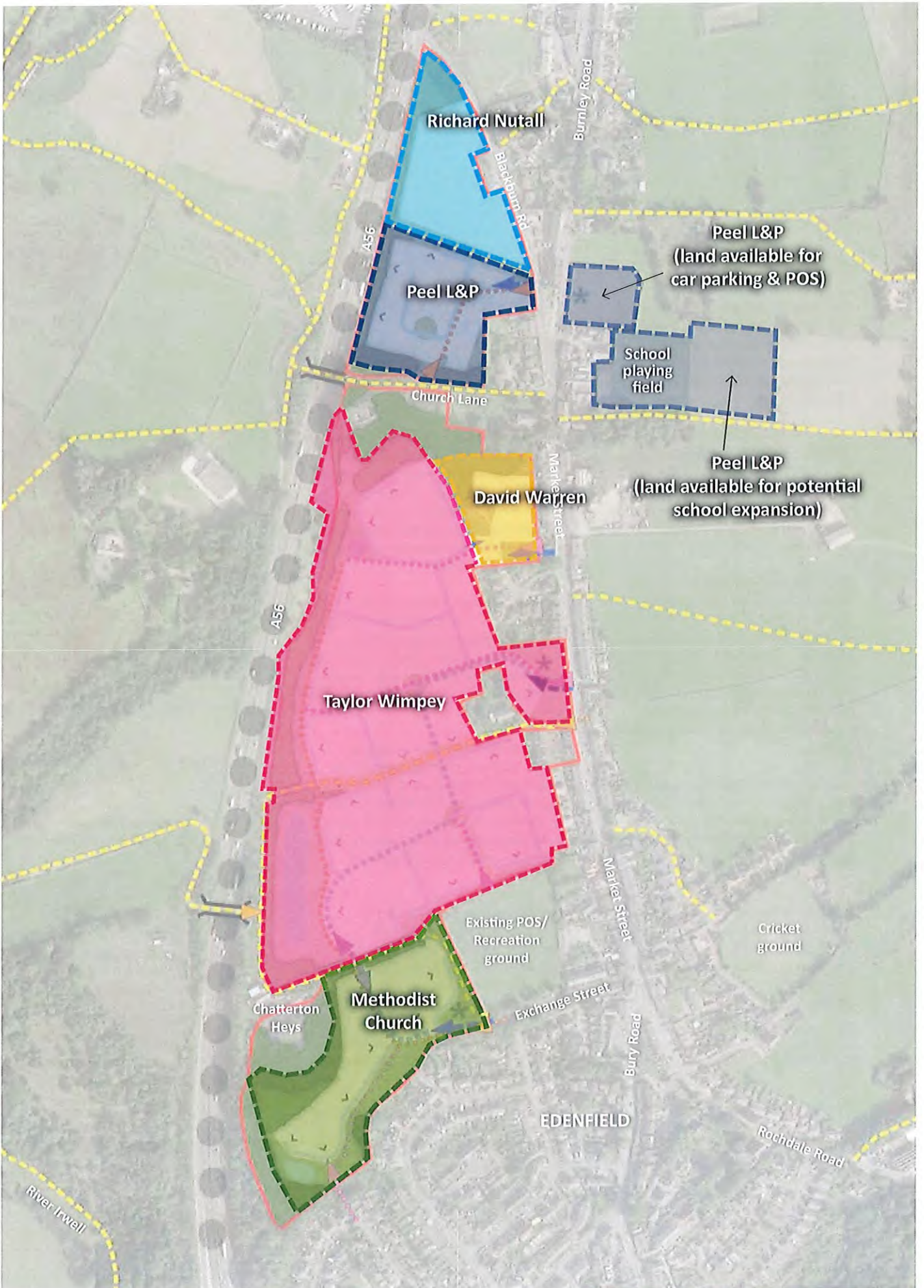
Peel are freehold owners of the majority of the northern part of the site (measuring 2.2 hectares). Peel also control land to the east of Burnley Road, some of which can be made available for school expansion land, public open space and/or community car parking subject to planning requirements in accordance with the Rossendale Local Plan.

### Additional landowners

The Methodist Church control the southern parcel (measuring 4.75 hectares).

Richard Nuttall controls the land (measuring 1.85 hectares) to the far north of the allocation and has brought forward an outline application outside of the Masterplan process. This has been supported by Rossendale Council subject to a S106 being signed.

David Warren controls land (measuring 1.01 hectares) at Alderwood bungalow, located off Market Street.



Land ownership plan

## LOCATION

Edenfield is located in the south of the Borough. It is approximately 2 kilometres to the north east of Ramsbottom, and approximately 4 kilometres to the south of the built up area of Helmshore, Haslingden and Rawtenstall.

## LANDSCAPE CHARACTER

The adjacent plan illustrates the H66 allocation in its wider landscape context as interpreted from the Landscape Strategy for Lancashire.

The allocation lies within the 'Settled Valleys'. These are 'high sided valleys of the River Irwell and its tributary streams which dissect the high moorland plateau of the Rossendale Hills'. The valley includes railways and roads, and urban development is clustered along the transport corridors. Woodland along the River provides some enclosure and a wooded setting to settlements.

Around Edenfield, higher land either side of the Settled Valleys is characterised as 'Moorland Fringe'. This is a rolling landscape of marginal pastures. Tree cover is sparse and settlement is confined to isolated farmsteads.

The highest land which contains the valley to the east and west is 'Moorland Plateau' and 'Moorland Hills'. These are large scale sweeping exposed landscapes. Land cover is typically blanket bog and trees are generally absent.

## THE CONTEXT OF 'H66' WITHIN THE SETTLED VALLEY LANDSCAPE

The H66 allocation site is located on the lower west facing slopes of the valley, generally below the level of existing development along Market Street.

The River Irwell meanders through the valley to the west of Edenfield. The sloping land surrounding the river forms a wide valley below the 200m contour. Land uses within the valley mainly comprise farmland, transport corridors, Edenfield village, other small settlements and some industrial land uses close to the river.

The East Lancashire railway follows the valley bottom. The A56 corridor also lies within the valley to the east of the river and to the west of Edenfield. The A56 is a dual carriageway with two lanes in each direction. This is a dominant feature of the landscape.

The river corridor and its tributaries are well wooded creating a pattern of woodlands which extend along the valley bottom and up into the higher reaches of the valley. The railway, road corridors and urban areas are often framed with vegetation providing some sense of enclosure.

Edenfield village centre lies at the intersection of three main roads. Historic maps from the 1850's show settlement in this area and extending north along Market Street. Around the 1920's housing areas extended north and south from Bolton Road North, infilling the area between the A56 and the village centre, giving the southern part of the village its current widened form.

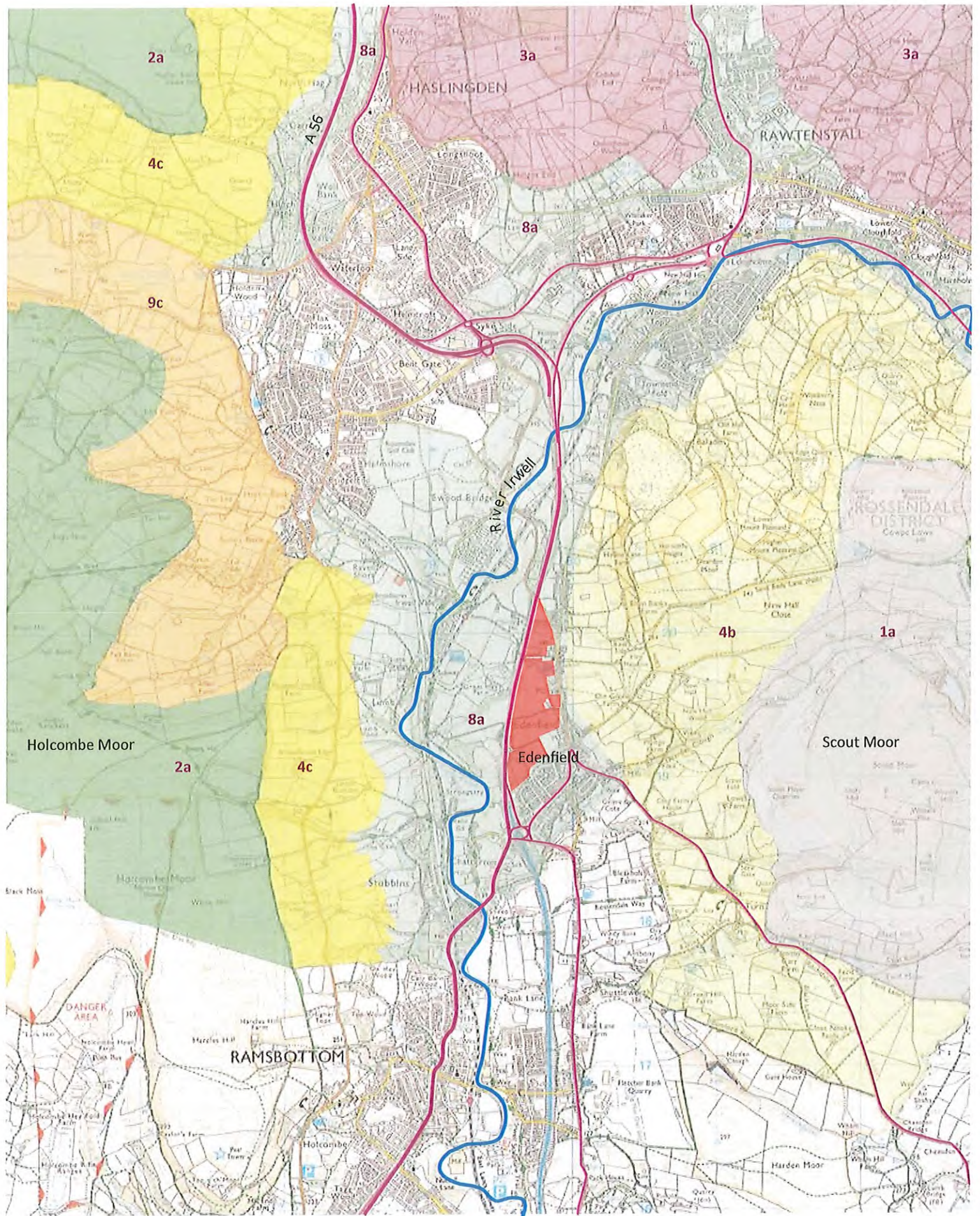
There are a range of housing types within the village, including traditional terraced housing, 1930's semi's, post war housing and detached houses built within the last 50 years. Recent housing development on the former Horse and Jockey pub site on Market Street includes a single detached house and a mix of terraced and semi-detached houses arranged within a cul-de-sac.



**Character Areas** taken from the Landscape strategy for Lancashire Landscape Character Assessment







Landscape character context

## VISUAL CONTEXT

Edenfield is located on the lower west facing slope of the Irwell Valley.

There are limited views to the H66 allocation from the low lying land between the River Irwell and the A56 corridor due to topography and enclosure provided by significant belts of woodland within the valley.

There are limited views to the allocation site from rising land to the east of Edenfield due to topography and existing development within the village.

The main locations where the H66 allocation site is visible are:



View across central parcel from Market Street



View across northern parcel from Blackburn Road

### Westward views from B6527 Market Street/Blackburn Road

The B6527 is generally developed on both sides with terraced buildings which limits most outward views. The central and northern land parcels within H66 have some direct interface with the B6527 allowing appreciation of the wider landscape setting of Edenfield in views from the B6527.

The central parcel interface with Market Street is defined by a circa 1.5m high stone wall. The wall generally screens views of the undeveloped site from passing vehicles, however high land to the west of Edenfield is visible above the wall providing a sense of context. Long views to Peel Tower and Emmanuel Church, Holcombe can be seen from the PROW network both within and beyond the allocation site.

The northern land parcel interface with Blackburn Road is defined by a low stone wall. There are views across the site itself, with vehicles using the A56 visible beyond. High land on the western side of the Irwell Valley is visible and provides a sense of context.

### DESIGN INFLUENCES:

Development should retain visual appreciation of the wider landscape setting to the west from viewpoints within the development including glimpsed views of Peel Tower and Emmanuel Church, where feasible.



View to Edenfield from Helmshore Road

### Eastward views from the west

On higher land to the west of the River Irwell, Helmshore Road runs roughly parallel to the A56 at around 200m AOD. The alignment of Helmshore Road approximately defines the lower extent of views to Edenfield from the west, below this level views are increasingly screened by topography and intervening areas of vegetation, with the exception of viewpoints in the immediate vicinity of the site, close to the A56.

Views to the site from Helmshore Road occur at a distance of just over 1km and are seen in a wide panoramic context. Views from higher land to the west of Helmshore Road occur at distances greater than 1km. Scout Moor and the Rossendale Hills are visible as a backdrop to Edenfield. Urban development within the 'Settled Valley' is visually prominent on the lower slopes of the valley, with the urban edge generally softened by tree planting. In long views, the A56 corridor is perceivable at a slightly lower level than Edenfield, often framed by woodland.



View to northern parcel from PROW to west of A56



View to central parcel from PROW to west of A56

### DESIGN INFLUENCES:

Consistent roofing material across the site will assist in embedding the development into the urban context.

# Context

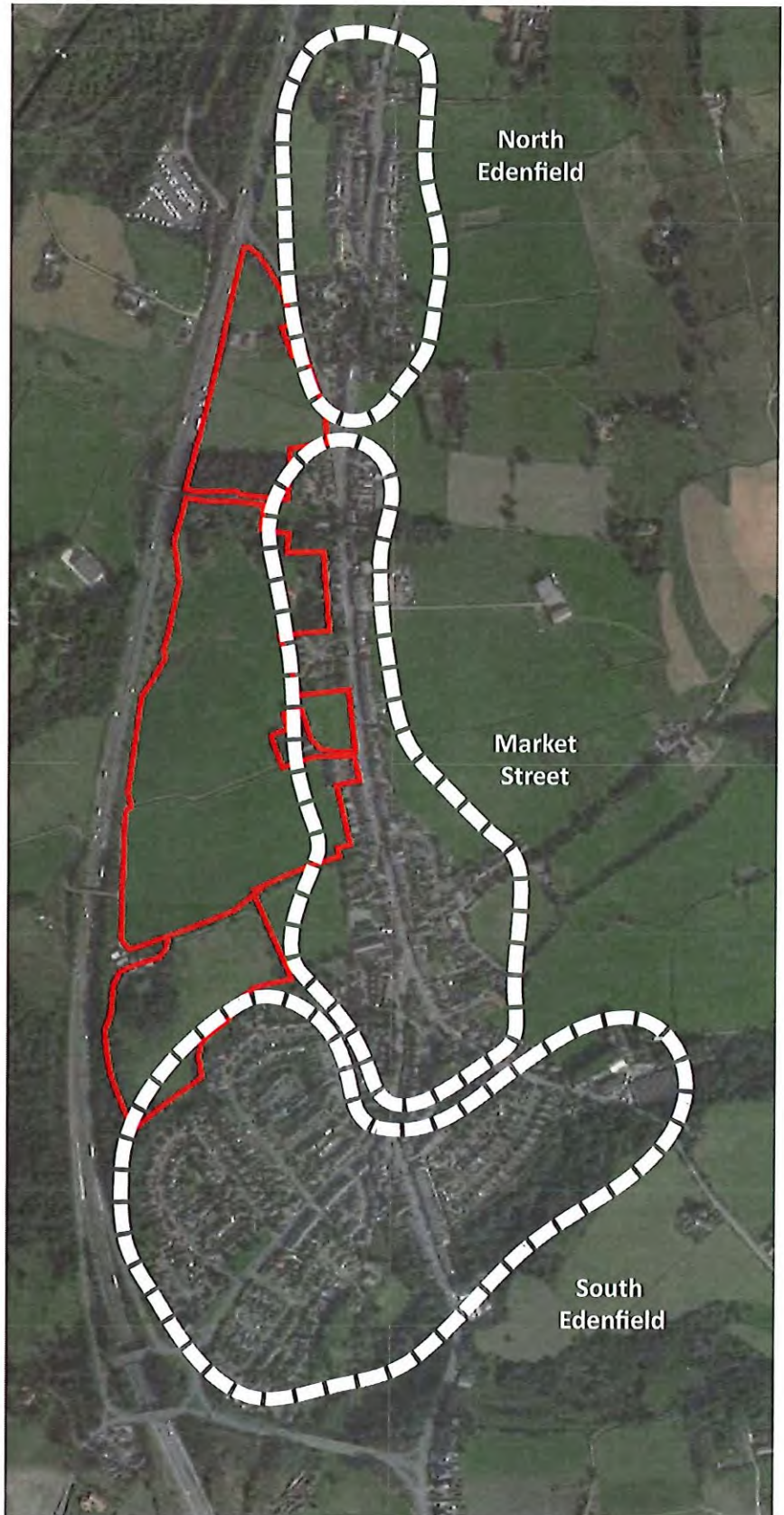
## EXISTING ARCHITECTURAL CHARACTER

Edenfield has a varied architectural character which reflects its growth over time. The adjacent 'character areas' provide an overview of typical built form, materials etc. which occur across different parts of the village.

### DESIGN INFLUENCES:

A degree of variety and 'awkwardness' in the existing landscape and vernacular adds character, charm and interest to residential areas.

New development should be influenced by the positive architectural elements found in the village. Avoid recreating less successful architectural styles which have crept into the setting over time.



Edenfield character analysis

## North Edenfield

This is the area with the most variation in architectural character. Housing is constructed from a wide range of materials, including buff coloured grit stone, reconstituted stone, white paint/render, brown and red brick. The greatest variety in materials is located on side roads and cul-de-sacs. Housing around the main junction of Burnley Road and Blackburn Road is prominently stone or reconstituted stone.

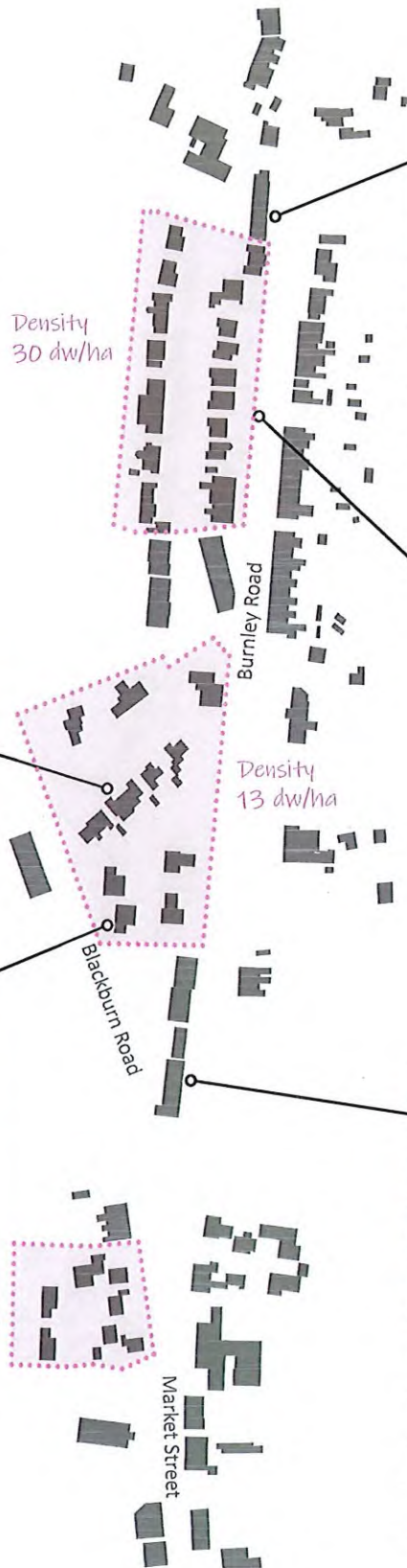
Housing is generally 2-3 storeys, comprised of a varied combination of terraces, apartments, semi-detached and larger detached dwellings.



Lose urban grain on side streets, where housing steps down contours

On-plot parking to front

Plot boundaries open in character, occasionally punctuated by low walling and vegetation



Linear terraces aligned to follow contours

On street parking

Housing backs onto main road in some locations



Black railings define front plot boundaries

Dormer windows add interest to the street scene

On street parking

# Context

## Market Street

Market Street comprises the traditional village core and has the strongest and most uniform architectural character in the village. Buff grit stone is the dominant building material. Roofing is typically grey slate. Houses are mostly terraced and simple in their architectural form, however occasional 'ornate' properties punctuate the route. Most housing is 2-2.5 storeys.

Recent development at the site of the former Horse and Jockey pub has replicated local stone and slate materials used in the area demonstrating how the old and new can sit harmoniously together.

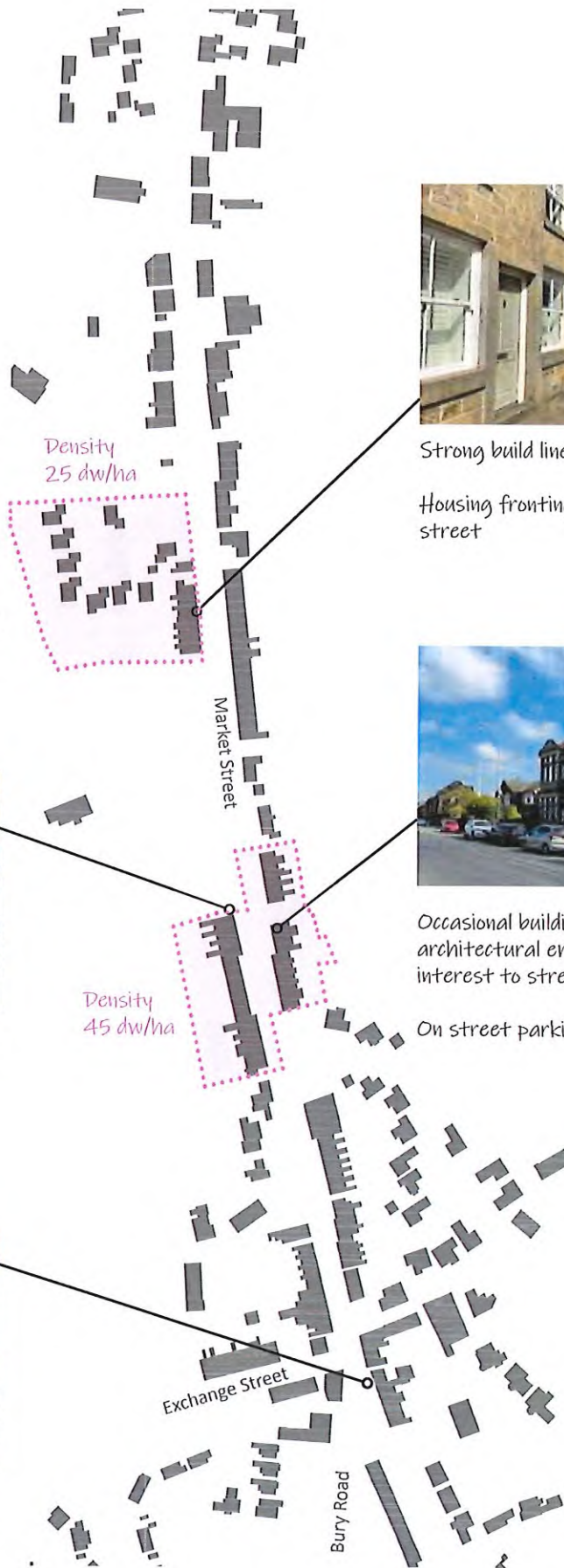


Strong build line along Market Street with occasional variation in set back

Parking to rear of new properties fronting onto Market Street



Non-residential uses continue the strong linear build line which broadly follows the alignment of the contours which form the valley side



Strong build line along Market Street

Housing fronting directly onto the street



Occasional buildings with architectural embellishment add interest to street scene

On street parking



Strong build line along Exchange Street

Plot boundaries defined by low stone walls

On street parking



Loose built grain towards south of village

Plot boundaries defined by low stone and brick walls or landscaping

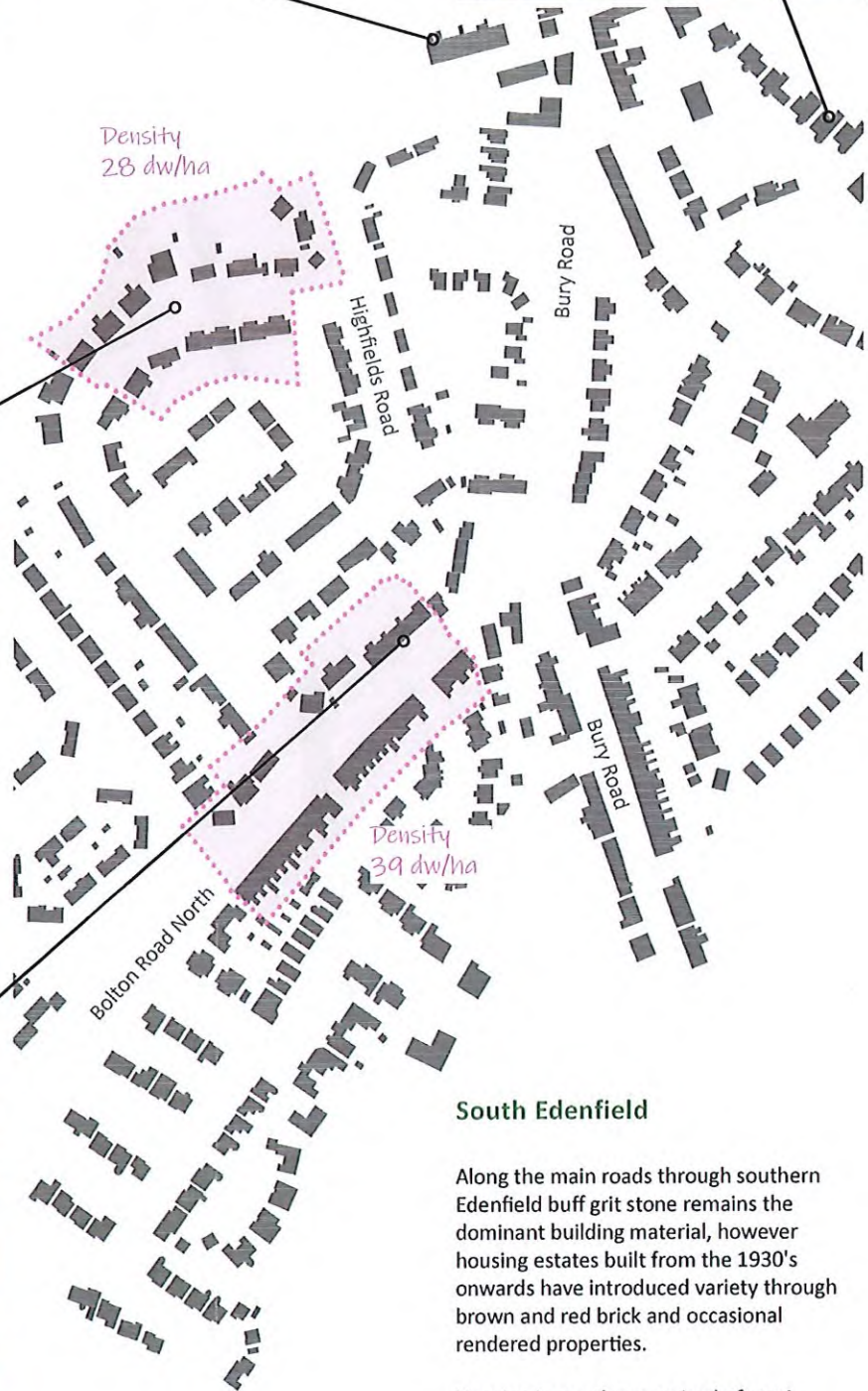
On plot parking to front



Housing steps down the sloping streets creating a stepped roofscape

On plot parking to front

Stone faced retaining walls



### South Edenfield

Along the main roads through southern Edenfield buff grit stone remains the dominant building material, however housing estates built from the 1930's onwards have introduced variety through brown and red brick and occasional rendered properties.

Housing is mostly comprised of semi-detached and terraced properties of 2-2.5 storeys which are often aligned to follow the contour lines which slope away from the centre of Edenfield towards the south-west.

# Context

## STREET HIERARCHY

Edenfield is accessed via a series of A and B-roads which distribute local traffic and provide access to adjacent residential areas. These take access from the A56 roundabout at the south of Edenfield village before broadly following a north-south alignment along the valley sides.

The B6527, or Market Street, passes through the core of the village and is the primary location of local shops, school and other community facilities. The majority of the H66 allocation is located within 800m walking distance of local facilities.

Some residential housing is located along the local distributor roads. Wider residential areas are served by a series of largely self-contained cul-de-sacs, often with shared surface and frequently featuring grit stone sett detailing.







Street trees are not characteristic within the village.

### DESIGN INFLUENCES:

Cul-de-sac development with connectivity to local distributor roads is typical.

Maximise non-vehicular connectivity between the H66 site and the wider area to benefit from close proximity to existing services and facilities.

### KEY:

-  'H66' allocation
-  Motorway / dual carriageway
-  Local distributor road
-  Shops, school, community facilities
-  Residential streets / cul-de-sacs
-  Indicative settlement extent



Street Hierarchy in Edenfield





A56 - dual carriageway



Market Street - local distributor road



The Bowling Green - shared surface residential street with characteristic grit stone sett detailing

# Context

## NON VEHICULAR MOVEMENT AND OPEN SPACE

Pedestrian movement through the village largely follows the road network and sometimes provides links between the cul-de-sac streets around the village. Beyond the settlement a network of PROW routes provide good access into the wider area.

There are no promoted cycle routes through the village, however a promoted route passes along the Irwell Valley to the west of Edenfield.




There are a range of formal and informal open spaces throughout the village. These include a recreation ground (including recently planted woodland), equipped children's play area, cricket club and memorial garden in the southern part of the village, and the church yard and 'fingerpost triangle' in the northern part of the village. All open spaces are accessible from the PROW and roadside path network.

Mapping demonstrates that most space for formal recreation and play is located in the southern part of the village.

### DESIGN INFLUENCES:

Most space for formal recreation and play is located in the southern part of the village. Provision of recreation space in the north of the village would be beneficial.

### KEY:

-  'H66' allocation
-  Existing PROW
-  Formal and informal open space



Non vehicular movement and open space in Edenfield



Edenfield children's play area



Edenfield Recreation Ground



Edenfield Memorial Garden



Fingerpost Triangle

## HERITAGE ASSETS

Edenfield features a number of Listed Buildings and non-designated heritage assets. Those of direct relevance to the development of the 'H66' allocation are:



Edenfield Parish Church



Chatterton Hey



Mushroom House

### DESIGN INFLUENCES:

Heritage assets act as local landmarks that contribute to sense of place. Guide pedestrian movement routes to pass alongside heritage assets to allow visual appreciation.

Ensure adjacent housing is complementary in architectural style and materials.

### 1. Edenfield Parish Church - Grade II\* Listed

Edenfield Parish Church is predominantly visible from viewpoints along Market Street. Established vegetation in the immediate context of the church screens the majority of views to it from the north, south and west.

### 2. Chatterton Hey - Non-designated heritage asset

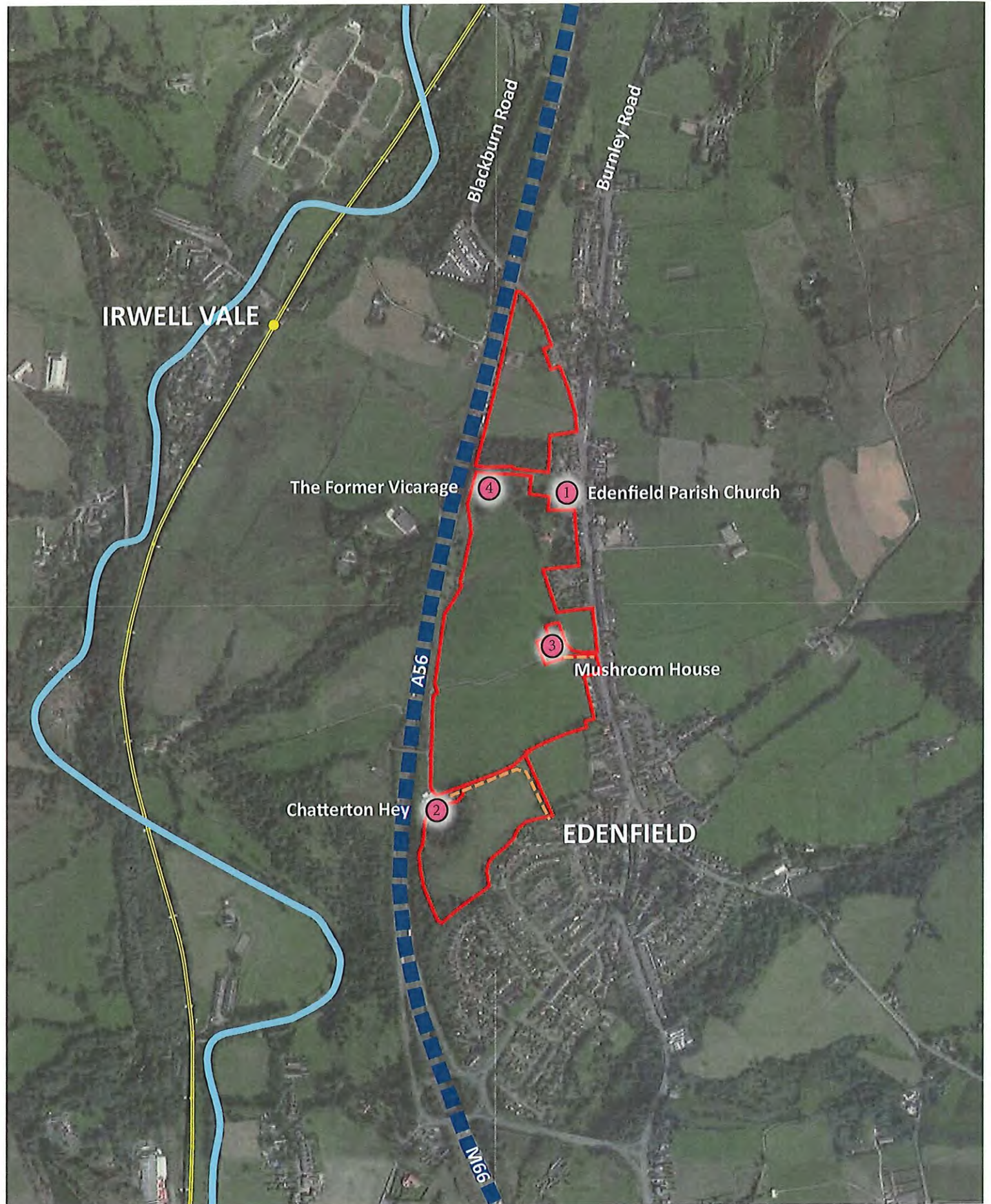
Chatterton Hey is located close to the south western boundary of H66. The building is accessed by a private track which is also the route of PROW FP127. The track passes through the H66 allocation framed by hedgerow on the north side. Existing vegetation largely screens views to the building, however there are views of the building when looking southwards along PROW FP126 to the east of the A56.

### 3. Mushroom House - Non-designated heritage asset

Mushroom House is nestled at the centre of the H66 allocation, and is barely perceivable in the wider landscape. Vehicular access is taken from Market Street along the route of PROW FP126. The house is well enclosed by vegetation within its own gardens which are enclosed by stone walls. There is a strong sense of privacy to Mushroom House. Glimpsed public views occur from PROW FP126 which passes to the immediate south of the property.

### 4. The Former Vicarage - Non-designated heritage asset

The Former Vicarage is located off Church Lane and is situated between the northern and southern land parcels which together comprise the H66 allocation. The property is well enclosed by established vegetation which limits its visibility. Glimpsed views to the property occur from Church Lane (also FP128/BW128).



Aerial photograph showing H66 site in relation to heritage assets

## SITE CONSTRAINTS AND OPPORTUNITIES

The adjacent plan provides a summary of the key technical constraints and opportunities which affect allocation H66.

### Vegetation within the site

There is limited established vegetation within the main body of the H66 site. Vegetation in the site and its immediate context is mostly located along the route of the A56 and east-west extensions of woodland tributaries associated with the Irwell Valley to the west of Edenfield.

Established vegetation around Edenfield Church, Mushroom House, Chatterton Hey and the Former Vicarage provides good screening. Development should seek to retain and enhance this vegetation wherever possible.

### Public Rights of Way

Three Public Right of Way routes pass through, or close to, the H66 allocation. PROW FP126 and FP127 link Market Street and Exchange Street with the southerly footbridge across the A56. PROW FP127 also provides vehicular access to Chatterton Hey at the west of the allocation. Church Lane is also a PROW and Bridleway Route (FP128, BW128, BW279). The Lane links to the northern bridge across the A56.

All routes provide good connectivity between Edenfield and the Irwell Valley and should be retained. Opportunities to enhance the pedestrian network in a north-south direction should be maximised. Existing stone walling along PROW routes is a valued feature and should be retained.

### Vehicular access

A minimum of three viable vehicular access points can be obtained into the site from Market Street, Blackburn Road and Exchange Street. An emergency access link across PROW FP127 will ensure that the larger southern part of the allocation site can be safely accessed from two locations.

### Topography and drainage

The H66 site generally slopes down from east to west, with levels continuing to fall beyond the site to the west into the Irwell Valley. Land rises beyond the site to the east, extending up to Scout Moor.

A localised area of steeper topography is located towards the centre of the central land parcel. The northern parcel of the allocation site, to the north of Church Lane is flatter.

A small spring passes through the southern part of the allocation site, located to the rear of Eden Avenue and Oaklands Road. This drains to the west.

Great Hey Clough Watercourse passes through the central land parcel, close to Edenfield Parish Church and Former Vicarage. The watercourse is partly within culvert. Development provides an opportunity to open up and enhance part of the watercourse within the site boundary.

The lowest lying land within the allocation is generally located along the western site boundary. This is the most suitable location to accommodate sustainable drainage ponds associated with development.

### Heritage

The site is located in close proximity to Edenfield Parish Church (Grade II\* listed) and the non-designated heritage assets of Mushroom House, Former Vicarage and Chatterton Hey. Development should ensure that the setting of these buildings is conserved, and where possible enhanced.

### Noise

The site is located to the east of the A56 which is a source of noise. Development should, where necessary, incorporate appropriate mitigation measures to reduce noise to residents to appropriate levels. Mitigation measures may include considered building orientation and stand off, appropriately designed bunding, acoustic fencing and landscaping. Any physical structures built to mitigate noise levels shall respect the surrounding context of the site and residential amenity.

### Residential amenity

Existing housing both backs and fronts towards the site at various locations along the eastern site boundary. Proposed development should ensure that residential amenity of existing dwellings is protected.

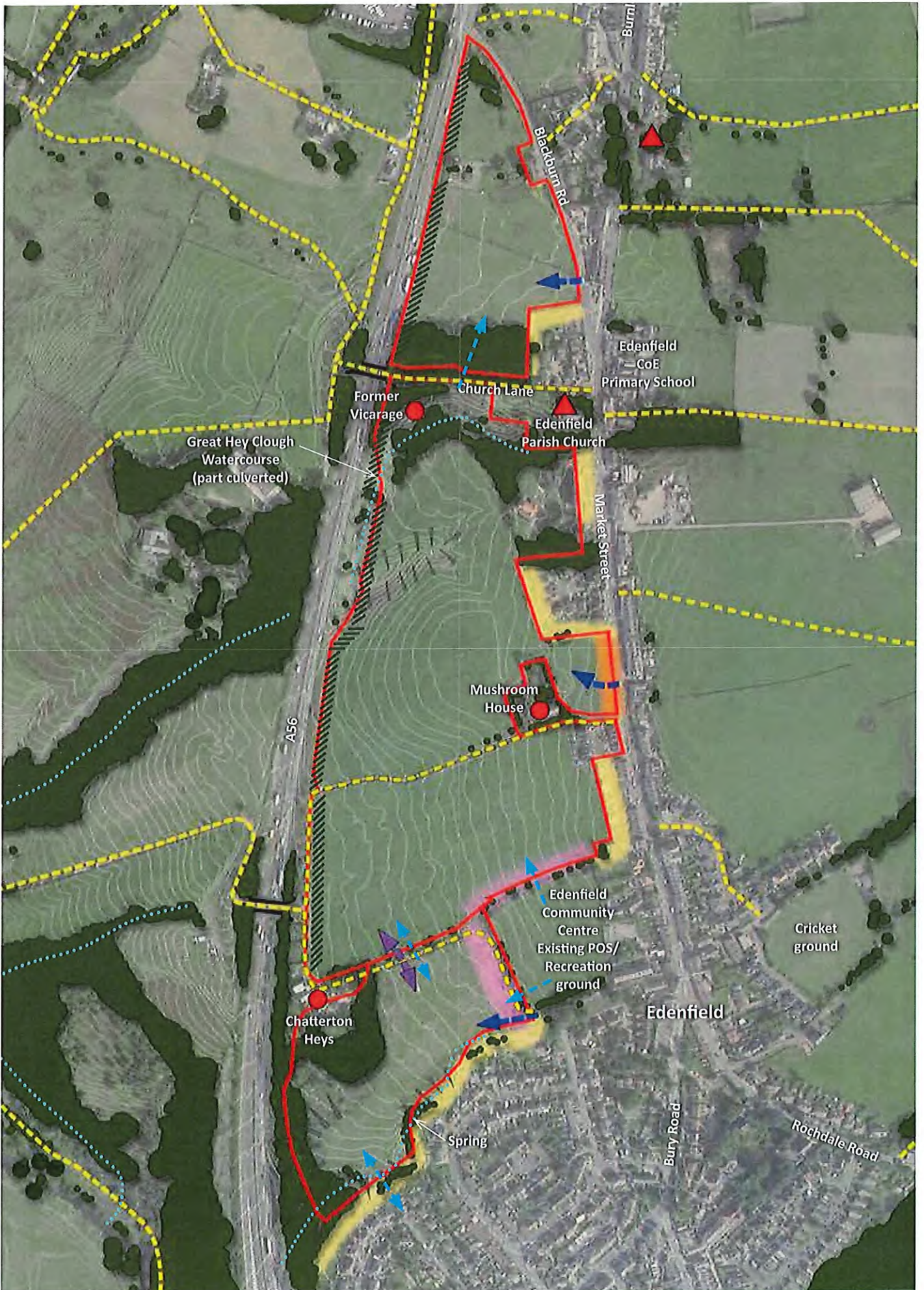
### Relationship to open space and context

The site directly interfaces with Edenfield recreation ground at its south-eastern boundary. Development should provide connectivity to the recreation ground and embrace the opportunity to provide natural surveillance over this area of public open space.

Development should seek to retain and frame glimpsed views to the wider landscape context to retain sense of place. The locations of retained views should be demonstrated as part of each subsequent planning application.

#### KEY:

-  'H66' allocation
-  Existing Public Right of Way
-  Existing vegetation
-  Listed buildings
-  Non-designated heritage asset
-  Steep land form
-  1m contours
-  Watercourse
-  Housing backing onto site
-  Requirement for positive frontage
-  A56 potential noise source
-  Potential highway access
-  Potential emergency vehicle connection
-  Potential pedestrian/cycle access







Masterplan  
-

02

## DESIGN PRINCIPLES

In order to deliver a development which meets the overarching vision for Land West of Market Street, the Masterplan is underpinned by a number of critical strategic design principles which have emerged from the baseline analysis process.

Development proposals which prohibit the delivery of the strategic design principles without appropriate justification should not be permitted.

### Green and blue infrastructure

The green infrastructure network is designed to meet a range of objectives. The network will be designed to benefit both people and ecology.

The masterplan allows space to create a defined Green Belt boundary which will follow the route of the A56 to the west of the site. Existing vegetation along this edge of the allocation will be retained and enhanced with a new woodland structure planting which will frame the western extent of Edenfield, preventing encroachment of development into the lower slopes of the valley.

Additional space is allowed along the south western edge of the site. This represents the most appropriate and logical area for providing SUDS as it includes the lowest lying parts of the site. Potential locations for surface water storage are illustrated indicatively on the masterplan on page 55. The delivery of SUDS in these locations is the developer's preference but they will be subject to detailed design considerations associated with part 8 of Policy H66, which requires detailed geotechnical investigations to take place to confirm such blue infrastructure would suitably protect the A56. At this stage, however, it is anticipated that the SUDS locations indicatively shown on the masterplan can be delivered and designed appropriately to avoid any impact on the A56.

Detailed geotechnical information for each phase/parcel of land must be provided at the planning application stage. In the event that SUDS cannot be provided in the indicative locations shown, these areas will revert to greenspace and an alternative suitable and sustainable drainage strategy will be delivered which could include a combination of smaller SUDS elsewhere across each phase, underground storage and oversized pipes to ensure greenfield run off rates are achieved in line with national and local planning policies.

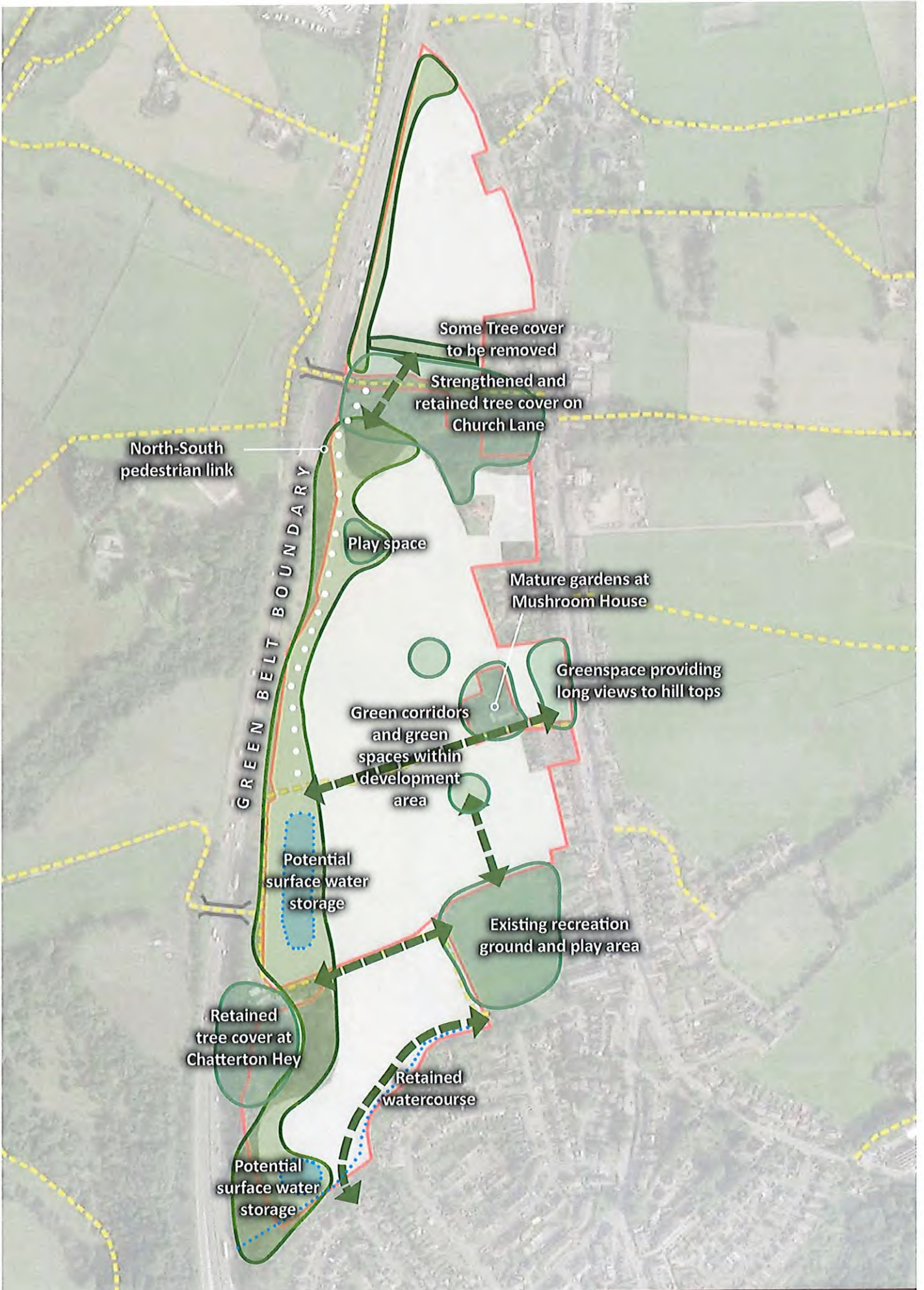
The green infrastructure network is designed to ensure that valued existing landscape features can be retained. These are mainly limited to existing trees around Edenfield Parish Church and Chatterton Heys, dry stone walls located along the PROW routes through the allocation site, and existing watercourses.

The masterplan includes proposals to strengthen and retain the woodland at Church Lane. By selectively thinning the non-native and dominant trees within the woodland, the proposals will allow the native trees present in the woodland to flourish which will increase the biodiversity value of the woodland. The non-native trees that are removed will be replaced with native species in biodiversity net areas at a replanting ratio of 2:1, therefore providing increased tree coverage in the locality.

An area of green space is proposed adjacent to Market Street to prevent development from fully obstructing valued long views to the distant hilltops from the centre of the village. This area may also include community car parking. This is an appropriate complementary use as it will not obstruct long views.

Green corridors (areas including public realm landscaping) will permeate through the development areas. These will provide east-west and north-south connectivity, retaining a green setting to existing PROW routes and breaking up the wider housing parcels.

A new green link is proposed along the southern extent of the H66 allocation site where topography and an existing small spring prevents development from backing onto existing housing. The green link will provide a valuable new pedestrian link to the Edenfield recreation ground and wider community facilities.



# Masterplan

## Land use

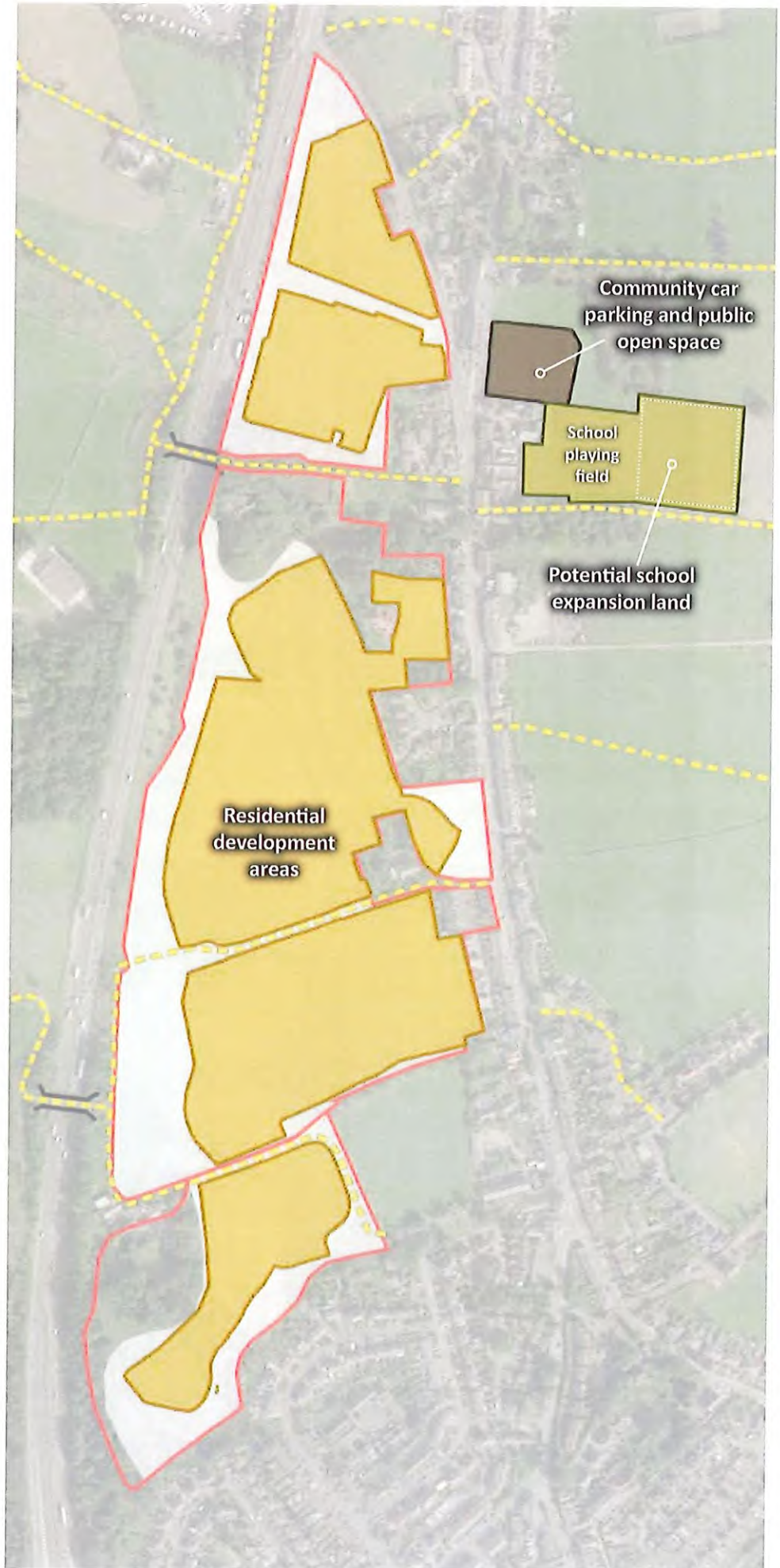
In accordance with the Local Plan Policy H66, the Masterplan will deliver approximately 400 new homes for Edenfield. No non-residential uses are proposed for the H66 allocation site. In accordance with local planning policy and the latest version of the NPPF, the development will be required to make efficient use of land.

The masterplan indicates a residential net developable area of 13 hectares. Delivery of 400 dwellings across the allocation site equates to an overall development density of 31 dwellings per hectare.

The residential development areas are designed to fit around the proposed green infrastructure network. Residential development is broadly located towards the eastern extent of the allocation site to complement the form of the existing built up area.

The Masterplan indicates an area for community car parking and public open space to the east of Blackburn Road, outside of the H66 allocation, with the detailed requirements and justification for this provision to be addressed through subsequent planning applications, subject to a proportionate contribution to cost, including cost of land.

It also includes an area outside the allocation for the potential expansion of Edenfield CE Primary School, in line with criterion 9 of Policy H66 and the adopted policies map. The provision of this land (at nil charge to the Local Education Authority) will be subject to evidence of need and through developer/land owner contributions in a proportionate basis based upon the size of their development to ensure the developer/land owner hosting the school expansion is not disadvantaged.



Strategic Principles: Land Use

## Vehicular movement

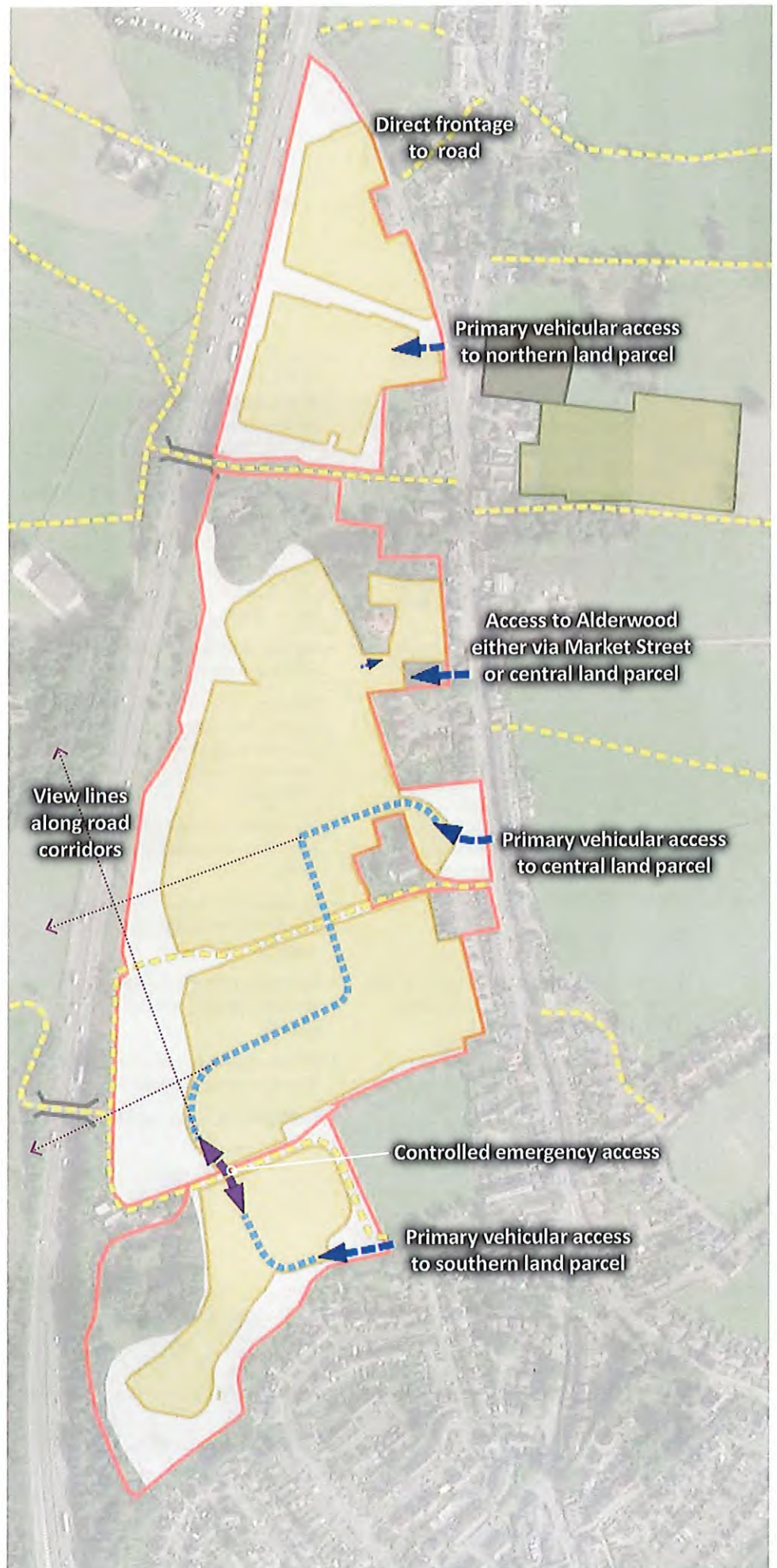
The H66 allocation site can be served by a minimum of three individual viable highway access locations. These viable locations ensure that each landowner development parcel can be served independently.

Land at Alderwood bungalow can be served either via the existing access onto Market Street or via the central land parcel.

A controlled emergency vehicular access point will be provided between the southern and central land parcels, close to Chatterton Hey. Any potential through route here would need to be fully justified within a future planning application.

The internal road network through development parcels will replicate the cul-de-sac estate character which is prevalent around Edenfield. Where necessary, road alignment will be carefully considered through further planning applications to work with the slope of the development sites. View corridors along internal streets to distant hills should be retained where feasible.

In addition to on-site highway works a range of highway improvement measures are proposed to support the development of the H66 site. These are explained on the following page.



## Off site highway improvements

The plans on the following pages set out the off-site highway improvement measures which will be delivered alongside the development of the H66 allocation site (in line with criterion 3ii of Policy H66).

Full detailed proposals will be worked up as part of subsequent individual planning applications in line with the phasing and implementation strategy set out in Section 3.

Whilst proposed parking restrictions will be introduced at several locations along Market Street, the three proposed off-street parking areas will result in an increase in overall parking provision in the area of circa 8 spaces. These replacement parking spaces will be provided when the main access into Phase 1A is constructed and therefore within the initial phases of development and prior to the occupation of the new homes.

The proposals include:

- 'Gateway features' at the entrance to the core areas of Edenfield Village (design details to be agreed);
- Provision of buff or grey chippings/ aggregate within surface across Market Street at the entrance to the core areas of Edenfield Village (extent to be agreed);
- Provision of off-street parking areas at the western extent of Exchange Street, off Market Street towards the centre of the H66 allocation, and to the east of Burnley Road at the northern extent of the village (details to be confirmed through subsequent planning applications);
- Proposed uncontrolled pedestrian crossing adjacent to Edenfield Primary School and adjacent to central land parcel of H66 allocation;
- Parking restrictions along Market Street for the benefit of traffic flows;
- Provision of 'Slow' markings on Market Street at the approach to the pinch-point adjacent to properties 58 and 74, and removal of centreline markings along this section;
- Provision of central hatching along Market Street (adjacent to properties 20 to 40);
- Improvements to bus stops along the Market Street corridor (details to be agreed);
- Provision of a traffic calming feature along Exchange Street (details to be agreed);
- Introduction of one-way (westbound) operation along Exchange Street;
- Traffic calming along Highfield Road.



Range of indicative gateway features and surfacing details which may be appropriate for use (details to be agreed with LPA)



Proposed traffic calming – Highfield Road.

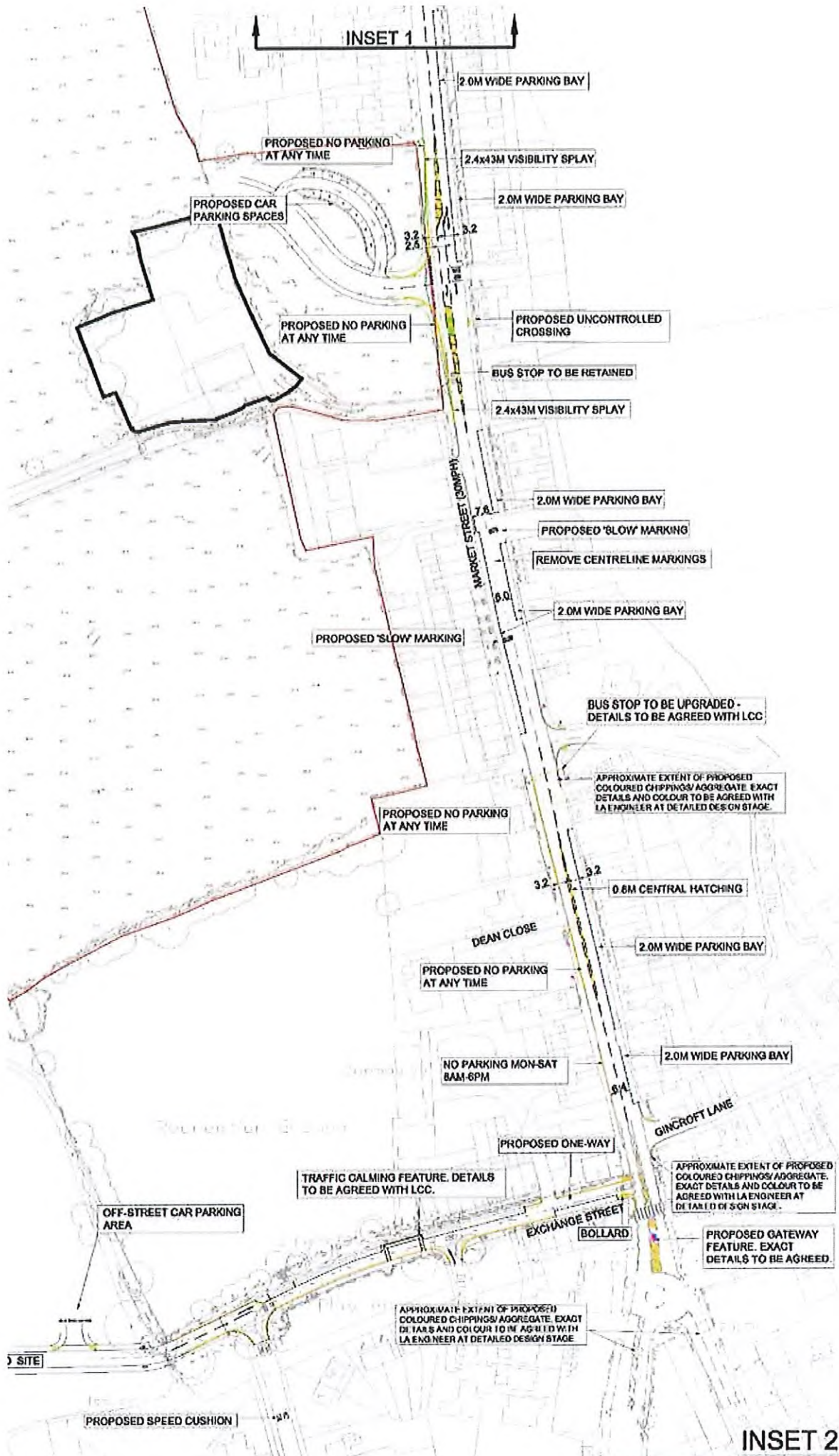
# Masterplan

Off site hi;  
(cont.)



Off site highway improvements  
(updated to address LCC Highways comments June 2024 - Rev Q)





INSET 2

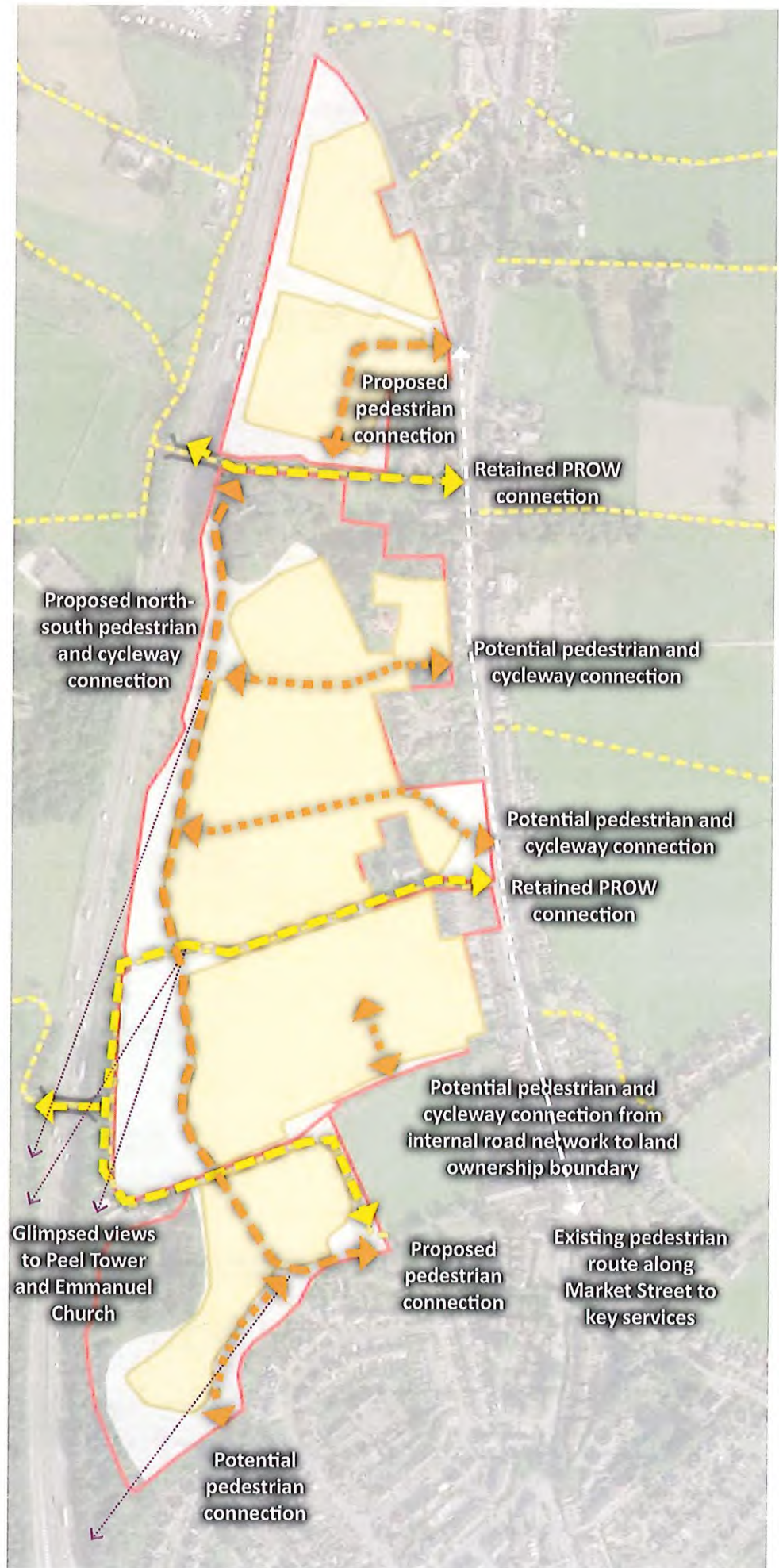
# Masterplan

## Pedestrian and cycle connectivity

The H66 site benefits from a number of existing pedestrian access points which provide good connectivity to the PROW network and local facilities. All existing pedestrian access points will be retained. All PROW routes through the site will also be retained on current alignment. Characterful features such as dry stone walls will be retained where they pass alongside PROW routes (breaks for access will be permitted). Opportunities for glimpsed views from PROW routes to Peel Tower and Emmanuel Church will be maximised, where possible. Opportunities for permeability within streets will be maximised.

The Masterplan includes an additional new north-south pedestrian and cycle route which will improve the overall permeability of the area. Where viable, pedestrian links will be enabled to the northern and southern boundaries of the central land parcel to ensure that connectivity is maximised (within the constraints of land ownership). Individual planning applications associated with the various land ownerships should ensure that this link is provided for within and up to the immediate edge of each application boundary without impediment.

A short section of this link located between the Taylor Wimpey site and Church Lane will be delivered by Lancashire County Council on highway-controlled land.



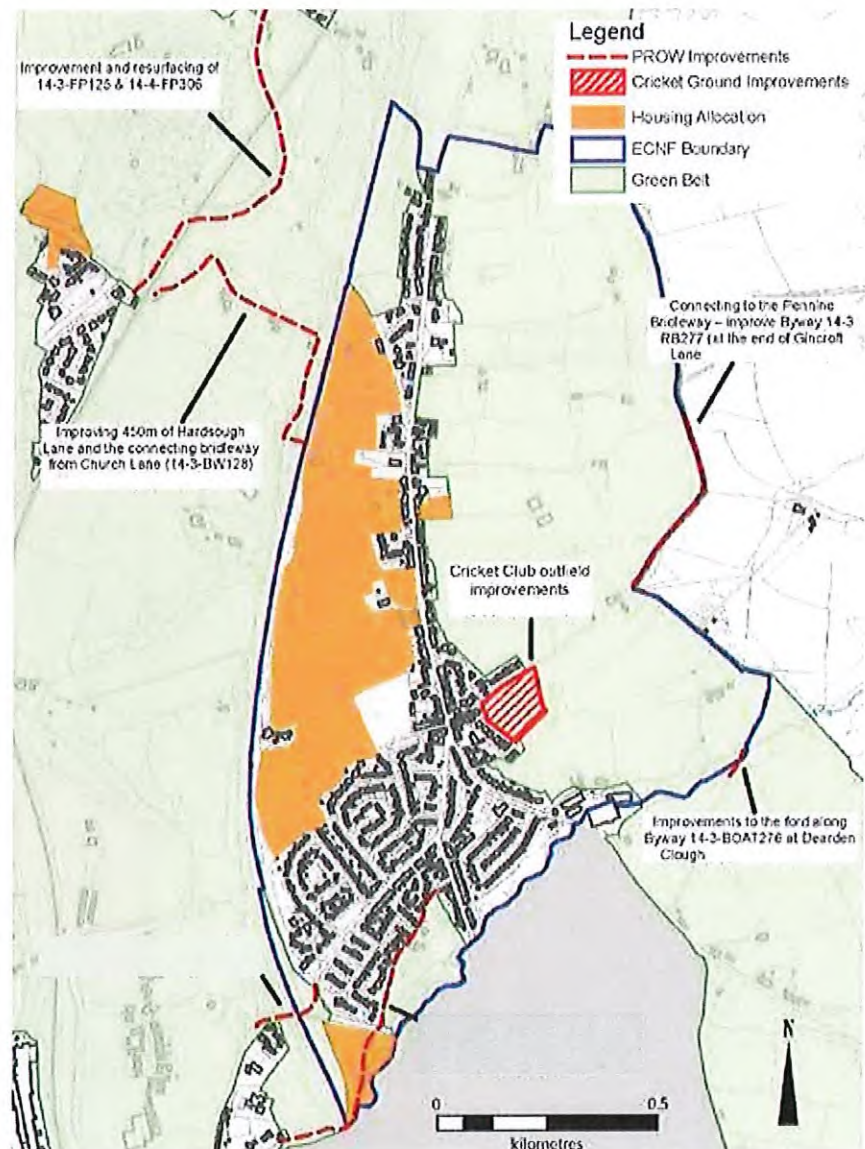
Strategic Principles: Pedestrian and Cycle Connectivity

## Green Belt compensation

The allocation will provide compensatory improvements to the adjacent Green Belt land where feasible, as required by criterion 7 of Policy H66, and secured through proportionate S106 contributions from individual planning applications.

Examples of what measures could be funded are set out in the Council's 'Compensation Measures for Green Belt Release' document (January 2023) and the adjacent map covering the H66 allocation, and include:

- Enhancements to cricket and recreation ground links and enhanced facilities,
- Improved signage for PROW,
- Additional tree planting, including woodland planting to the rear of Edenfield C.E. School,
- Dedicated footpath link to Edenfield C.E. School,
- Community amenity and play areas which include gardens focused on food production and edible plants promoting the Incredible Edible Rossendale Scheme,
- Woodland planting to the rear of Edenfield C.E. School,
- Facilitation of improved cycle / pedestrian footpaths from Burnley Road to Blackburn Road and on to the rest of the allocation to reduce pressure and potential conflicts on Market Street'
- Enhanced links between the H66 allocation and Ewood Bridge.



Indicative Green Belt compensation

# Masterplan

## Area types

The Masterplan includes four area types that will apply to different parts of the site. These are:

- Edenfield Core
- Village Streets
- Chatterton South
- Edenfield North

These areas will each have their own rules on characteristics, as provided later in this Design Code.



Strategic Principles: Area Types



# Masterplan

## A LANDSCAPE-LED MASTERPLAN

The Masterplan presented opposite has been prepared in accordance with the design vision for land west of Market Street, making consideration of the existing local context, planning guidance and the aspirations of the future developers and the local community.

The Masterplan takes its cue from the existing landscape features both within and around the site: vegetation, land form, ecology, drainage and built form, and making detailed consideration of site constraints and opportunities.























Retention of existing landscape features helps to create a unique scheme that is responsive to the site, preserves and enhances the best of what is already there, and knits it into the wider setting, providing the foundation for a strong sense of place and local character.

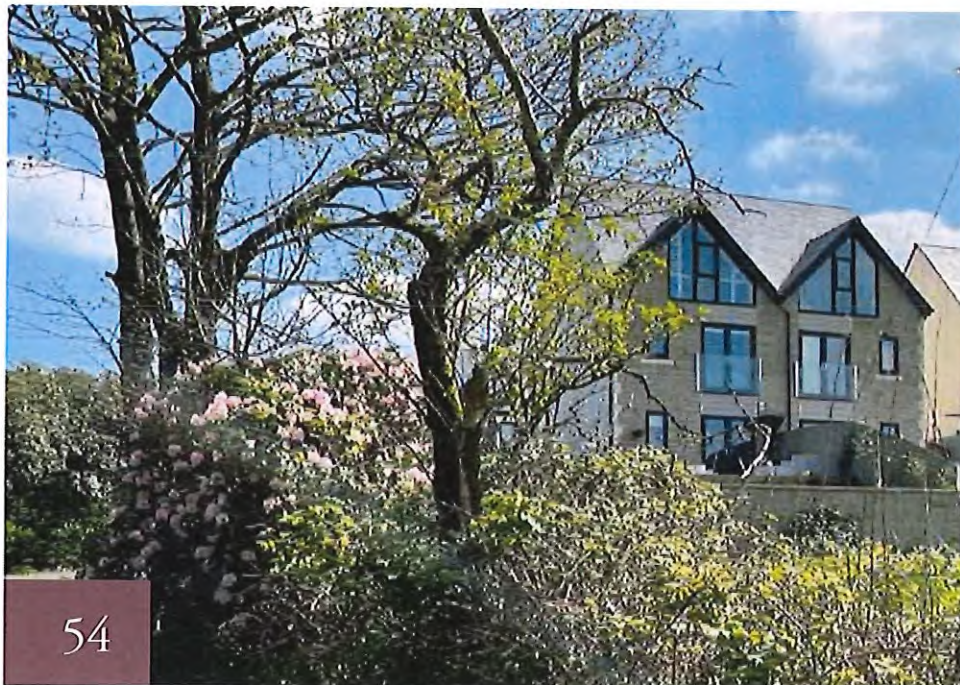
The Masterplan will deliver approximately 400 new homes for Edenfield, set within a strong landscape structure and characterful village setting.

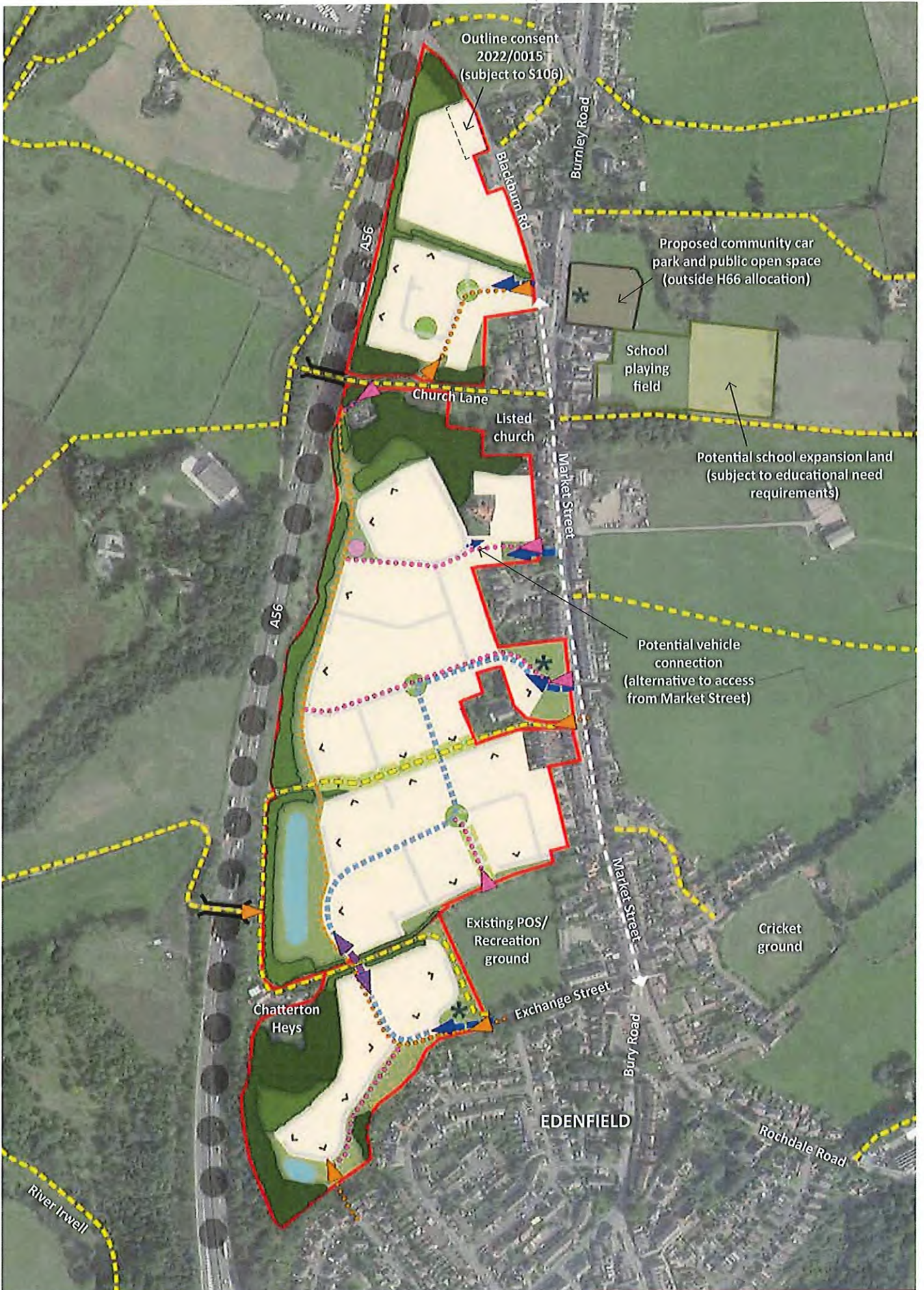
### MP 01

Future planning applications relating to the H66 allocation must be delivered in accordance with principles of The Masterplan.

### KEY:

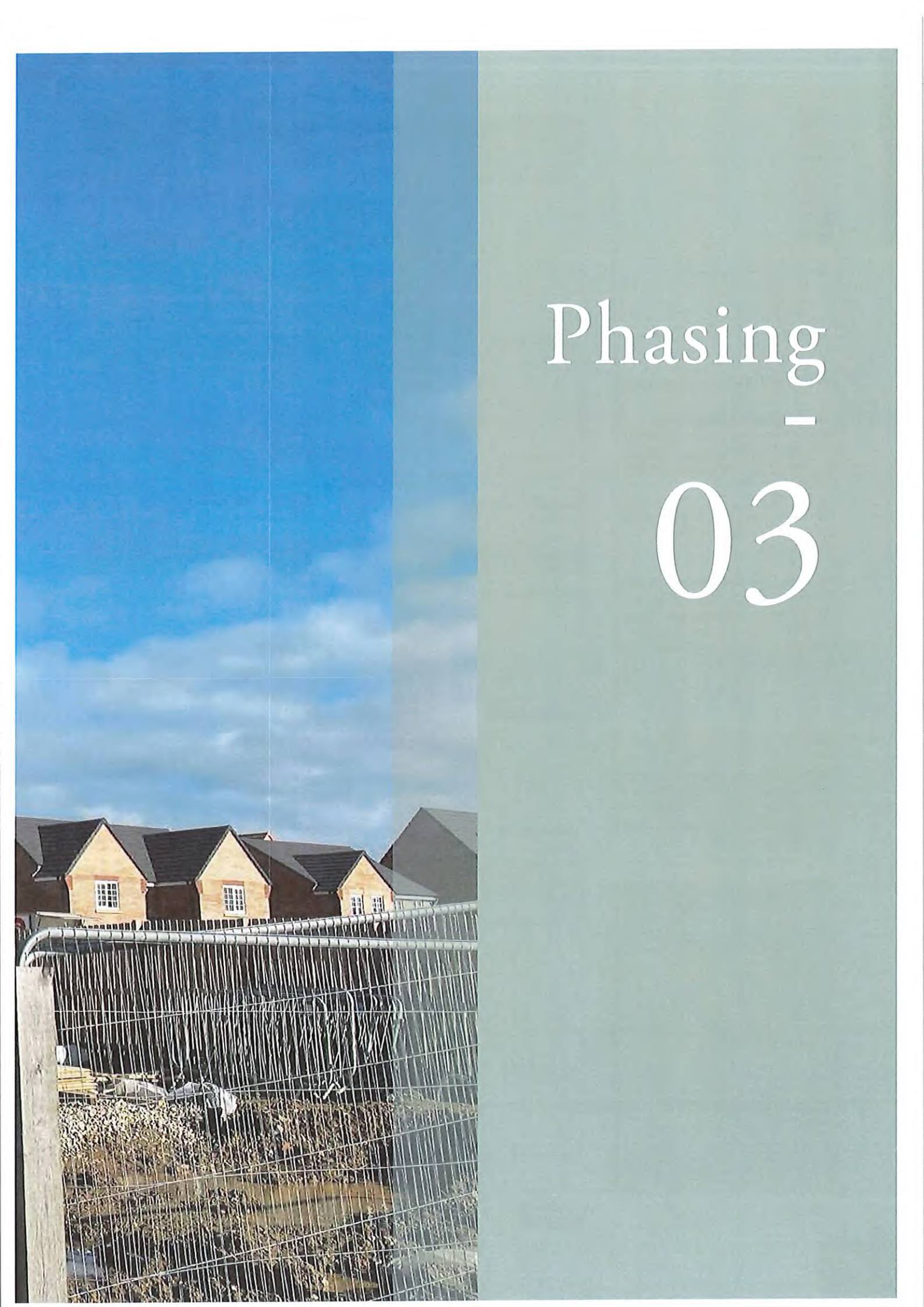
-  'H66' allocation
-  A56 acoustic mitigation corridor
-  Existing Public Right of Way
-  Existing pedestrian route
-  Proposed residential development areas
-  Active frontage to public open space/ PROW
-  Indicative internal road network
-  Indicative 'green' street
-  Proposed green space
-  Potential green space/pocket park within development area (location subject to detailed design)
-  Indicative landscape structure planting
-  Existing woodland retained and enhanced as required
-  Potential location SUDS
-  Indicative location for play area
-  Proposed car park, public open space & potential school expansion (outside H66 allocation)
-  Proposed community parking areas
-  Proposed highway access
-  Proposed road link (alignment subject to detailed design)
-  Proposed emergency vehicle connection
-  Proposed pedestrian/cycle access
-  Proposed pedestrian/cycle route (indicative alignment)
-  Potential pedestrian/cycle access and route (indicative alignment)











# Phasing - 03

# Phasing

## DEVELOPMENT PHASING

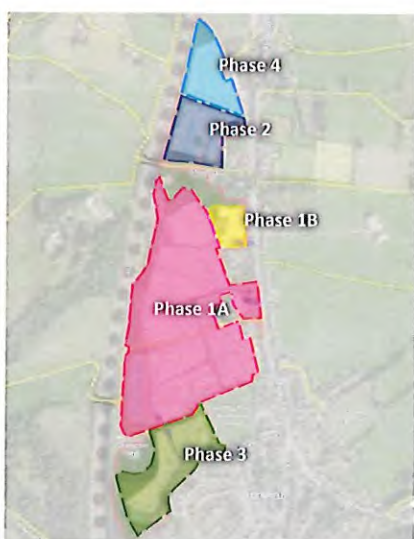
The masterplan demonstrates the independent nature of each developer's landholding, ensuring that each parcel can be delivered independently without prejudicing any other.

As a result, the ordering of development phases may be varied or delivered simultaneously.

The phasing and implementation of the supporting highways improvements is addressed in the following pages, along with the management of construction traffic and an indicative timetable for the allocation coming forward.

### PH 01

Unless otherwise reasoned and justified, any individual phase of development should deliver the key deliverables as presented in the 'Phasing and associated key deliverables' table.



Phasing plan

### Phase 1A Subject to live full planning application for 238 dwellings (ref: 2022/0451)

<b>Primary land control</b>	Taylor Wimpey
<b>Key deliverables</b>	<p>Residential development: up to 238 dwellings. Primary vehicular access from Market Street. Temporary controlled emergency vehicular access via PROW FP126. Public Open Space shown on Masterplan within Phase 1A area to be delivered in conjunction with new homes. Replacement car parking off Market Street access. Retained vehicular access to Mushroom House (and other properties to the west) via Market Street/FP126. Policy compliant affordable housing at appropriate triggers. Proportionate planning contributions (as required) to be made at appropriate occupancy triggers, for:</p> <ul style="list-style-type: none"> <li>• Education</li> <li>• Off-site highways</li> <li>• Playing pitches and maintenance</li> <li>• Combination of on site compensation or off site compensation, secured by S106 agreement</li> <li>• Green Belt compensation</li> </ul>

**Indicative build programme** 7 years

### Phase 1B Subject to live full planning application for 9 dwellings (ref: 2022/0577)

<b>Primary land control</b>	David Warren
<b>Key deliverables</b>	<p>Residential development: up to 9 dwellings. Primary vehicular access via Market Street or Phase 1a (no through route except for pedestrians/cycles). Proportionate planning contributions (as required) to be made at appropriate occupancy triggers, for:</p> <ul style="list-style-type: none"> <li>• Education</li> <li>• Off-site highways</li> <li>• Playing pitches and maintenance</li> <li>• Combination of on site compensation or off site compensation, secured by S106 agreement</li> <li>• Green Belt compensation</li> </ul>

**Indicative build programme** 1 year

### Phase 2 Subject to live full planning application for 50 dwellings (ref: 2023/0396)

<b>Primary land control</b>	Peel L&P / Northstone
<b>Key deliverables</b>	<p>Residential development: up to 65 dwellings. Primary vehicular access from Blackburn Road. Policy compliant affordable housing at appropriate triggers. Public Open Space shown on Masterplan within Phase 2 to be delivered in conjunction with new homes. Proportionate planning contributions (as required) to be made at appropriate occupancy triggers, for:</p> <ul style="list-style-type: none"> <li>• Education</li> <li>• Off-site highways</li> <li>• Playing pitches and maintenance</li> <li>• Combination of on site compensation or off site compensation, secured by S106 agreement</li> <li>• Green Belt compensation</li> <li>• Off site public open space and community car park adjacent to primary school.</li> </ul>

**Indicative build programme** 2 years

**Primary land control**

The Methodist Church

**Key deliverables**

Residential development: up to 90 dwellings.  
Primary vehicular access from Exchange Street.  
Permanent emergency vehicular access via Phase 1A.  
Retained vehicular access to Chatterton Heys via Exchange Street / PROW FP127.  
Public Open Space shown on masterplan within Phase 3 to be delivered in conjunction with new homes.  
Policy compliant affordable housing at appropriate triggers.  
Proportionate planning contributions (as required) to be made at appropriate occupancy triggers, for:

- Education
- Off-site highways
- Playing pitches and maintenance
- Combination of on site compensation or off site compensation, secured by S106 agreement
- Green Belt compensation

**Indicative build programme**

3 years

**Primary land control**

Richard Nuttall

**Key deliverables**

Residential development: 6+ dwellings.  
Direct vehicular access from Blackburn Road.  
Policy compliant affordable housing at appropriate triggers.  
Proportionate planning contributions (as required) to be made at appropriate occupancy triggers, for:

- Education
- Off-site highways
- Playing pitches and maintenance
- Combination of on site compensation or off site compensation, secured by S106 agreement
- Green Belt compensation

**Indicative build programme**

2 years

Phasing and associated key deliverables

# Phasing

## CONSTRUCTION / INFRASTRUCTURE PHASING

All construction traffic will be routed in line with the adjacent table to avoid the centre of the village where possible, minimising impacts on the existing community and highway network. Further detail of how construction works will be coordinated and managed, including ensuring that construction traffic and deliveries avoid peaks of intense usage in the village (such as school drop off / pick up), can be agreed through Construction Management Plans for each phase of the Masterplan.

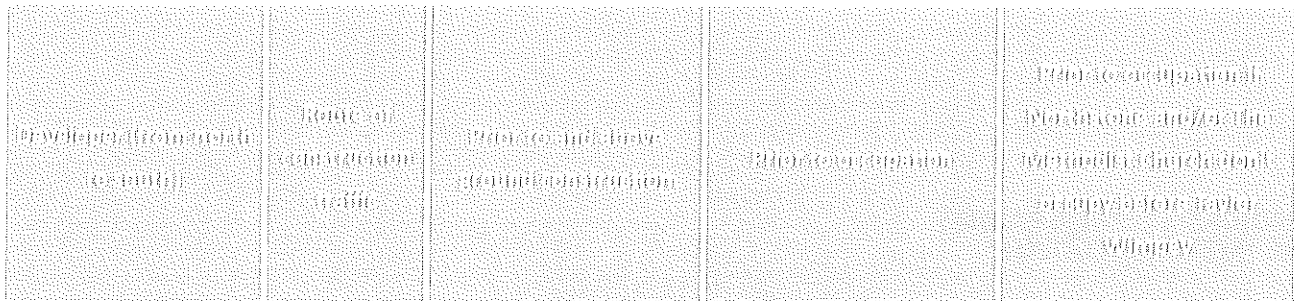
The proposed package of off-site highways improvements will also be phased in line with the adjacent table, with those that are most important to the existing community (such as the pedestrian crossing by the school, and one-way system on Exchange Street) to be delivered prior to construction of the relevant phase, along with the associated access junctions for those phases.

The remaining measures (such as the road markings, parking restrictions and gateway features) required to support the growth of the village and delivery of allocation H66, will be delivered prior to occupation of the relevant phase. These works are also phased in a way to minimise any damage / obstruction during the construction phase, and the phasing and detail of some individual features may be subject to change in dialogue with LCC Highways to ensure associated damage and disruption are minimised through the build programme.

Any damage that is incurred to the highway network within Edenfield during the construction of H66 will be repaired at the cost of the developer group (with the condition of the existing network to be surveyed at the outset so this can be accurately monitored).

### PH 02

All construction traffic and off-site highways improvements will be delivered in line with the construction and infrastructure phasing table, unless otherwise justified and agreed with the Local Highway Authority.



Richard Nuttall (Phase 4)	North	Access bellmouth off Blackburn Road.	School Car Park All works detailed within blue box.	
Peel L&P / Northstone (Phase 2)	North	Access bellmouth off Blackburn Road.	School Car Park All works detailed within blue box.	
Taylor Wimpey (Phase 1a) / David Warren (Phase 1b)	North	Access bellmouth off Market Street. Uncontrolled Crossing on Market St north of TW access.	TW off-street car park. All works detailed to Market Street within red box. Works to Market Street within the green box excluding the works to Exchange Street and the removal of on-street parking.	All works in blue box less the Northstone site access and School Car Park. All works within red box inc TW off-street car parking provision. All works within green box excluding the works to Exchange St and the removal of on-street parking.
The Methodist Church (Phase 3)	South	Exchange Street one-way. Site access bellmouth off Exchange Street inc signing on Market Street.	Off-Street Car parking provision within The Methodist Church site. All works detailed to Market Street within the green box.	

Phasing and associated key deliverables  
(See plans on Pages 66 and 67 for box references)

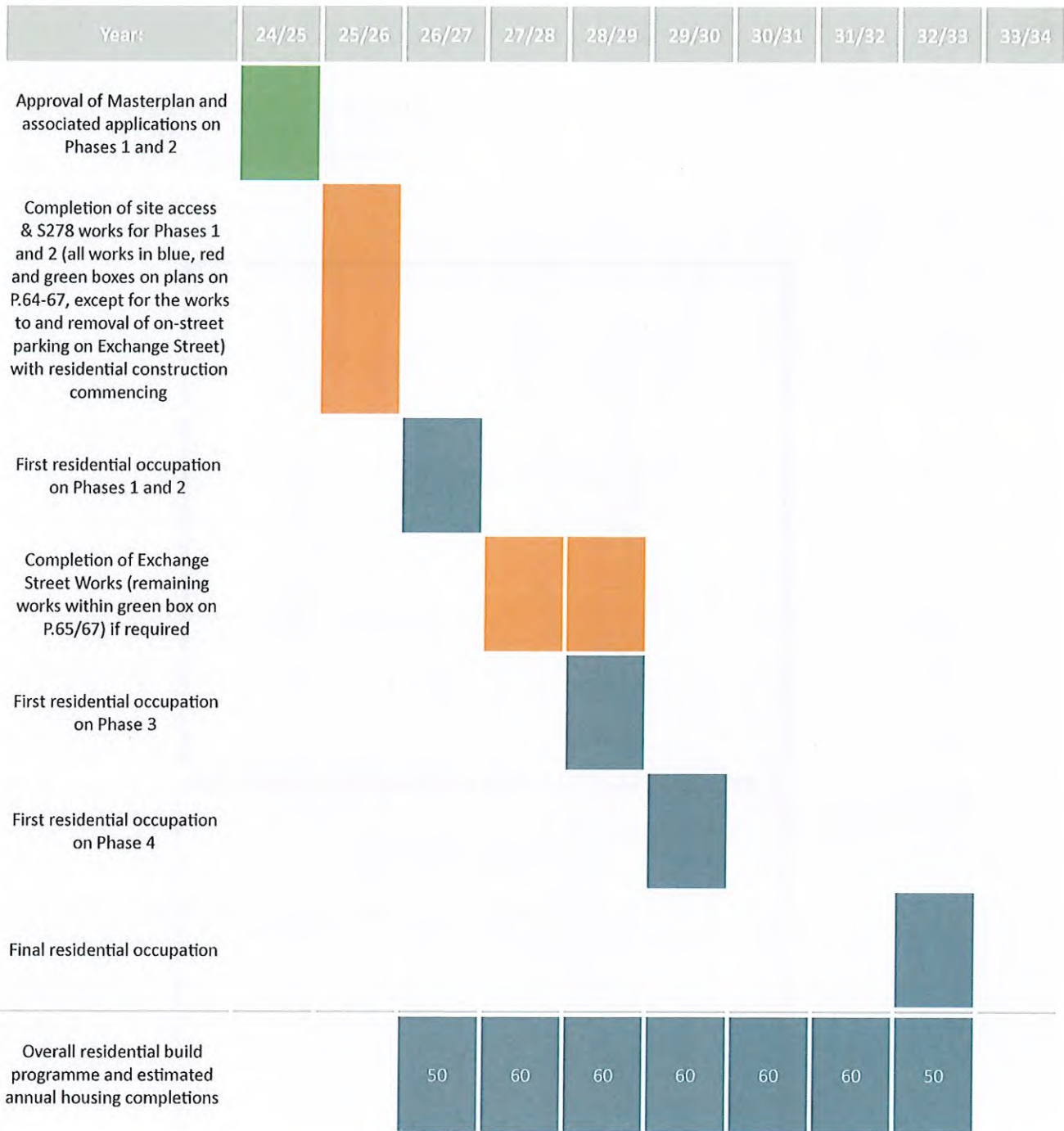
## INDICATIVE PROGRAMME OF IMPLEMENTATION

The below gives an indicative timeline for the implementation of the allocation in terms of housing delivery and the associated infrastructure works. This recognises that all phases can be delivered independently and/ or simultaneously, subject to the infrastructure phasing provisions set out.

- Phases 1 and 2 are expected to progress immediately following approval of the Masterplan and associated detailed applications, with discharging of conditions and commencement of development expected within the 2025/2026 year. Initial works will include site preparatory works, the formation of the main access points, ground clearance and earthworks required for SUDs ponds and the installation of drainage and other infrastructure requirements to serve the first new homes that will be delivered on the site.
- The associated site accesses, replacement car parking shown in Phase 1A, and off-site highways works including the Market Street corridor improvements are expected to begin at the same time and take approximately 1 year to complete (2025/2026) and prior to first occupation.
- The internal road and connectivity infrastructure and public open space within each of the Phases will be predominantly developed in an east to west direction from Market Street and will be delivered in a manner that respects the health and safety requirements of those working on and accessing the site.
- First residential occupation on Phases 1 and 2 is expected in 2026/2027, with Phases 3 and 4 to follow later.
- The overall housing construction phase is expected to take 7 years, based on a single developer/ outlet delivering a maximum of 40 dwellings a year, and multiple outlets delivering a maximum of 60 dwellings per year (so from 2026/2027 – 2032/2033).
- The proposed community car park and public open space to be provided adjacent to the Primary School will be developed in conjunction with the Phase 2 site and will be made available to the public before the Phase 2 site is completed.
- The remaining off-site highways works relating to Exchange Street will come forward during this period once Phase 3 progresses (unless an alternative access strategy is justified through subsequent applications).

*All timings and dates are indicative and subject to change.*

*ref: See below*

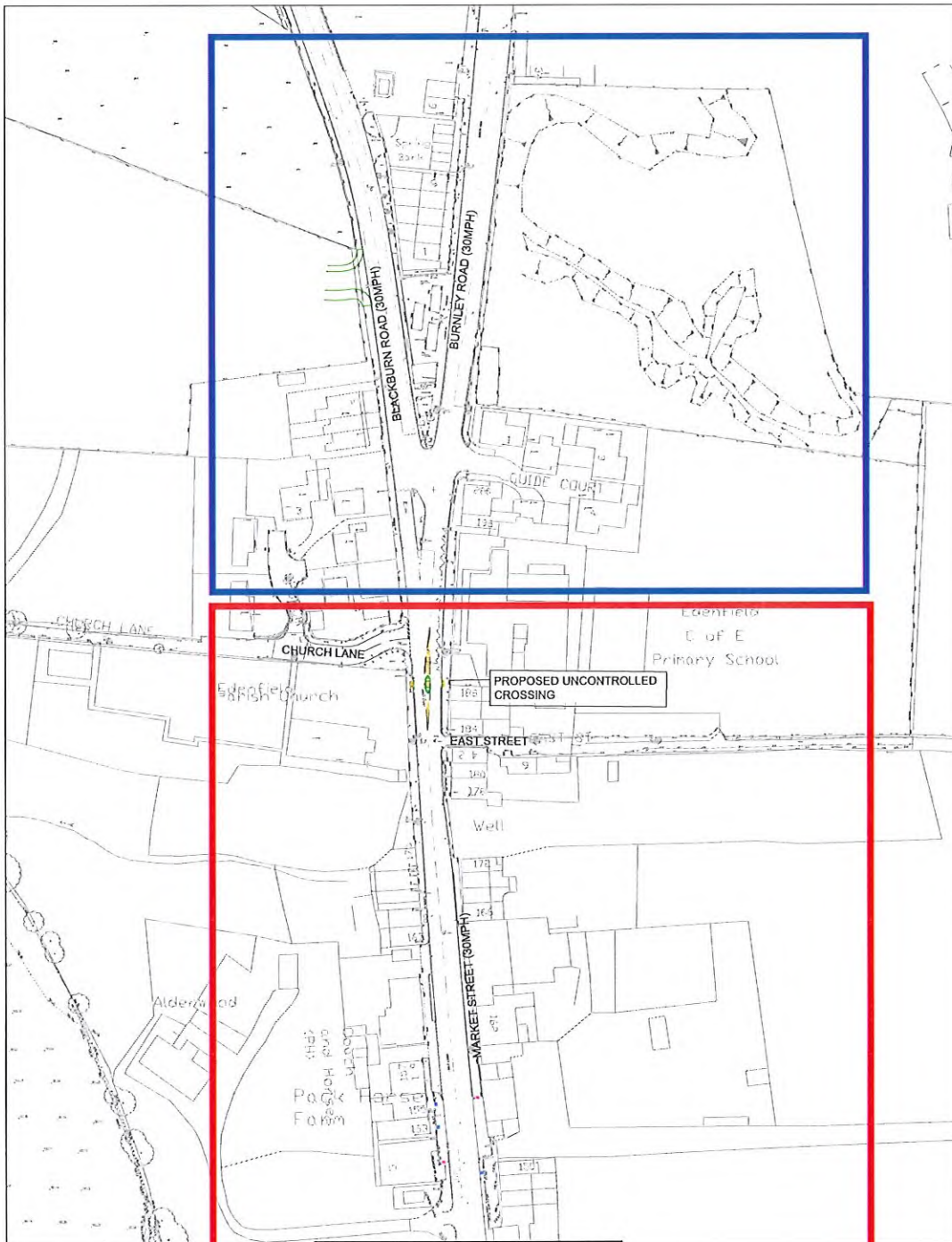


*A s278 agreement is an agreement with the Local Highway Authority to agree the details of works to be undertaken within the adopted highway.*

Indicative programme of implementation

# Phasing

## INFRASTRUCTURE PHASING PLAN: PRIOR TO ABOVE GROUND CONSTRUCTION

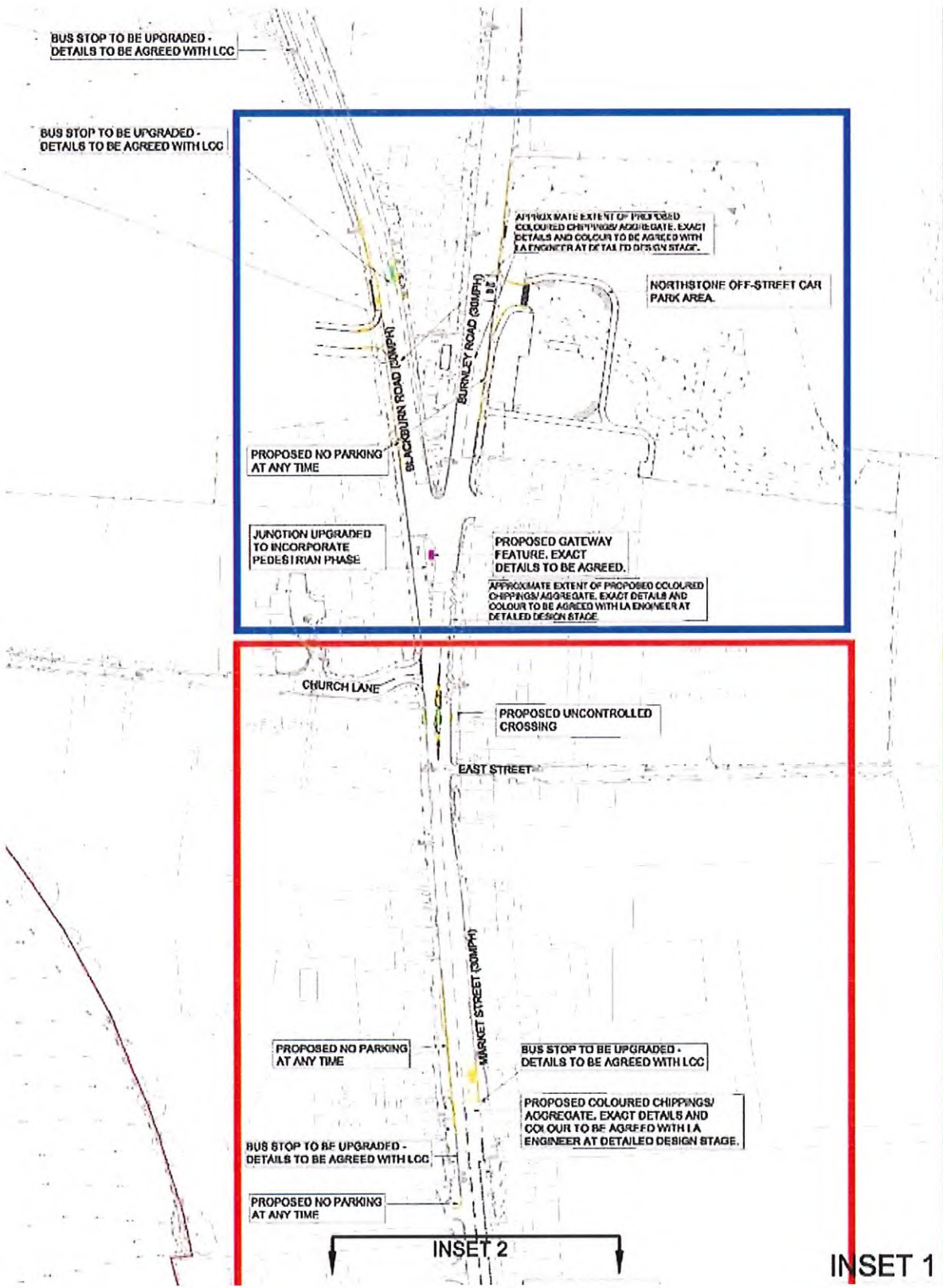


Infrastructure Phasing Plan: Prior to above ground construction (north Edenfield)

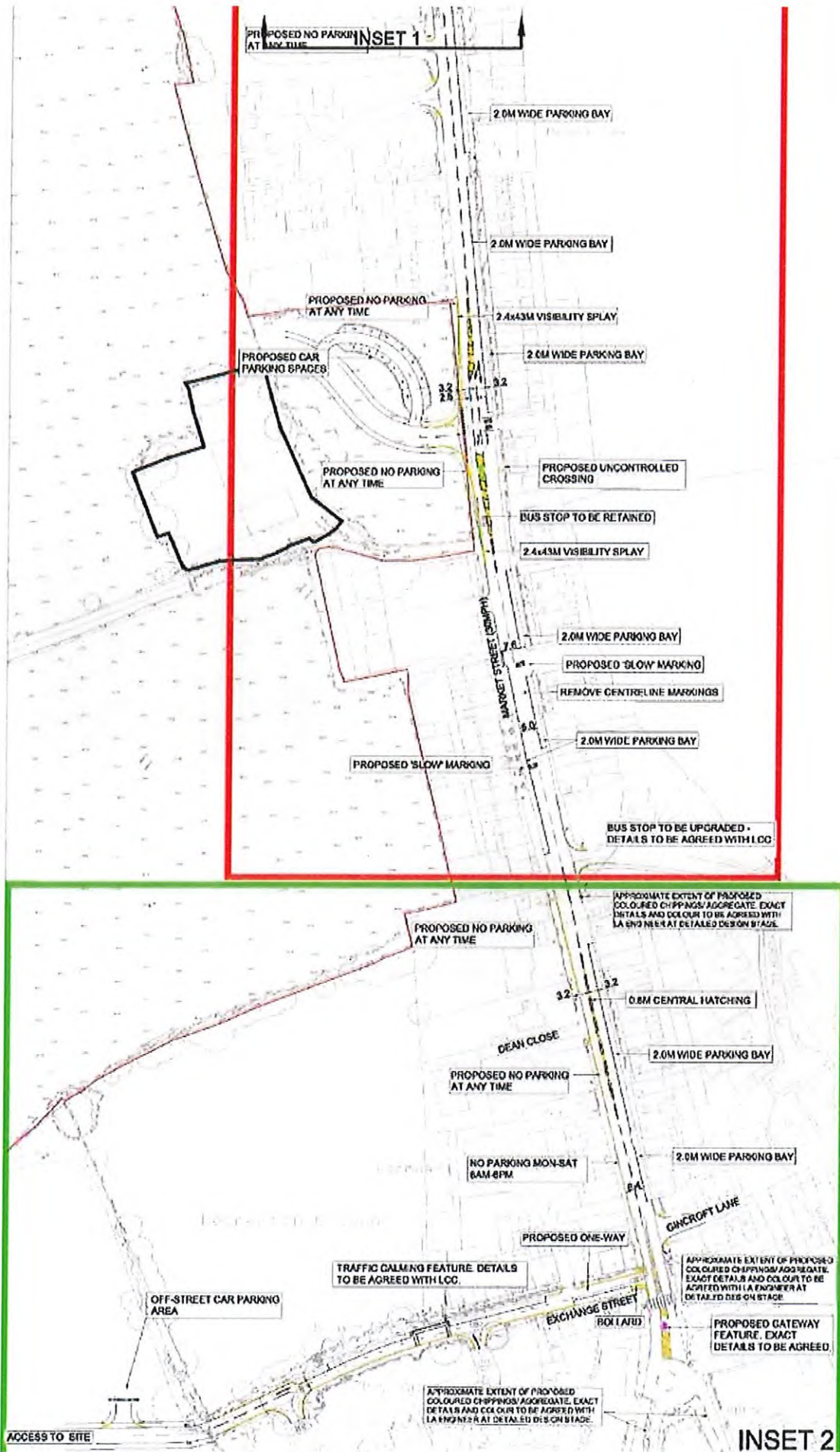




Infrastructure Phasing Plan: Prior to above ground construction (south Edenfield)



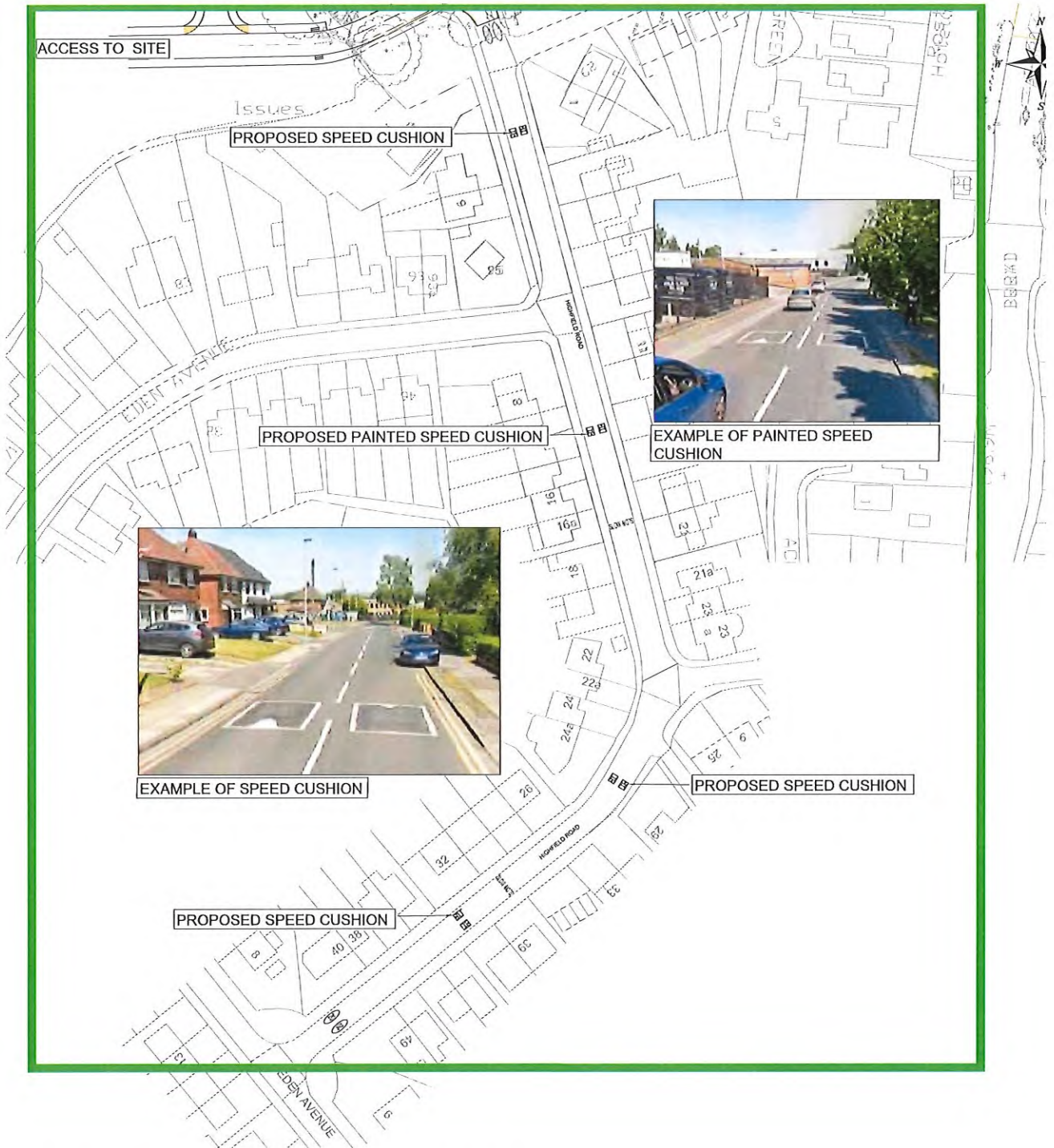
Infrastructure Phasing Plan: Prior to occupation (north Edenfield)



Infrastructure Phasing Plan: Prior to occupation (south Edenfield)

# Phasing

## INFRASTRUCTURE PHASING PLAN: PRIOR TO OCCUPATION









Site Wide  
Codes  
-  
04

# Site Wide Codes

## SITE WIDE CODES

The NMDC suggests that coding is applied as site wide codes and area specific codes.

This section covers site wide design codes which should be applied to all aspects of the site. The site wide codes are grouped according to the relevant characteristics of a well-designed place as set out in the NMDC.

### US 01

Development across the entire allocation should achieve a range of housetypes and tenures, including affordable housing and self build homes in line with Policy HS3 of the Local Plan. The Council will monitor planning applications submitted across the allocation and take account of the fact that applications below 10 units could also deliver and provide suitable opportunities for residents that have registered on the Council's self build register.

## USE

Development should provide uses that reflect local needs and support community life.

The H66 allocation is located in close proximity to a wide range of local facilities. The site should deliver approximately 400 dwellings in accordance with Policy H66 in order to contribute to meeting the established housing need of the local area.

Land should be used efficiently to obtain the maximum possible benefit from the site, taking into account relevant constraints.

Tenure blind development (where there is no distinction between the visual appearance and general location of different residential tenures) will be supported.

### US 02

Accessible Homes according to M4(2) standards will be provided in line with Policy HS5 of the adopted Local Plan.

### US 03

Subject to specific requirements associated with educational need being identified through subsequent planning applications, the delivery of off-site community car parking and/or school expansion shall be delivered in the location identified on the Masterplan.

## IDENTITY

Development should create a distinctive new place that complements and enhances the character of Edenfield by drawing upon the baseline analysis as presented within this document.

Across the allocation building materials will comprise a mix of natural stone, reconstituted stone, brick (of different shades), timber, render, slate (or suitable modern equivalent). Boundary treatments and retaining features should match plot materials in all locations which are visible from the street/ footpath network, including natural stone.

Existing dry stone walls within the allocation will be retained and rebuilt, except where they are required for access (such as the approved access point adjacent to 88-116 Market Street). In these instances the stone will be reused as part of the new access feature where appropriate.

Refer to Area Types for detailed guidance.

### ID 01

Variations in development character should be complementary to each other, with evidence provided in planning applications to demonstrate how development character is responsive to site context.





New housing on former Horse and Jockey site



Terraced housing on Burnley Road



Semi-detached housing on Burnley Road



Terraced housing on Blackburn Road

## NATURE

Development should safeguard and enhance the natural environment and biodiversity and positively contribute to the well-being of people.

The green infrastructure network, as indicated on The Masterplan, will respond to the opportunities and constraints of the site, providing a high quality, accessible, multifunctional landscape which will create a setting for new homes and will provide spaces for people and wildlife.

### NA 01

Development of the H66 allocation should be delivered in accordance with the Landscape Design Principles.

## Landscape Design Principles

- Public areas should be designed to be multi-functional open spaces to bring communities together and boost health and well being. Multi-functional benefits would include space for recreation, areas for ecological benefit, visual amenity, protection of valued landscape features etc.
- Existing vegetation should be retained and enhanced as part of the proposals; this will retain wildlife habitat value, and provide an established landscape character.
- Biodiversity should be a key component to any landscape scheme. Flowering, fruiting and berrying plants should be included to provide foraging potential for birds, invertebrates and mammals. Native species used whenever possible.
- Landscape design should provide clear delineation between private curtilage and public realm to provide clarity over management responsibilities.
- Development proposals should provide small incidental pockets of green space/ landscaping within the developed areas of the site as well as larger dedicated public open space areas.
- All existing PROW routes to be retained within a landscaped corridor. Road crossings over PROW routes should be kept to a minimum.
- Palettes of trees, hedgerows and shrubs should be selected according to their presence on site, the surrounding area and within the region. These can be supplemented by ornamental trees and cultivators chosen for their accent and suitability to planting situations.
- Tried and tested simple, yet effective landscape design should be used to ensure that landscape areas can be easily maintained to ensure they mature well and look good in the long term.
- Public realm landscape treatments should be carefully selected, designed, and specified to avoid onerous, challenging or excessively costly landscape management.
- A woodland landscape buffer should be provided at the western edge of the H66 allocation. This will provide a defensible Green Belt boundary, to filter (not screen) views of the development edge from the A56, and obscure views to any noise mitigation fencing which may be required at the western site boundary.
- Verges with trees are not characteristic of Edenfield, however landscaped front gardens and pockets of green space contribute to 'greening' the street scene in parts of the village. Detailed design of streets should ensure that there is sufficient space in front gardens and open space to incorporate suitable landscaping, which may include trees. Detailed proposals should seek to ensure that trees are visible from every street - either located in front gardens or within visible amenity spaces.
- Create sustainable drainage pond/s at appropriate locations at the western edge of the site. Pond/attenuation areas should be naturalistic in character with appropriately varied bank profiles, providing opportunities for habitat creation.
- Proposals must not culvert existing watercourses. Where possible, watercourses should be integrated into the urban design, creating multi-functional open spaces where people feel connected to the water environment.
- Development proposals that interface with retained Green Belt land will need to justify an appropriate boundary treatment of dry stone walls, fencing, native hedgerows or open boundaries (along with any associated landscape screening) depending on the character of the development and views towards the boundary interface.
- Any acoustic or road safety barrier required along the A56 boundary will need to justify an appropriate treatment of bunding, fencing or dry stone wall (where practicable); along with any associated landscape screening.

## Species palette

The following species are appropriate for use within the H66 allocation. The list is not exhaustive and other species are also likely to be acceptable. Species selection and distribution should be considered and justified through a Landscape Strategy Plan as part of any future planning application. Native species should be selected whenever possible.

### Street and garden trees

- *Acer campestre* 'Streetwise'
- *Betula utilis* var *jacquemontii*
- *Malus* 'Evereste'
- *Prunus subhirtella* 'Autumnalis Rosea'
- *Sorbus aucuparia* 'Sheerwater Seedling'

### Native tree planting within POS

- *Sorbus aucuparia*
- *Quercus robur*
- *Betula pendula*
- *Betula pubescens*
- *Ilex aquifolium*
- *Fagus sylvatica*
- *Corylus avellana*
- *Malus sylvestris*
- *Crataegus monogyna*
- *Sambucus nigra*
- *Salix caprea* (damp areas)
- *Alnus glutinosa* (damp areas)

### Hedgerows

- Mixed UK native
- *Escallonia* 'Apple Blossom'
- *Hypericum* 'Hidcote'
- *Ligustrum ovalifolium*
- *Lonicera nitida* 'Maigrun'
- *Prunus laurocerasus* 'Otto Luyken'

### Native woodland and shrub buffer mix

- *Corylus avellana*
- *Crataegus monogyna*
- *Cytisus scoparius*
- *Frangula alnus*
- *Ilex aquifolium*
- *Rosa canina*
- *Salix caprea*
- *Salix cinerea*
- *Ulex europaeus*

### POS shrubs

- *Cornus sanguinea*
- *Corylus avellana*
- *Ilex aquifolium*
- *Ligustrum vulgare*
- *Lonicera periclymenum*
- *Prunus laurocerasus* 'Otto Luyken'
- *Sambucus nigra*
- *Symphoricarpos x doorenbosii* 'Mother of Pearl'
- *Viburnum opulus*

### Ornamental shrubs

- *Hypericum moserianum*
- *Hedera colchica* 'Arborescens'
- *Brachyglottis* 'Sunshine'
- *Potentilla fruticosa*
- *Alchemilla mollis*
- *Hydrangea macrophylla*

### Specimen shrubs

- *Amelanchier Lamarckii*
- *Cornus mas*
- *Fatsia japonica*
- *Magnolia* 'Susan'
- *Mahonia japonica*
- *Phormium* 'Cream Delight'
- *Vinurum x bodnantense* 'Dawn'

### Ornamental shrubs

- *Ajuga reptans*
- *Alchemilla mollis*
- *Aucuba japonica* 'Rozannie'
- *Calamagrostis x acutiflora* 'Karl Foerster'
- *Ceanothus thyrsiflorus repens*
- *Choisya ternata* 'Sundance'
- *Cornus alba* 'Ivory Halo'
- *Cornus sericea* 'Flaviramea'
- *Crocsmia* 'Lucifer'
- *Euonymus* 'Green Rocket'
- *Euonymus fortunei* 'Emerald Gaiety'
- *Festuca glauca* 'Elijah Blue'
- *Geranium* 'Johnsons Blue'
- *Hebe* 'Purple Queen'
- *Hebe* 'Red Edge'
- *Heuchera* 'Peach Flambe'
- *Lavandula angustifolia* 'Hidcote'
- *Lonicera nitida* 'May Green'
- *Pachysandra terminalis*
- *Photinia x fraseri* 'Red Robin'
- *Potentilla fruticosa* 'Abbotswood'
- *Rosa* 'Kent'
- *Sedum spectabile* 'Autumn Glory'
- *Skimmia japonica* 'Rubella'
- *Stipa tenuissima*
- *Verbena bonariensis*
- *Viburnum davidii*
- *Vinca major* 'Alba'

### NA 02

Species selection and distribution should be reasoned and justified through a Landscape Strategy Plan as part of any future planning application relating to the H66 allocation.

# Site Wide Codes

## SuDS

Development proposals should integrate sustainable drainage systems (SuDS) to reduce flood risk and improve water quality, biodiversity and amenity. The SuDS system should explore the use of a range of measures such as ponds, swales, permeable paving, rain gardens, water butts, green roofs, or green walls.

The indicative drainage masterplan indicates that above ground SUDS basins will be provided on Phase 1 and Phase 3. Phase 2 will include rain gardens and underground storage containers.

Ponds/swales should be designed and engineered to provide multiple benefits - for drainage, nature and people. SuDS features should be designed to look as naturalistic as possible. This can be achieved through early collaboration between landscape and urban design to guide the form and shape of the SuDS, drainage engineers with the expertise to ensure the proposed design will provide effective drainage, ecologists providing advice on how to maximise their biodiversity value and expertise advising on how SuDS can enhance water quality / mitigate for nitrates and phosphates.

General design principles should be as follows:

- Ponds should hold some water for most of the year.
- Marginal vegetation should be used to protect the water's edge for wildlife and create a barrier to children. The vegetation provides suitable habitat for amphibians and species should be considered in the design.
- The seed mix and/or planting proposed should reflect the semi-rural landscape character of Edenfield.

Outfall locations for surface water run off are illustrated on the indicative drainage infrastructure plan. Phases 1 and 2 can connect to existing watercourses. Phase 3 can only connect to the combined sewer system as there is no scope to link into Phase 1 due to no common site boundary and dense woodland separating the two phases.

## Foul drainage

All foul flows will discharge to the combined sewer on Market Street/ Blackburn Road via gravity or pumping station solution as appropriate, with details to be agreed with United Utilities through detailed applications.

Two pumping stations will be required with one located within Phase 1b and one within Phase 3 as indicatively illustrated on the drainage infrastructure plan due to site levels.

### NA 03

SuDS shall be designed to provide multiple benefits - for drainage, nature and people. SuDS should be incorporated where appropriate and viable and should be as naturalistic as possible to complement the semi-rural context. SuDS ponds should include permanently wet areas to maximise ecological benefits.

### NA 04

Planning applications affecting any part of the H66 allocation site should incorporate a range of suitable drainage solutions that address the drainage requirements of the relevant land parcel.

### NA 05

Each development parcel (as broken down by phase) will have a separate outfall from their drainage systems, each restricted to associated greenfield runoff rates. Each network will be maintained by an appropriate body (either private management company, water authority or Lead Local Flood Authority) separate from one another, including outfall locations and SuDS features as required.









Example SuDS swale



Example SuDS swale with reed bed

KEY:

-  'H66' allocation
-  Pumping station
-  Foul outflow connection point
-  Surface water outflow connection point
-  Above ground SUDS attenuation
-  Below ground SUDS attenuation



# Site Wide Codes

## Biodiversity

Development proposals should incorporate biodiversity design principles e.g. creating and enhancing habitats.

Development proposals should follow a hierarchy that first seeks to avoid damaging habitats, then to mitigate any damage, then to seek to replace habitats where mitigation is not possible.

Biodiversity Net Gain (BNG) should be achieved throughout the development in line with current National and Local Authority requirements at the time of submission of subsequent planning applications.

This will include the delivery biological enhancements on the areas illustrated on the Blue and Green Infrastructure Plan on page 43. The provision of landscaping and tree planting within each development parcel will also provide additional benefits.

Initial assessments (on phases 1 and 2) suggest an overall net gain can be delivered on-site within the allocation, which can then be complemented with off-site contributions to reach the target 10% net gain (as applicable to each individual application).

### NA 06

Biodiversity Net Gain (BNG) should be achieved throughout the development in line with current National and Local Authority requirements at the time of submission of subsequent planning applications.

The 2021 Environment Act requires a 10% net gain from submissions from 12th February 2024 (or 2nd April 2024 for small sites), to be met through on-site habitat enhancement; the allocation of registered off-site biodiversity gain; and the purchase of biodiversity credits.

To support wildlife and enhance connectivity the following principles should be followed:

- Bird and bat boxes - when practical, these should be integrated into the fabric of buildings, so they are less visually obtrusive, more durable, and less likely to be removed by future homeowners. Bird boxes should face north-east to south-east to avoid prevailing wet winds and the heat of midday sun. Bat boxes should be south facing. Ecologically sensitive lighting should be used in identified bat corridors.
- Hedgehogs and small mammals - where appropriate, and subject to topography, a 'hedgehog gap' should be provided at the base of new boundary walls and fences such that all gardens and greenspaces are effectively interconnected. 'Hedgehog gaps' should measure 13 x 13cm to restrict most domestic pets from fitting through.
- Aquatic species - where possible, ponds or other water features should provide shallow sloped sides and/or shelves with appropriate marginal planting to encourage wading birds and amphibians.





# Site Wide Codes

## Play Provision

The H66 allocation will provide a range of play experiences which will appropriately supplement the existing Locally Equipped Area for Play (LEAP) located off Exchange Street, allowing a dispersed range of play experiences throughout Edenfield.

### NA 07

Unless otherwise reasoned and justified, future planning applications relating to the H66 allocation should, as a minimum, include play provision in accordance with the 'Green Infrastructure and play provision' plan.



Green infrastructure and play provision





Example LEAP

### Local Equipped Area for Play (LEAP)

LEAPs should be well connected to the surrounding urban context, providing convenient and safe access to play for all.

LEAPs should be designed for use primarily by children who are beginning to go out and play independently and should be located within 5 minutes walking time (or 400 metres) of existing and proposed residential properties.

LEAPs should be designed to offer natural elements as play features for children and young people to interact with - such as land form, rocks, fallen trees, vegetation and thickets. The concept offers greater imaginative play value for children allowing them to explore nature and tackle risks in a controlled environment.

LEAPs will be minimum 400m<sup>2</sup> and will offer play equipment and structures in addition to natural elements. A buffer zone of 20m will separate the activity zone and the habitable room facade of the nearest dwelling.

Play equipment within LEAPs should be designed to address a broad age range of children with a cross section of abilities. Individual and multifunctional equipment will facilitate the following activities:

- Swinging
- Sliding
- Bouncing
- Climbing
- Balancing
- Hanging
- Swaying and spinning
- Rocking
- Rotating
- Imaginative and interactive play

Play equipment should be constructed from natural materials and a neutral colour palette e.g. timber, rope and stainless steel, to complement the semi-rural surroundings. Traditional, brightly coloured steel play equipment is discouraged.

In addition to play features and equipment, LEAPs will provide the following associated features:

- Adult and children's seating
- Minimum of two large capacity bins
- Cycle racks

Standalone LEAPs should score a minimum of 'Good' for both toddlers and juniors using the RoSPA Play Value Assessment Sheet.

# Site Wide Codes

## LAP

Local Areas for Play (LAPs) will provide informal open spaces with natural play opportunities, in accessible locations close to dwellings. They should be designed to appeal to all ages as a place for incidental play, social interaction amongst neighbours and a common space for people to enjoy in the close setting of their homes. LAPs should occur often and should offer variety in terms of their character, features and the play opportunities they provide. LAPs may be situated within housing areas or on the edge of housing parcels, bringing greenways into the development, enhancing the setting and



play opportunities provided. Exact locations of LAPs may be varied, if justified as part of subsequent reserved matters applications.

Play in LAPs should not be overly prescriptive and will typically exclude formal play equipment and boundary fencing, unless required for safety reasons. This is to encourage imaginative, free play with natural elements. LAPs are more versatile as a result being accessible to the whole community for a variety of uses, such as a meeting place for friends or taking a quick break during a walk home from school.

Each LAP should reflect the character of the area in which it is situated. Key features may include:

- Stepping/balancing logs
- Boulders
- Climbing tree trunks
- Mounding
- Tree and shrub planting
- Seating & bin

### KEY:

-  Minimum activity zone 100 Sq.M
-  5m buffer between activity zone and dwelling boundary

Mixed shrub planting provides sensory interest

Hard surfacing where appropriate to reduce signs of wear

Seating for parents/guardians to observe play

Bollards/fencing prevent direct access to roads

Open grass

Boundary hedgerow provides enclosure

Stepping logs play feature

Motif tree species provides canopy cover

Typical LAP design principles



Example natural feature 'stepping logs'



Example natural feature 'climbing tree'

## PUBLIC SPACE

Development should create a legible, attractive and safe network of public open spaces.

Due to the wider rural setting of Edenfield, and the scale of the H66 allocation site within the village, the majority of public spaces will be comprised of 'green' spaces, which form part of the green infrastructure network, or streets and roads.

Development on the H66 allocation will be served by a network of streets and cul-de-sacs, serving only residential areas. Details of the design of these streets and cul-de-sacs can be found under 'Movement'.

All areas of public space should be designed to minimise opportunity for crime.

The topography of the H66 allocation has potential to result in a requirement for retaining structures. Where retaining structures interface directly with a public space, planning applications must provide details to demonstrate how proposed structures will be designed to minimise visual harm to the street scene.

### PS 01

All areas of public space should be designed to minimise opportunity for crime by following Secured by Design recommendations.

### PS 02

Development should seek to minimise the requirement for retaining structures at the interface with public spaces. Where required, planning applications must demonstrate how visual harm to the street scene will be minimised.

## MOVEMENT

### Streets and movement general principles

The development of H66 will facilitate and promote sustainable and healthy multi-modal travel by public transport, walking and cycling. Detailed design for all streets and connections will be undertaken in accordance with relevant national and local policies and guidance.

The overall principles for the street network are presented on the Masterplan. Fixed principles include:

- Highway access points;
- Principle of a controlled vehicle access across PROW FP127 which will enable emergency access between land parcels.

#### MO 01

In order to maintain the distinctive street hierarchy found within Edenfield, future planning applications relating to the H66 allocation should reflect the indicative road network as shown on The Masterplan.

The exact alignment of roads should be refined and justified through the detailed design process.

### Public transport

H66 is located close to the existing public transport network, with bus stops located on Blackburn Road, Market Street, Bury Road and Bolton Road North. The development will use existing and proposed pedestrian routes to provide convenient access to the network.

### Walking and cycling

The site benefits from excellent pedestrian connectivity into Edenfield and its wider setting via the established network of PROW routes. Supplementary pedestrian and multi-user routes should be provided through the residential areas and public open space network to maximise connectivity onto the existing PROW network and overall permeability of the site. Improvements to existing PROWs in the vicinity of Edenfield will be delivered as part of Green Belt compensation measures.

The site does not directly form part of the wider cycling network as identified in the Local Plan, however this does pass 'through' the allocation via Church Lane. New dwellings will include the provision of secure, convenient cycle storage to encourage cycling via the wider network. Existing PROW routes through the site should be made suitable for cycling where viable to act as an informal expansion of the local cycling network.

All new cycle routes within the allocation will meet the core design principles of (LTN) 1/20, where feasible.

#### MO 02

Development will retain existing PROW routes within landscaped corridors.

New pedestrian routes should be provided to reflect those indicated on The Masterplan.

### Street typologies

Development should demonstrate an integrated design process for all streets. Consultation with the planning, highways and refuse disposal authorities should be carried out at an early stage.

All streets should:

- Be designed to have a clear hierarchy consisting of secondary and tertiary street types and private drives. Informal squares and mews may also be included at appropriate and justifiable locations;
- Be designed with permeability in mind;
- Aim to keep junction radii as tight as possible to ensure pedestrian desire lines are maintained;
- Integrate appropriate traffic calming features to maintain appropriate vehicle speeds;
- Provide a shared use path or footway wherever dwellings have access points onto adopted public highway; and
- Be arranged appropriately to avoid the creation of greens and open spaces that are unnecessarily enclosed on all sides by highways.

The table opposite sets out the key parameters for each street typology. Principles for building frontages, setbacks, parking and materials are provided on the following pages.

#### MO 03

Streets should be delivered in accordance with the table 'Street typology parameters' unless LCC require otherwise.

	Secondary	Tertiary	Private drives (non-adoptable)
Design speed	20 mph	20 mph	15 mph
<b>Street dimensions and character</b>			
Min carriageway width*	4.8m	4.1m	3.5m
Footway	2m to both sides for two sided development. 2m to one side where road abuts open space.	2m to both sides for two sided development. 2m to one side where road abuts open space.	None (shared surface)
Verge to highway edge	None	None	None
Direct plot access	Yes	Yes	Yes
<b>Street design details</b>			
Traffic calming	As appropriate		
Junction radii	Determined by refuse vehicle/public service		
Junction spacing	Same side/other side- 25m		N/A
Junction sight lines (x/y)	2.4m x 25m		2.4m x 17m
Vehicle swept paths	Determined by refuse vehicle/public service vehicle tracking or swept path analysis as appropriate		

\* To be considered for adoption Lancashire County Council require a carriageway width of at least 5.5m with 2m footways.

Street typology parameters

# Site Wide Codes

## Street character and built form response

### Secondary Street

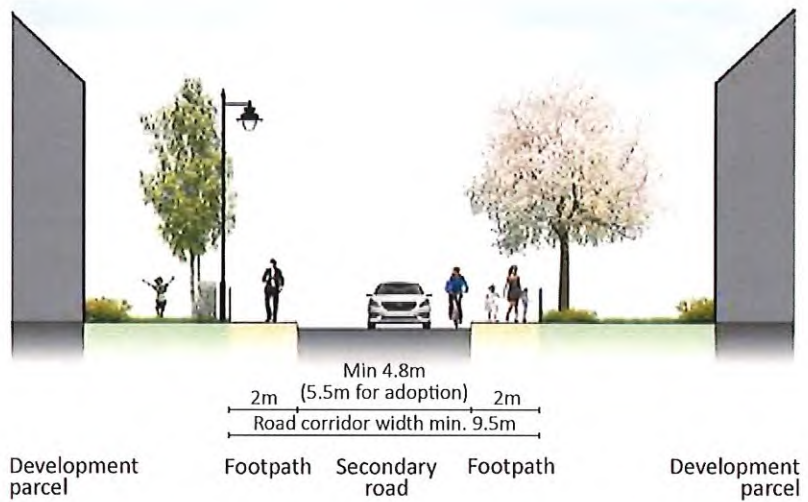
Secondary streets serve residential areas and support fewer vehicular journeys than the primary roads through Edenfield. They will have a narrower road width than Market Street. Homes will generally front onto the secondary streets and will be accessed directly from the road.

As a guide, the building line should be regular/rhythmic/formal and generally set back 6-7m from the street. This will allow for front gardens which will be suitable for both frontage parking and tree planting where appropriate.

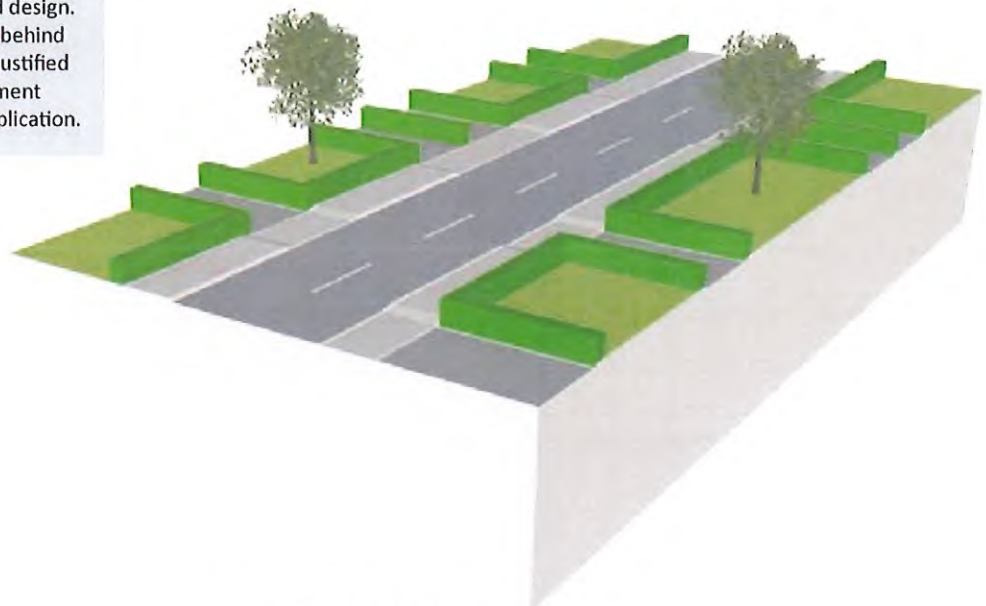
#### MO 04

A secondary street will be provided along the controlled circulatory road link between Market Street and Exchange Street.

Additional secondary streets may be provided through development areas as appropriate, subject to detailed design. The distribution and reasoning behind the street hierarchy should be justified in the Design and Access Statement accompanying any planning application.



Secondary street cross section



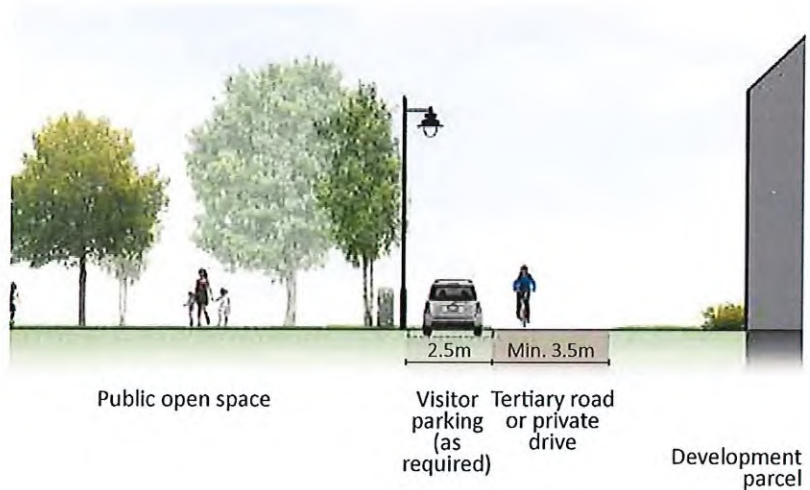
Secondary street birds eye view

**Tertiary Street / Private Drive**

Properties located off the secondary streets or within smaller development parcels within the 'H66' allocation may take the form of tertiary streets or shared-surface private drives, delineated by an entrance strip or broader change in surface material and/or street narrowing.

Building arrangement can become less formal and increasingly varied in style (where appropriate, in accordance with the relevant character area characteristics), particularly where streets/driveways interface with public open space.

Buildings will predominantly front onto any open spaces to provide natural surveillance and encourage people to use them. Some rear gardens with high quality boundary walls fronting the open space will be appropriate where an appearance of lower density would be considered beneficial.



Tertiary street cross section



Tertiary street birds eye view

# Site Wide Codes

## Junction Design and built form response

Junction design will vary across the scheme, depending on the hierarchy of the intersecting streets. The design, layout and materials will respond to the character of the character area and public realm and will employ the approach advocated by Manual for Streets.

Key technical principles for junction design are listed below:

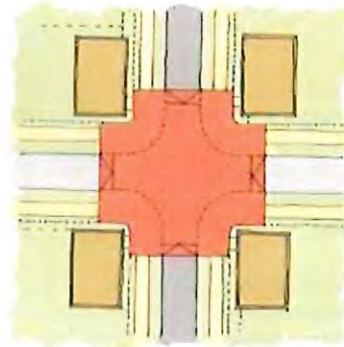
- Junctions should be spaced at no less than 25m spacing.
- Junctions should be created by roads meeting perpendicularly.
- Junctions should be positioned to best suit visibility splays.
- Junctions should be positioned on the outside of a bend.
- Small junction radii should be used to reduce the speed of turning vehicles and make it safer for pedestrians and cyclists.
- Junction radii should be determined by the swept path of refuse vehicles/ emergency vehicles where required, although the use of appropriately designed overrun areas will be encouraged where appropriate to reduce the apparent scale of junctions.

Buildings and landscape at junctions should be designed in accordance with the adjacent principles 1-3.

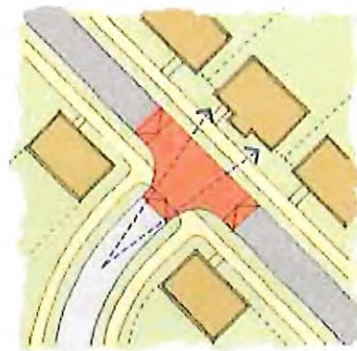
Dwellings at important junctions and/or nodal points should incorporate contrasting facing materials or elevated features to create visual interest and enhanced character to development.



**1. Junction perpendicular to open space:** buildings hold the corner and form gateway to street. Built form should frame outward views into open space.



**2. Crossroads:** buildings should hold each corner with animation to both street-side elevations. Raised tables should use a change in surface material.



**3. T junction:** buildings should hold the corner and form a gateway to streets. Built form should frame views, with views terminated by a marker building or suitable landscaping.



## Surface materials

The adjacent materials are considered appropriate for use within the H66 allocation.

Where adoptable, materials should meet Lancashire County Council Highways' standards. Precise paving details will be determined through individual planning applications.

In areas which will not be adopted, such as private drives or parking bays, the following design guidance should be followed:

- High quality materials should be selected which are appropriate to the character of the development and its context (including permeable block paving on shared surfaces).
- Muted colours are generally considered more suitable for paving.
- Large, unbroken areas of any particular surface material should be avoided, especially black top.
- Areas can be successfully broken up using materials of the same colour but with different textures.
- It is more appropriate to use changes in surface material rather than painted demarcation to define changes of surface use.

### MO 05

Unless otherwise reasoned and justified, surface materials proposed as part of any planning application should accord with the agreed materials palette.



Adoptable	Non-adoptable
<ul style="list-style-type: none"> <li>• Black asphalt suitable for secondary/tertiary roads and adjacent footways [Picture 1]</li> <li>• Pre-cast concrete half battered upstand kerbs to BS EN 1340:2003 [Picture 1]</li> <li>• Block paver's in various sizes - suitable for shared use spaces and adopted raised crossings [Picture 2]</li> </ul>	<ul style="list-style-type: none"> <li>• Tarmac with buff or grey coloured chippings on private driveways within plots [Picture 3]</li> <li>• Block paving on all shared surfaces (to provide contrast and differentiation between public and private spaces) [Picture 2]</li> <li>• Loose gravel suitable for use on footpaths through open spaces [Picture 4]</li> <li>• Flexible porous and hard wearing surfacing for cycle / equestrian routes</li> </ul>

Surface materials palette

# Site Wide Codes

## Access and parking typologies

The adjacent diagrams provide some of the many possible solutions to manage plot access and parking to create safe and attractive streets and public realm. It is not the intention of this document to provide details for every type of parking - these should be agreed through individual planning applications relating to the H66 allocation.

Car parking will:

- Form an appropriate response to each street typology;
- Be designed in accordance with adopted standards;
- Be designed so that parked vehicles are visually unobtrusive and parking spaces are convenient and safe to use;
- Be designed as attractive functional spaces with planting (e.g. formal hedgerow or trees) used to subdivide parking areas where possible;
- Be accommodated as much as possible 'on-plot' or in a convenient location at the front of or to the side of the property;
- Be designed to discourage parking on verges where on-street parking is not provided, through use of bollards, ditches, fencing etc
- Include kerbside visitor/community parking in appropriate agreed locations (with the level of new parking provision to exceed that displaced as a result of the development).

## Parking standards

- Car parking will be provided in accordance with the relevant parking standards.

## Garages

- Should be wide enough to allow easy access with a wheeled bin or cycle and to accommodate a car and in line with policy.
- Attached garages should be set back from, and be subservient to the primary building line and be designed in high quality materials.

## Driveways

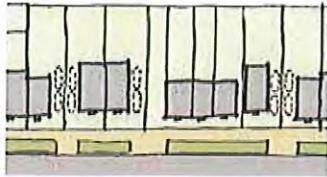
- To ensure that parked cars do not overhang pedestrian/cycle movement network, driveway depths will be a minimum of 5m (length of parking bay) from the back of highway footway/ shared use path, with an additional 1m allowed for access to garage doors.

## Cycle parking

- Cycle parking will be provided in accordance with the relevant standards.
- Cycle parking will provided in key public spaces such as play areas.

**Type 1 - Direct access to side**  
 Built frontage: linked / broken  
 Access: direct from road  
 Parking: side on-plot  
 Suitable for: any roads

- Direct access from any road.
- Use shared or dual access drives where possible.
- Joined garages to be set back from main building frontage.



**Type 4 - Mews parking**  
 Built frontage: continuous / linked / broken  
 Access: from front court  
 Parking: varied  
 Suitable for: tertiary roads / private drives

- Space shared by houses directly overlooking, with parking allocated to each dwelling.
- Entrances and windows should face into the mews.
- A variety of parking should be provided ranging from on-street parking, parallel parking, parking integrated into the house or in a car port / side garage.
- Habitable space should be provided at upper levels where possible.
- Key corner buildings be used at the entrance to ensure court is not flanked by boundary fencing/walls on both sides.



**Type 2 - Direct access to front**  
 Built frontage: linked / broken  
 Access: direct from road  
 Parking: front, on-plot  
 Suitable for: any roads

- Strong boundary conditions and appropriate planting should be used to define the public/private realm and create a generous, leafy street.
- Should allow for suitable width access to front doors at regular intervals.
- Proposed planting should not impede the use of parking bays. Trees and large shrub planting to be located minimum 0.5m from back of kerb to allow for door swing and side access.
- This typology should only serve a maximum 4 houses in an adjacent group and should be interspersed with other typologies.



**Type 5 - Frontage adjacent to open space**  
 Built frontage: broken / irregular  
 Access: direct from tertiary road / private drive  
 Parking: front or side / on-plot / on-street  
 Suitable for: tertiary roads / private drives

- Appropriate for most homes fronting open spaces.
- Homes accessed by shared-surface private drive at edge of open space.
- Detached garages are appropriate in response to broken frontage.
- Opportunities for allocated on-street parking bays / passing places.



**Type 3 - Front parking court**  
 Built frontage: linked / broken  
 Access: from front court  
 Parking: varied  
 Suitable for: secondary and tertiary roads

- The court should be designed as an attractive, well-landscaped place.
- Parking bays should generally be in groups of no more than 4.
- Tree planting should be used to soften the space.
- Proposed planting should not impede the use of parking bays. Trees and large shrub planting to be located minimum 0.5m from back of kerb to allow for door swing and side access.
- The court should serve a limited number of homes.



**Type 6 - Direct frontage onto open space**  
 Built frontage: broken / irregular / direct onto open space  
 Access: from front service street, accessed from rear  
 Parking: side / rear / on-street  
 Suitable for: tertiary roads / private drives

- Appropriate only for a small number of homes fronting open space.
- Opportunity for homes to front directly onto open space by providing side on or on-street parking
- Access from rear or through centre of development block.
- Pedestrian access from front.
- Use of this typology would help form an irregular built form frontage when interspersed with other typologies.



## BUILT FORM

The development should create a new high quality, characterful neighbourhood with architecturally interesting, well proportioned streets and spaces that draw upon local character.

### General built form & urban design principles

Changes in built form in terms of: block structure, density, massing, height, materials, building orientation, spacing between buildings and building set back from highways should combine to create variety and place appropriate responses ensure the scheme has a variety of character areas and strong sense of place.

The following general principles should be applied across all development within the H66 allocation:

- Building arrangement should be used to define the interfaces and gateways between residential development and open spaces.
- Buildings should actively face and overlook green spaces and streets.
- Building layout and the resulting spaces should provide focal points to create a sense of place throughout the scheme.
- Corner buildings should be articulated to define corners and provide active interfaces on both sides when possible.
- Landmark buildings should be used to aid orientation and navigability on the journey through the scheme. These should be noticeably distinct from other buildings by a change in height, style and/or materials. These buildings should terminate key views and frame nodes.
- Variations in ridge height and roof pitch across the site should be utilised to create an interesting roofscape.
- Frontages should have common characteristics to provide a unified street scene, designed to complement the landscape/townscape character of the street or area they front onto.
- Dwellings should be clustered with harmony in design features and detailing to sit appropriately within each defined Area Type.

### BF 01

Unless otherwise justified, development should follow the Area Type guidance as set out in the Design Code.

## HOMES AND BUILDINGS

Development should provide well designed homes which address space standards, accessibility, adaptability, lighting, privacy, security and the delineation of public and private spaces.

House types need to be high quality designs throughout the development(s), and should incorporate innovative designs and feature glazing. There should be a range in the design of dwellings across the development and it should not just feature standardised house types which could be found in any location

Development proposals of over 50 dwellings should, where possible, make at least 10% of plots available for self-build in line with Policy HS16 in the Local Plan, subject to evidence of local demand within the Council's self-build register and site viability.

### HB 01

All homes should meet Nationally Described Space Standards, unless otherwise justified. Consideration will be given to housing need and viability.

### HB 02

All homes should be designed to maximise internal daylight and have appropriate privacy distances in accordance with Local Plan policies.

## RESOURCES

Development should facilitate sustainability and be future proofed.

### RE 01

Development will be compliant with the latest building regulations applicable at the time of construction and individual applications should demonstrate compliance with Policy ENV1 (q) of the adopted Local Plan that cites energy efficiency principles and take account of the Council's Climate Change SPD, 2022, which applies a 10% target for on site renewable energy / energy efficiency measures for all applications of more than 10 dwellings.

### RE 02

Development proposals should provide vehicle charging points in line with Policy TR4 in the Local Plan.

### RE 03

Development proposals should, where possible, provide sustainable drainage systems in line with Policy ENV1 (q) in the Local Plan.

### RE 04

Suitable space on building plots should allow for waste collection and recycling.

## LIFESPAN

Places designed for long term stewardship are robust and easy to look after, enable their users to establish a sense of ownership, adapt to changing needs and are well maintained.

### LI 01

Development should include a Management Plan to cover non-adopted areas, including details of any community management and stewardship and adoption agreements.







# Area Types

-  
05

# Area Types

## AREA TYPES

The NMDC calls the area-specific codes “Area Types”. These are areas designed to have a particular character, inspired by the character of the local area and of the site.

Character areas will be created across the allocation site to provide a logical change in character through the development. Subtle variations in materials, colour, detailing, landscape, streetscape and built form will enable each area to have its own character whilst still creating a holistic sense of place for the development as a whole.

These are:



Edenfield Core;



Village streets;



Chatterton South;

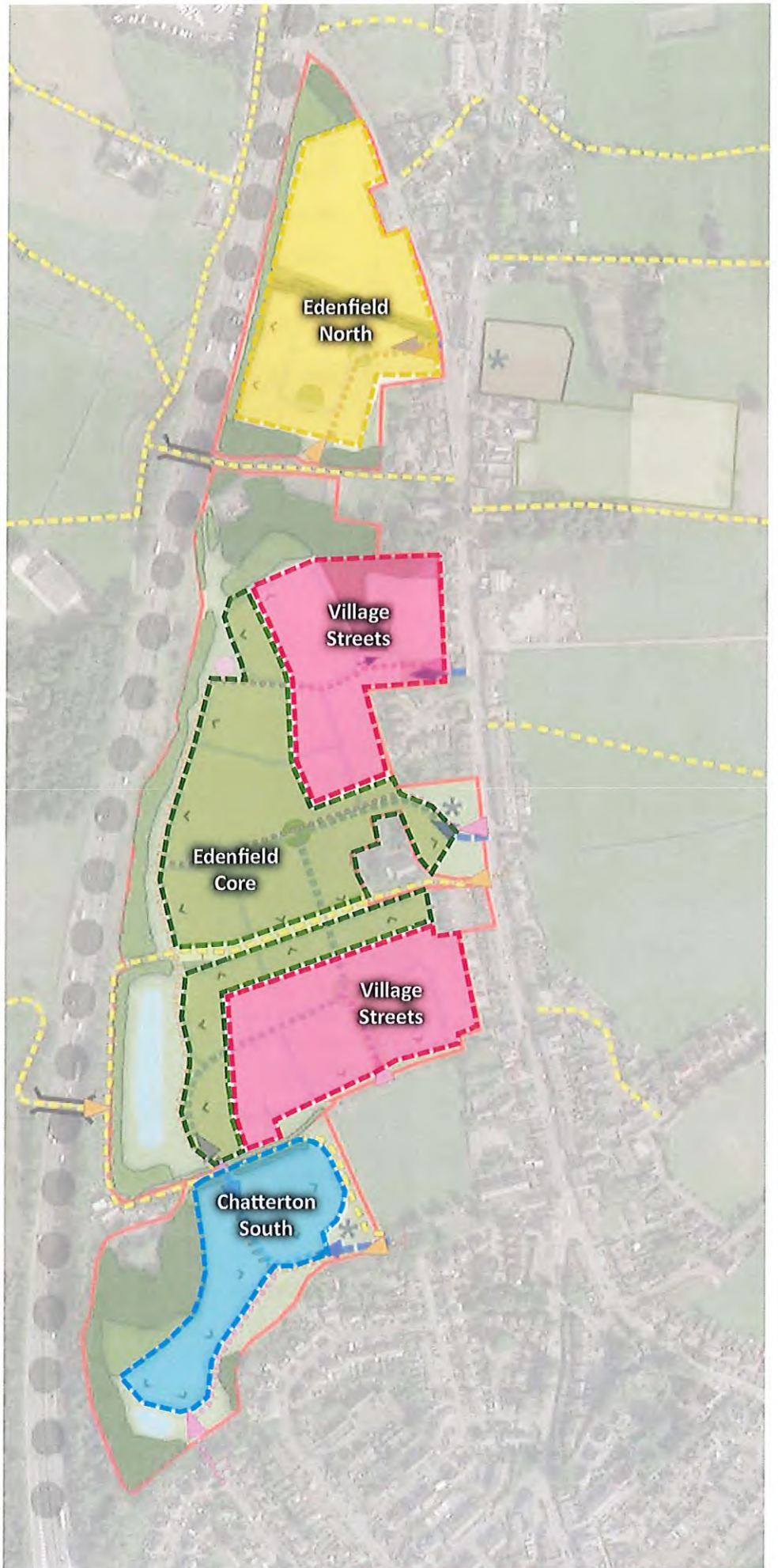


Edenfield North.

Streets and the spaces between buildings are important, not just for movement but also for social interaction. The purpose of the following codes are to enshrine and ensure over the course of the development, high quality design is upheld. It is the intention to ensure the delivery of well balanced, pedestrian focused streets and spaces, which prioritise active travel, safety and greenery and which create a less car dominated development.

The following area type design codes set out the regulatory rules for the four area types, which development proposals must adhere to. Where relevant, accompanying vignettes are not intended to be taken as literal representations of the different area types and are for the purpose of providing an illustrative view of each area.





Area types

## Edenfield Core

The 'Edenfield Core' will sit at the heart of the H66 site, most closely relating to the historic core of the village and forming the new outward facing interface of the housing area with the wider landscape.

The area will broadly extend to cover:

- The interface with Market Street,
- The area around Mushroom House, including the PROW route from Market Street,
- The outward western facing edge of housing.

Code ref.	Key Characteristics	Reasoning and influences
AT/EC 01	Density 26 - 30 dph	Provides lower density setting to Mushroom House, Market Street frontage and the outward facing edges of the development area.
AT/EC 02	Built form Increasingly organic towards western edge of housing area	Housing aligned to broadly follow the 190m contour band at the western extent of the development area.
AT/EC 03	Massing Semi detached, detached	Intended to transition from Market Street to settlement fringe. Gaps between buildings to allow glimpsed views to distant hills.
AT/EC 04	Height 2 storey, up to 15% 2.5 storey where appropriateness can be demonstrated	Development seeks to retain distant views to wider hill tops. 2.5 storey development which does not obstruct key views can add interest to the street scene.
AT/EC 05	Building line / set back Strong building lines to frame streets and spaces. Housing on internal streets generally set forward to allow for majority recessed side parking. Increased frontage parking appropriate where housing fronts onto public open space.	A strong block structure will complement the character of Market Street and can assist in reducing visible frontage parking by enabling provision of side parking solutions, particularly on internal streets which seek to frame views towards the wider landscape setting on Edenfield.
AT/EC 06	Building material Natural and reconstituted stone and red brick. Grey roofing (slate and high quality modern equivalent).	Should complement the aesthetic of building materials found in the historic centre of the village due to visibility from Market Street, the immediate PROW network and wider views from the west of Edenfield.
AT/EC 07	Boundary treatments Hedgerows, grass and railings.	Simple landscape treatments such as grass and hedgerows will create a consistent character to the streetscene. Excessive ornamental shrub planting should be avoided.
AT EC 08	Key (glimpsed) views to be maintained Distant hilltops from Market Street and PROW. Peel Monument, Emmanuel Church and Edenfield Parish Church from PROW.	These are locally valued and provide sense of place

Key characteristics of Edenfield Core



Stone/stone effect walling used as front garden boundary treatment



Stone effect/reconstituted stone brickwork



Simple landscape treatments



Grey roofing



Block paving



Indicative character of the Edenfield Core

## Village Streets

The 'Village Streets' comprises the residential areas located behind the more visually prominent, outward facing housing which falls within the Edenfield Core character area. The Village Streets will draw upon key characteristics of the village but have greater flexibility to vary building materials due to the reduced visual prominence of the area within the wider development. This will add variety to the urban form within the village.

The area will broadly extend to cover:

- Areas located away from PROW routes, existing main roads and which will be visually screened by housing in the Edenfield Core character area.

Code ref.	Key Characteristics		Reasoning and influences
AT/VS 01	Density	35 - 40 dph	Reflects proximity to services & public transport network
AT/VS 02	Built form	Distinctly linear	Complements terraced built form found in the centre of Edenfield
AT/VS 03	Massing	Semi detached, detached and terraces	Housing areas which sit internally to the central housing parcel, in less sensitive locations, have potential to be delivered at higher densities which can be achieved by incorporating terraces which are typical of the area.
AT/VS 04	Height	2 storey, up to 10% 2.5 storey where appropriateness can be demonstrated	Housing will be situated on land at a lower level than Market Street. Appropriately located 2.5 storey development can add interest to the roofscape and street scene at this central village location.
AT/VS 05	Building line /set back	Strong building line with variation in set back used to vary frontage and side parking arrangements	A strong block structure will complement the character of nearby Market Street and will enable a variety of parking solutions.
AT/VS 06	Building material	Red brick and render (combination of uniform effect and varied tone brick), and both natural and reconstituted stone. Grey roofing (slate and high quality modern equivalent).	The area will be less visually prominent in the wider landscape resulting in increased potential to use varied building materials, drawing inspiration from post-1930's development in the southern part of Edenfield. This will add interest and variety to the wider development.
AT/VS 07	Boundary treatments	Hedgerows, shrub planting, grass, red brick masonry and natural stone/reconstituted stone walls, railings.	To provide consistency with building materials and allow greater perception of change in character through the central land parcel.
AT/VS 08	Key (glimpsed) views to be maintained	Quality of views to and from recreation ground. Views to Peel Tower, Emmanuel Church and Edenfield Parish Church from within the development.	Ensure development provides a characterful and attractive elevation to the interface with Edenfield Recreation ground.

Key characteristics of Village Streets



Indicative character of the Village Streets



Red brickwork



Simple landscape treatments



Hard standing areas of frontage parking

## Chatterton South

'Chatterton South' will be located at the south-western corner of the site. The area is closely related to the post-1930's development in the southern part of Edenfield.

The area will broadly extend to cover:

- Land located between Chatterton Hey and Eden Avenue.

Code ref.	Key Characteristics		Reasoning and Influences
AT/CS 01	Density	36 - 45 dph	Visually discrete setting within Edenfield provides opportunity to maximise density in a location close to services & public transport.
AT/CS 02	Built form	Linear along curve, stepping down topography as required. Terraced units used to maximise density in locations where housing follows the contours.	Complement built form arrangement at Eden Avenue/ Oaklands Road in locations where development steps down the hill. Introduce longer terraced forms where viable to reflect the wider character of Edenfield.
AT/CS 03	Massing	Predominantly semi-detached and terraced	Terracing appropriate to maximise density in location close to village core. Semi-detached homes often used in Edenfield where housing steps down the contours.
AT/CS 04	Height	2 storey, up to 20% 2.5 storey where appropriateness can be demonstrated.	Bungalows and 2 storey dwellings are located along Eden Avenue. Lower buildings heights appropriate for use on the highest parts of the area. Greater flexibility over heights as levels drop towards southern part of area. Hipped roof profiles assist in enabling and framing views to the surrounding landscape.
AT/CS 05	Building line / set back	Strong building lines with varied set back at key intersections between roads and/or footpath routes.	A strong block structure will complement the close proximity to the centre of Edenfield, while localised areas which open out slightly will enhance the urban grain, adding localised character and charm.
AT/CS 06	Building material	Red brick and render (combination of uniform effect and varied tone brick), and both natural and reconstituted stone. Gray roofing (slate and high quality modern equivalent).	Located immediately adjacent to post-1930's development in the southern part of Edenfield. Use of stone detailing, such as cills and headers will help to unify new housing with the traditional housing in the village.
AT/CS 07	Boundary treatments	Hedgerows/ landscaping, masonry walls and use of natural and/or reconstituted stone where appropriate.	To unify with the boundary treatments on Exchange Street.
AT CF 08	Key (glimpsed) views to be maintained	Visual quality of development interface with PROW route. Peel Monument and Emmanuel Church from roads.	PROW passes along the perimeter of the area. Development should ensure high quality design at this interface to ensure the route remains pleasant and usable. Views to landmarks are locally valued and provide sense of place.

Key characteristics of Chatterton South



Proposed materials to complement existing local vernacular - red brick



Red brick



Stone effect at interface between Exchange Street and recreation ground



Proposed materials to complement existing local vernacular - stone facade



Pale render used to add interest to buildings



Slate effect roof tiles



Where topography becomes steeper, housing should step down the hill



Indicative character of the Chatterton South



Potential contemporary buildings



Stone cill and header detail

## Edenfield North

'Edenfield North' sits separate from the wider H66 allocation site, located to the north of Church Lane. The area has close association with the northern part of the village which has varied and increasingly modern architectural character, albeit most prominent buildings are stone or reconstituted stone.

The area will broadly extend to cover:

- All development to the north of Church Lane.

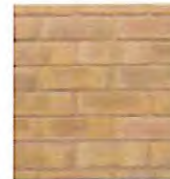
Code ref.	Key Characteristics		Reasoning and influences
AT/EN 01	Density	30 - 34 dph	Lower density than Edenfield Core to reflect position at northern fringe of Edenfield
AT/EN 02	Built form	Informal grid	Unconstrained, broadly flat land lends itself to a gridded block structure
AT/EN 03	Massing	Semi detached and detached, with some terraced units at frontage to A56.	Complements varied massing found in the immediate context, while overall 'looser' grain reflects position at the northern fringe of the village.
AT/EN 04	Height	2 storey. Up to 10% 2.5 storey and 1 storey where appropriateness can be demonstrated.	Building heights should be selected to ensure long views to distant hill tops are retained from Fingerpost Triangle on Blackburn Road. Variation in building heights should be used to create dynamic corners and characterful vistas.
AT/EN 05	Building line / set back	Strong building line with some variation in set back to add variety.	A strong build line, tight to the footway at the site entrance from Blackburn Road will complement the set back of adjacent cottages. This will also reduce frontage car parking to enhance the character of views into the area from Blackburn Road. Increased flexibility over building set back within the western part of the area.
AT/EN 06	Building material	A neutral palette of natural stone, reconstituted stone, and a range of bricks (including buff brick). Some use of black timber detailing permitted to add contemporary interest to buildings. Grey roofing (slate and high quality modern equivalent).	Position at approach into Edenfield should seek to positively strengthen the existing character of Edenfield drawing upon the traditional building materials of the village rather than continuing to dilute character through further variety. Timber detailing draws upon wider rural context of Edenfield.
AT/EN 07	Boundary treatments	Predominantly hedgerows to front plots. Natural and/or reconstituted stone walling permitted along frontages where visible from Blackburn Road.	Position at approach into Edenfield should seek to positively strengthen the existing character of Edenfield drawing upon the traditional building materials of the village rather than continuing to dilute character through further variety.
AT/EN 08	Key (glimpsed) views to be maintained	Distant hill tops from Fingerpost Triangle.	These are locally valued and provide sense of place.

Key characteristics of Edenfield North





Natural/reconstituted stone



Buff brick



Black timber detailing



Slate effect roof tiles

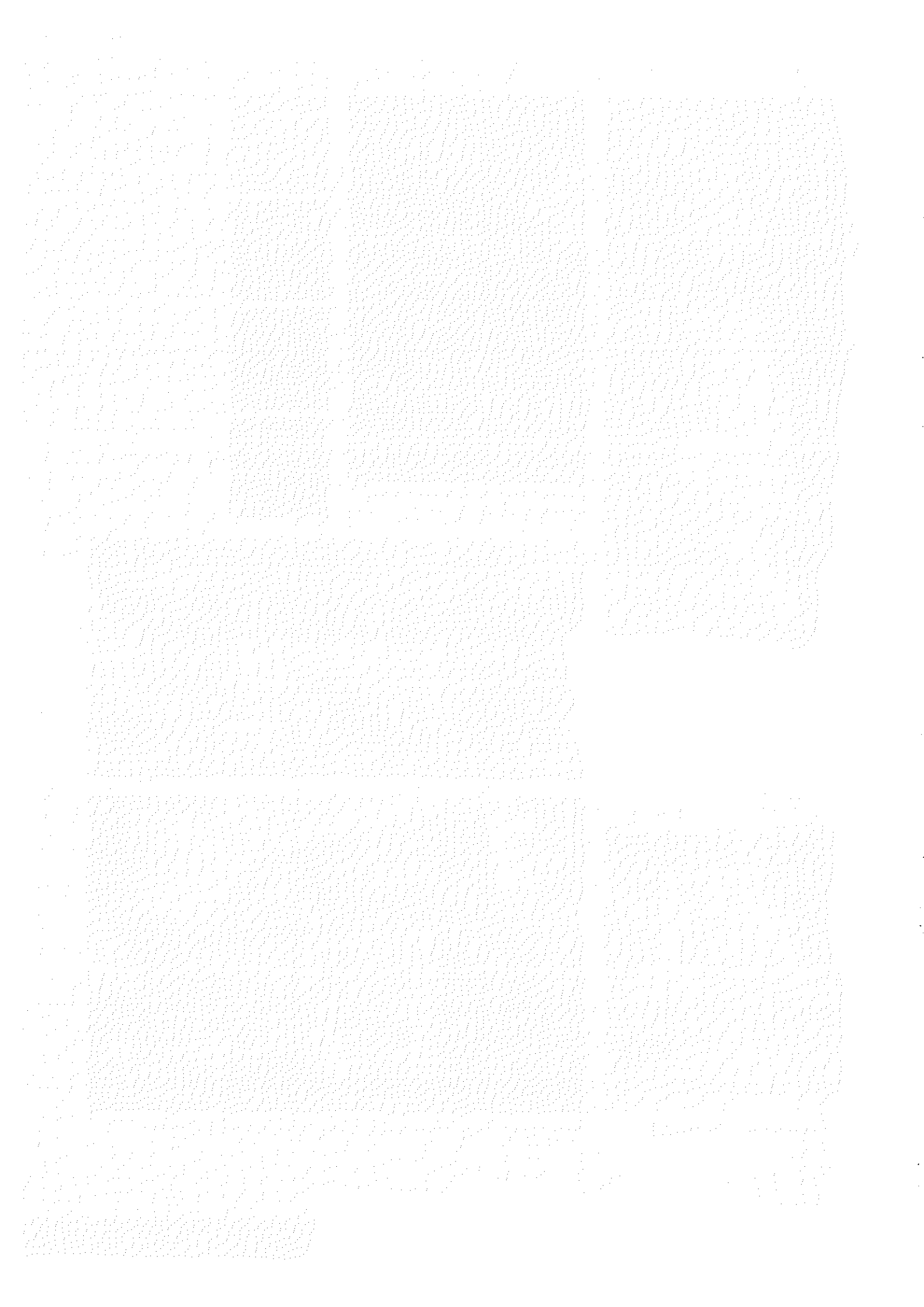
Proposed materials to complement existing local vernacular - stone facade



Indicative character of Edenfield North



New buildings should provide a contemporary interpretation of existing local vernacular



Appendix A  
-  
Summary  
of Codes

# Summary of Codes

## SUMMARY OF CODES

The table below includes a list of all site wide Codes referred to within the Design Code.

Masterplan	MP 01	Future planning applications relating to the H66 allocation must be delivered in accordance with principles of The Masterplan.
	PH 01	Unless otherwise reasoned and justified, any individual phase of development should deliver the key deliverables as presented in the 'Phasing and associated key deliverables' table.
Phasing	PH 02	All construction traffic and off-site highways improvements will be delivered in line with the construction and infrastructure phasing table, unless otherwise justified and agreed with the Local Highway Authority.
	US 01	Development across the entire allocation should achieve a range of housetypes and tenures, including affordable housing and self build homes in line with Policy HS3 of the Local Plan. The Council will monitor planning applications submitted across the allocation and take account of the fact that applications below 10 units could also deliver and provide suitable opportunities for residents that have registered on the Council's self build register.
Use	US 02	Accessible Homes according to M4(2) standards will be provided in line with Policy HS5 of the adopted Local Plan.
	US 03	Subject to specific educational need requirements identified through subsequent planning applications, the delivery of off-site community car parking and/or school expansion shall be delivered in the location identified on the Masterplan.
	ID 01	Variations in development character should be complementary to each other, with evidence provided in planning applications to demonstrate how development character is responsive to site context.
Identity		

cont.

**Nature**

- NA 01 Development of the H66 allocation should be delivered in accordance with the Landscape Design Principles.
- NA 02 Species selection and distribution should be reasoned and justified through a Landscape Strategy Plan as part of any future planning application relating to the H66 allocation.
- NA 03 SuDS shall be designed to provide multiple benefits- for drainage, nature and people. SuDS should be incorporated where appropriate and viable and should be as naturalistic as possible to complement the semi-rural context. SuDS ponds should include permanently wet areas to maximise ecological benefits.
- NA 04 Planning applications affecting any part of the H66 allocation site should incorporate a range of suitable drainage solutions that address the drainage requirements of the relevant land parcel.
- NA 05 Each development parcel (as broken down by phase) will have a separate outfall from their drainage systems, each restricted to associated greenfield runoff rates. Each network will be maintained by an appropriate body (either private management company, water authority or Lead Local Flood Authority) separate from one another, including outfall locations and SuDS features as required.
- NA 06 Biodiversity Net Gain (BNG) should be achieved throughout the development in line with current National and Local Authority requirements at the time of submission of subsequent planning applications.
- NA 07 The 2021 Environment Act requires a 10% net gain from submissions from 12th February 2024 (or 2nd April 2024 for small sites), to be met through on-site habitat enhancement; the allocation of registered off-site biodiversity gain; and the purchase of biodiversity credits.
- NA 07 Unless otherwise reasoned and justified, future planning applications relating to the H66 allocation should, as a minimum, include play provision in accordance with the 'Green Infrastructure and play provision' plan.

**Public space**

- PS 01 All areas of public space should be designed to minimise opportunity for crime by following Secured by Design recommendations.
- PS 02 Development should seek to minimise the requirement for retaining structures at the interface with public spaces. Where required, planning applications must demonstrate how visual harm to the street scene will be minimised.

cont.

## Movement

- MO 01 In order to maintain the distinctive street hierarchy found within Edenfield, future planning applications relating to the H66 allocation should reflect the indicative road network as shown on The Masterplan.
- The exact alignment of roads should be refined and justified through the detailed design process.
- MO 02 Development will retain existing PROW routes within landscaped corridors.
- New pedestrian routes should be provided to reflect those indicated on The Masterplan.
- MO 03 Streets should be delivered in accordance with the table 'Street typology parameters' unless LCC require otherwise.
- MO 04 A secondary street will be provided along the controlled circulatory road link between Market Street and Exchange Street.
- Additional secondary streets may be provided through development areas as appropriate, subject to detailed design. The distribution and reasoning behind the street hierarchy should be justified in the Design and Access Statement accompanying any planning application.
- MO 05 Unless otherwise reasoned and justified, surface materials proposed as part of any planning application should accord with the agreed materials palette.

## Built form

- BF 01 Unless otherwise justified, development should follow the Area Type guidance as set out in the Design Code.
- HB 01 All homes should meet Nationally Described Space Standards, unless otherwise justified. Consideration will be given to housing need and viability.
- HB 02 All homes should be designed to maximise internal daylight and have appropriate privacy distances in accordance with Local Plan policies.

## Homes and buildings

cont.

**Resources**

RE 01 Development will be compliant with the latest building regulations applicable at the time of construction and individual applications should demonstrate compliance with Policy ENV1 (q) of the adopted Local Plan that cites energy efficiency principles and take account of the Council's Climate Change SPD, 2022, which applies a 10% target for on site renewable energy / energy efficiency measures for all applications of more than 10 dwellings.

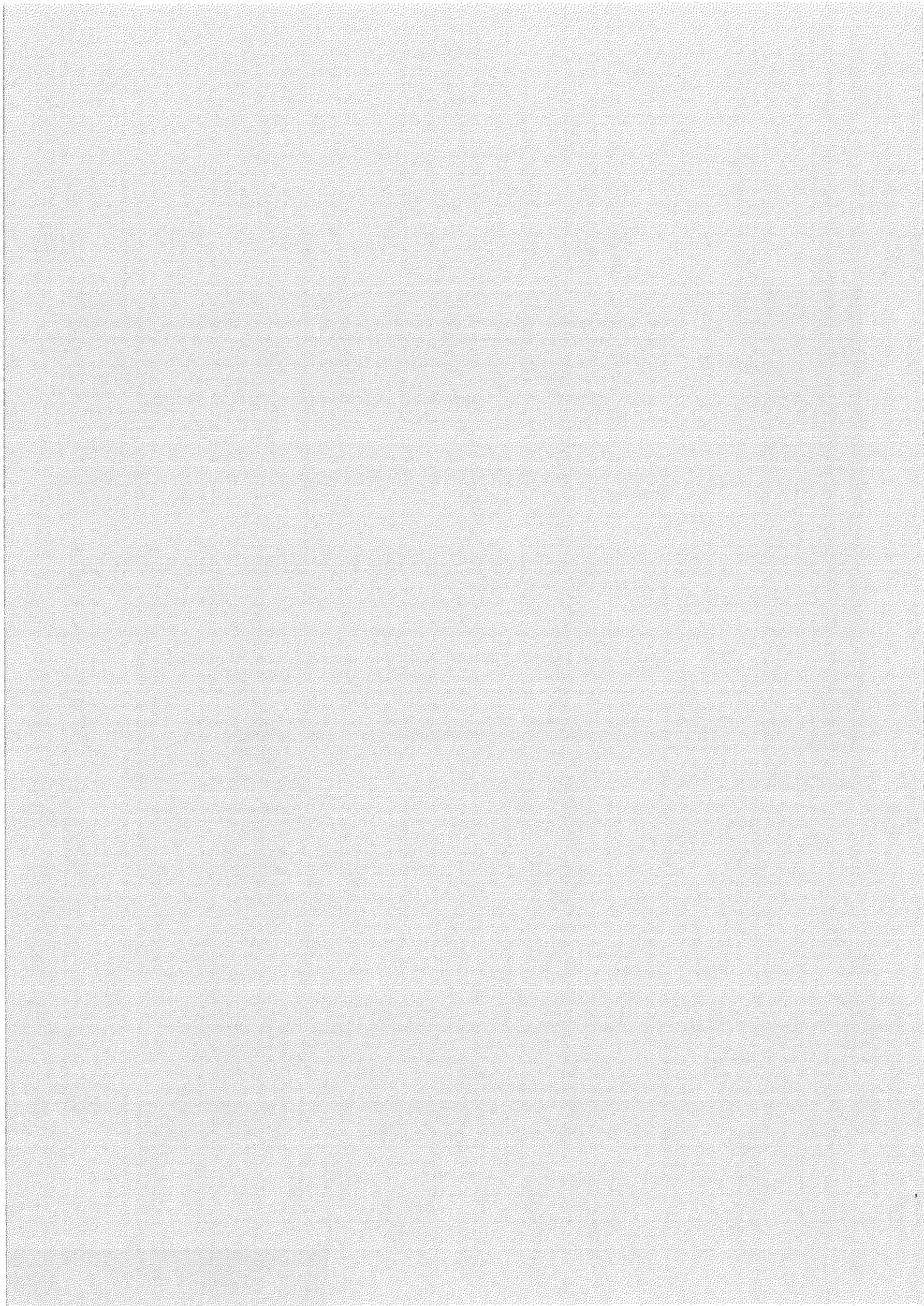
RE 02 Development proposals should provide vehicle charging points in line with Policy TR4 in the Local Plan.

RE 03 Development proposals should, where possible, provide sustainable drainage systems in line with Policy ENV1 (q) in the Local Plan.

RE 04 Suitable space on building plots should allow for waste collection and recycling.

**Lifespan**

LI 01 Development should include a Management Plan to cover non-adopted areas, including details of any community management and stewardship and adoption agreements.





Appendix B  
-  
Design Quality  
Checklist

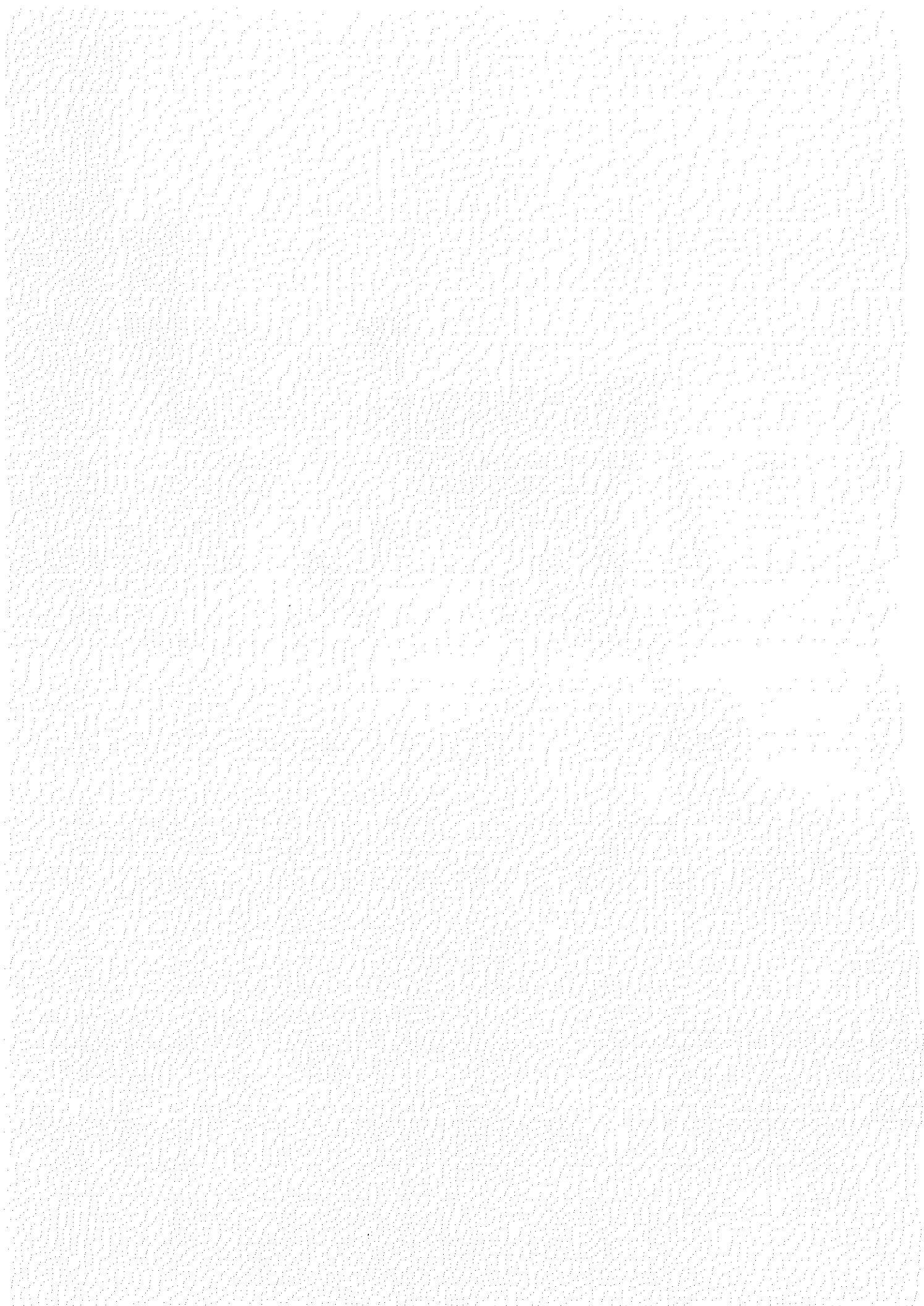
# Design Quality Checklist

## DESIGN QUALITY CHECKLIST

Applicants should consider and demonstrate as part of their planning application how their proposals answer the following design quality questions which relate to the overarching design vision for Land West of Market Street as set out in this Design Code:

- 1 How do the proposals architecturally reflect and complement the positive characteristics of Edenfield?
- 2 How do the proposals positively contribute to the characterful and varied grain of Edenfield village?
- 3 How do the proposals respond to the existing public footpath network, and how do they support connectivity to local facilities and amenities?
- 4 How do the proposals enable appreciation of locally valued buildings located throughout the site and the wider context?
- 5 How do the proposals demonstrate a landscape led approach and deliver high quality Public Realm, Public Open Space, Green Infrastructure and Biodiversity Net Gain?
- 6 How do the proposals accord with a holistic strategy for foul and surface water drainage that incorporates space for a range of appropriate SuDS that are integrated with the landscaping of the site?





Appendix C  
-  
Transport  
Assessment  
Summary

## HIGHWAYS CONSIDERATION OF MASTERPLAN

Local Plan allocation H66 'Land West of Market Street, Edenfield' of Rossendale's Local Plan supports the development of the site for approximately 400 houses. As part of the allocation, there is a requirement to demonstrate the comprehensive development of the entire site through a masterplan. Transport analysis has been undertaken to support the masterplan.

Turning count and parking surveys were undertaken in April 2023 on the local highway network. The surveys reveal that traffic levels have reduced compared to pre-pandemic levels, and which formed the evidence base at the time of the preparation of the Local Plan.

As part of the Masterplan proposals, in consultation with the local highway authority, a package of improvements has been identified along the Market Street corridor and Exchange Street.

Capacity assessments of junctions on the local highway have also been undertaken. The analysis has assumed that 240 units would be provided on the Taylor Wimpey land parcel, 95 units on The Methodist Church land parcel and 65 units on the Northstone land parcel.

The assessments confirm that junctions in the vicinity of the site will operate within capacity following the completion of the allocation development.

Additional information is contained within a separate, detailed highways note





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