



# Land West of Market Street Edenfield (Allocation H66)

MASTERPLAN AND DESIGN CODE  
NOVEMBER 2022

**Taylor  
Wimpey**

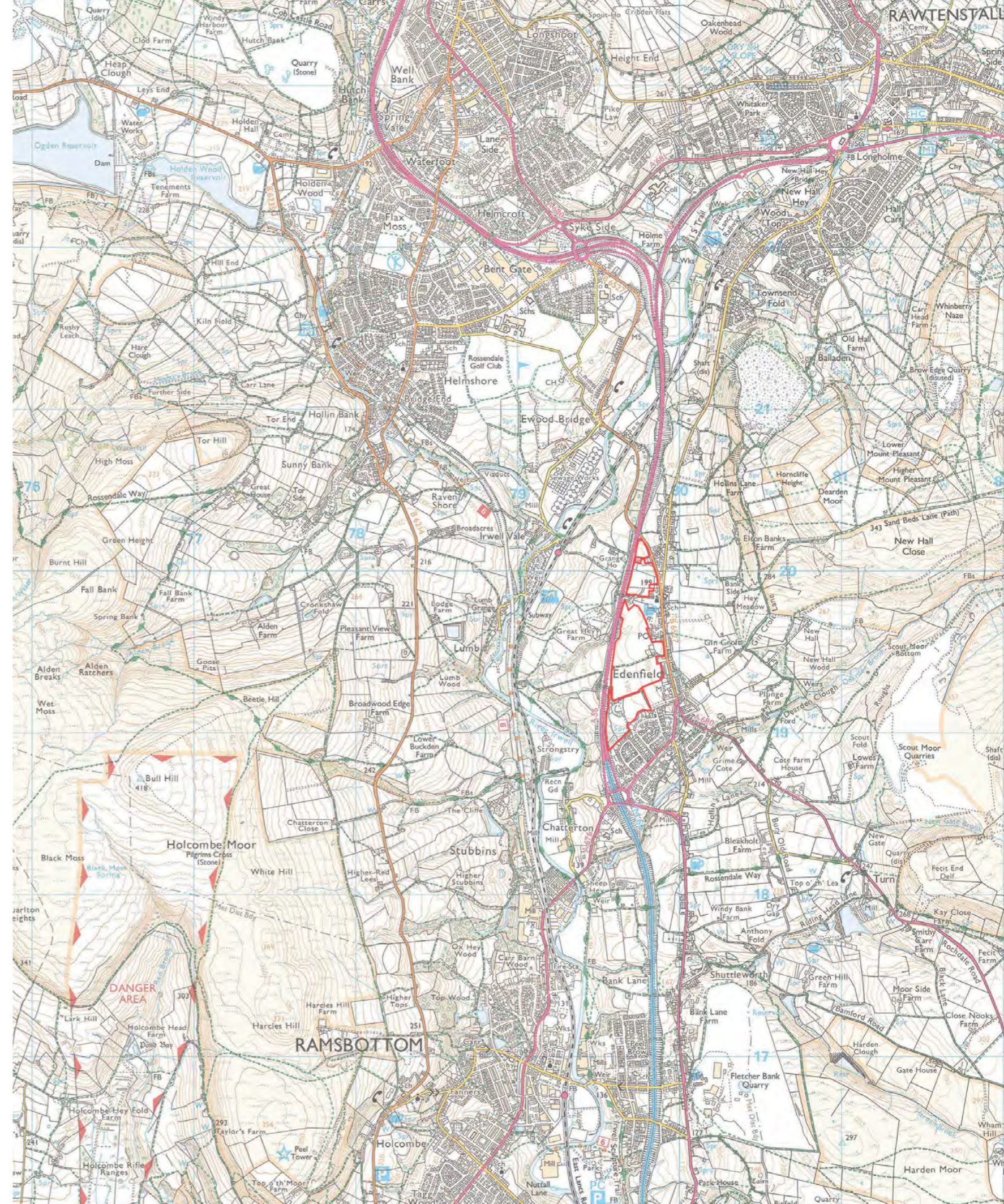
**ANWYL  
LAND**

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Doc Reference: 610E Doc 01-V8  
Author(s): NJ/EF  
Checker: NJ  
Format check: -  
Product status: FINAL, REV 8  
QM status: Checked  
Checked date: 2022-11-30

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## PURPOSE OF THIS DOCUMENT

This Masterplan and Design Code is intended to provide Rossendale Borough Council and other stakeholders with the information needed to support development within allocation H66 of the Rossendale Local Plan (2019-2036) as required by bullets 1 and 2 of Policy H66. 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 and sets out the key principles to be applied to the future development of the land parcels within it.

## CODE COMPLIANCE

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.

## DEVELOPER TEAM

Land within the H66 allocation is in the control of four parties:

### 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.

### Anwyl

Anwyl Land are part of the Anwyl Group, a proud 4th generation family company. We began in 1930 as a joinery and woodworking contractor, but with over nine decades of success behind us in construction and property development, we now operate three divisions: Anwyl Homes, Anwyl Land and Anwyl Partnerships.

Anwyl Land is the land promotion arm of the business, working alongside landowners to achieve planning permission, market and ultimately sell the site to deliver much needed family homes.

## 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 have not had input to this document as they were not in a position to engage when it was produced. This is confirmed in the Masterplan at Fig 2.1.**

## Additional landowners

Richard Nutall controls land to the far north of the site and has brought forward an application outside of the Masterplan process. This has been supported by Rossendale Council subject to a S106 being signed.

## STRUCTURE OF THIS DOCUMENT

This document seeks to set out a transparent and methodical approach to the masterplanning process that responds to planning policy and best practice in urban design and place-making.

The Ministry of Housing, Communities and Local Government published the National Design Guide 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 Design Guide 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.”*



In order to demonstrate to stakeholders that the design vision for Land West of Market Street accords with the National Planning Policy Framework, the National Design Guide, the National Model Design Code, local design guidance and community aspirations - this document covers the chapters set out below. These are based upon the relevant characteristics of a well-designed place as set out in the National Design Code, plus Masterplan and Phasing information in accordance with the requirements of Policy H66:

### 01. Context

Explains the planning context and provides analysis of the site and its context including the constraints, assets and opportunities that inform development.

### 02. Masterplan

Presents the H66 Masterplan which provides the framework for the application of the design code.

### 03. Identity

Design guidance explaining the proposed architectural and landscape character.

### 04. Movement

Sets out the key principles of the movement network, access strategy and details of street typologies.

### 05. Nature

Explains principles of design of green infrastructure, play spaces, SUDS and the protection of biodiversity.

### 06. Public spaces

Defines the key principles for the provision and arrangement of public spaces.

### 07. Phasing

Sets out the phasing strategy for future development of buildings, infrastructure, drainage and landscape.

## CREATING A CHARACTERFUL PLACE THAT PEOPLE WILL WANT TO CALL HOME

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

- Create a vibrant, sustainable residential scheme on this strategically important site;
- Create a safe and legible development which respects existing landscape and heritage features;
- Provide an appropriate range, form, and density of housing to help meet local needs;
- Provide areas of safe and attractive public greenspace which will provide for non-vehicular movement, recreational greenspace, and ecology;
- Protect and enhance the setting of the locally valued heritage assets;
- Maximise opportunities for improved pedestrian and cycle connectivity through the site.



01

Context



## 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 July 2021. The revised 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 park 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.

### National Planning Policy Guidance (NPPG)

The design section of the NPPG 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.

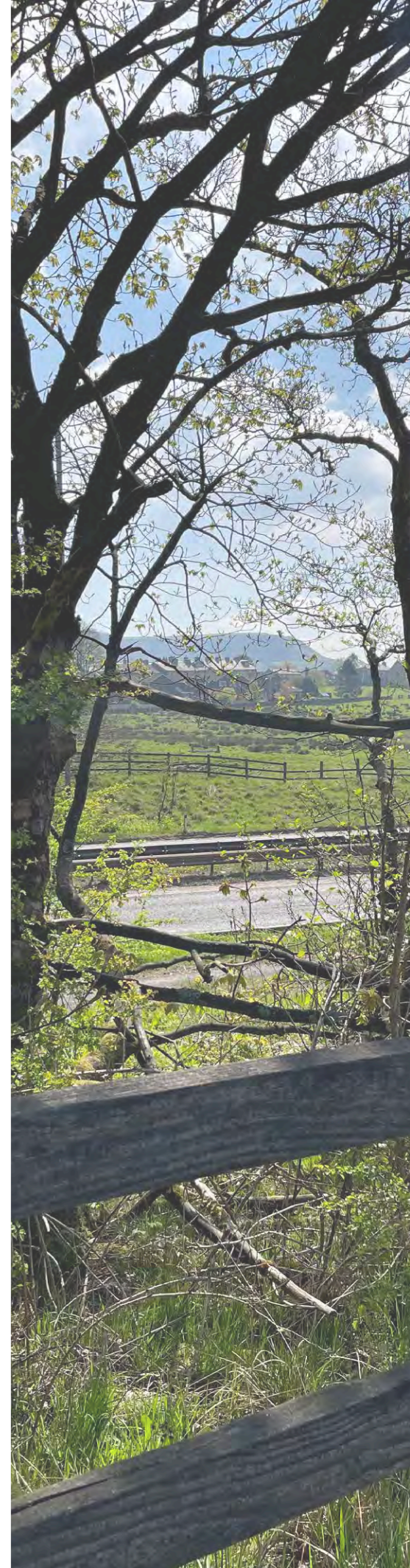
The guidance establishes that good design can help schemes achieve social, environmental and economic gains and that the following issues should be considered:

- 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.

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 the NPPG.



## 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

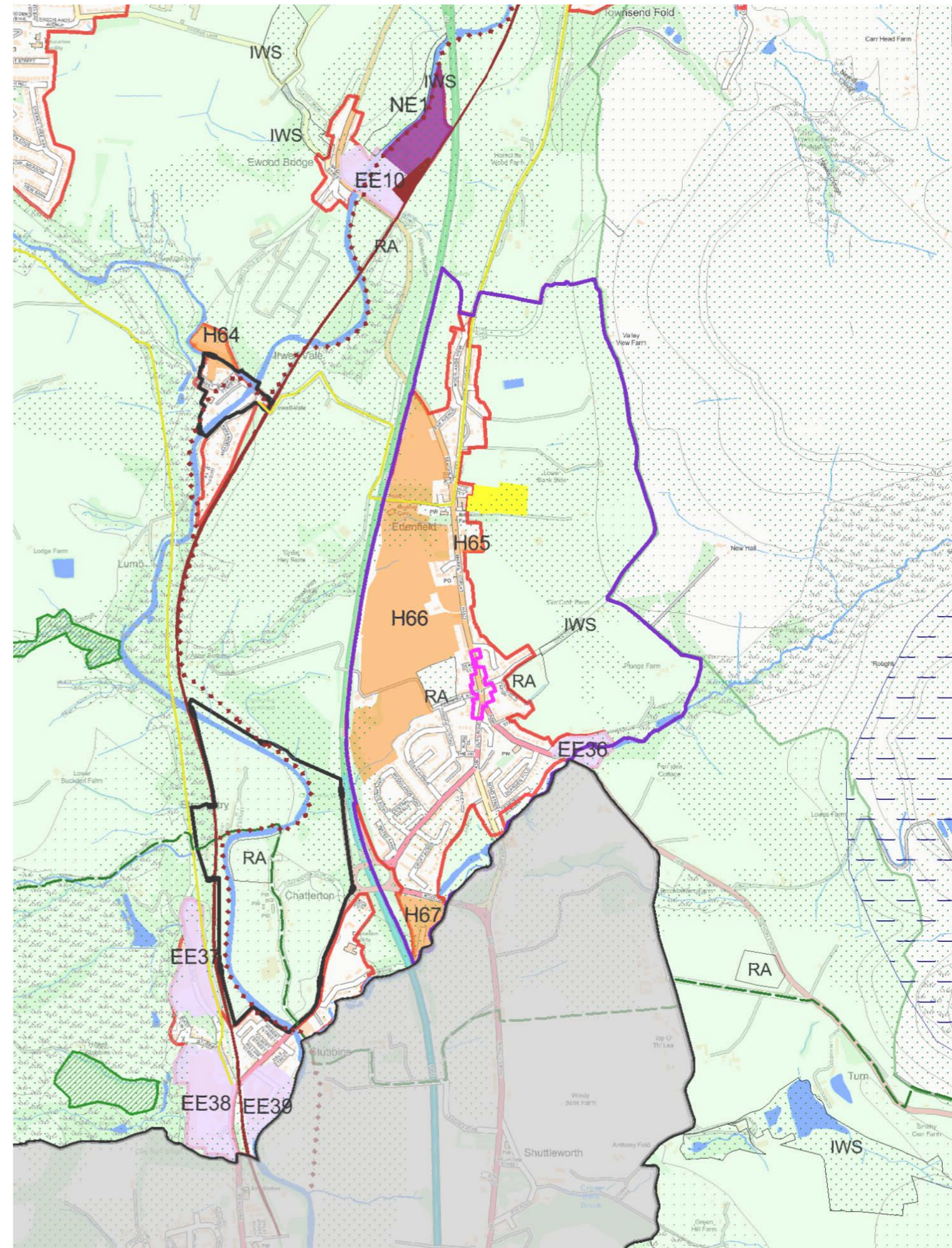


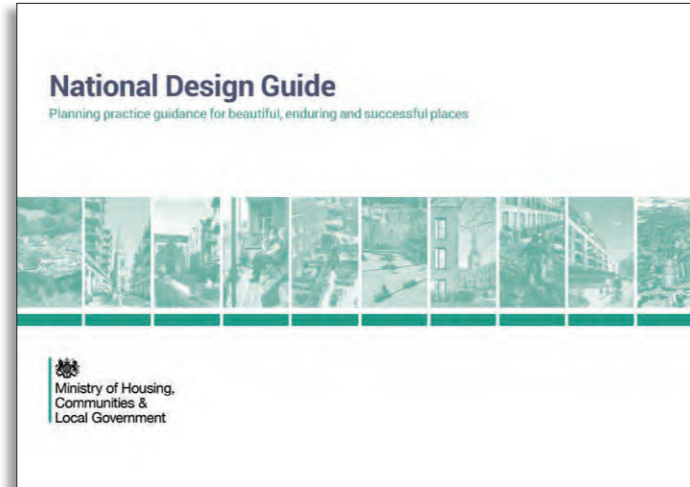
Fig 1.1 Rossendale Local Plan 2019 to 2036 - Policies Map



## 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
- 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

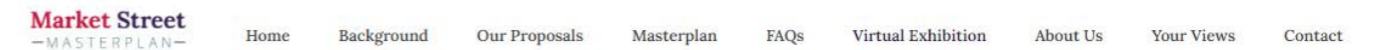


## STAKEHOLDER ENGAGEMENT

This 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.



## LAND OWNERSHIP AND CONTROL

Ownership and control for the Land West of Market Street belongs to the following land owners.

- Taylor Wimpey - are freehold owners of largest central part of the allocation (totalling 12.5 hectares), which forms proposed Phase 1a in the Phasing Plan at Section 7.
- Anwyl - control the southern parcel (measuring 4.75 Ha) by way of a promotion agreement, with the freehold owned by the Trustees of the Methodist Church. This forms proposed Phase 1b of the development.
- Peel - are freehold owners of the majority of the northern part of the site (measuring 2.2 Ha). This forms Phase 2b of the development.
- The remaining land to the north (measuring 1.85 Ha) is owned by Richard Nuttall, and is being promoted outside this process. This forms Phase 2a of development.

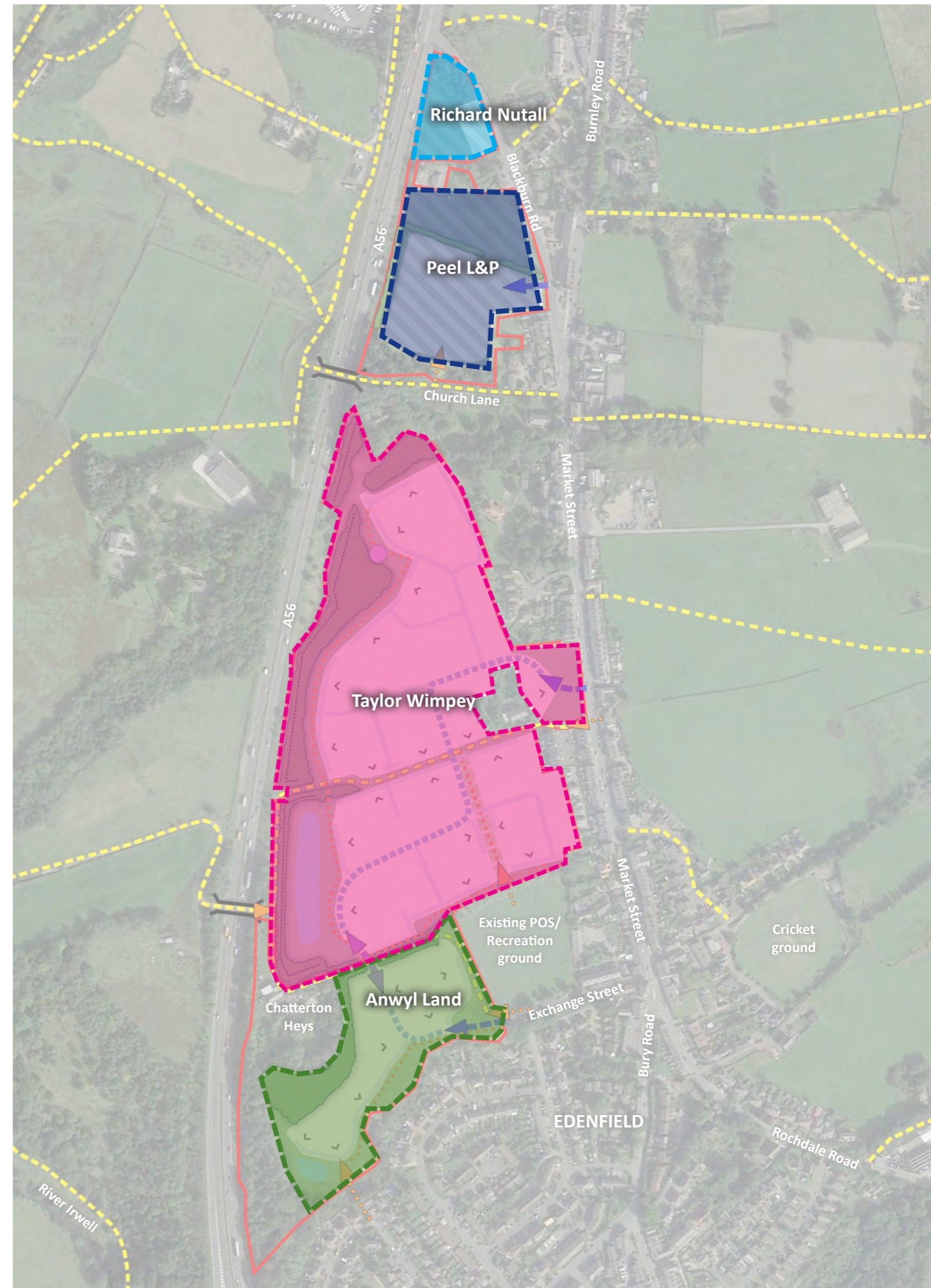


Fig 1.2 Land ownership plan

# Context

## 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 on the valley floor. 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.

- H66 allocation
- A Road
- River
- Railway

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

- Moorland Plateaux**  
1a. South Pennine Moors
- Moorland Hills**  
2a. West Pennine Moors
- Enclosed Uplands**  
3a. Rossendale Hills
- Moorland Fringe**  
4b. Rossendale Moorland Fringe
- Moorland Fringe**  
4c. Blackburn Moorland Fringe
- Settled Valleys**  
8a. Irwell
- Reservoir Valleys**  
9c. Haslingden Grane

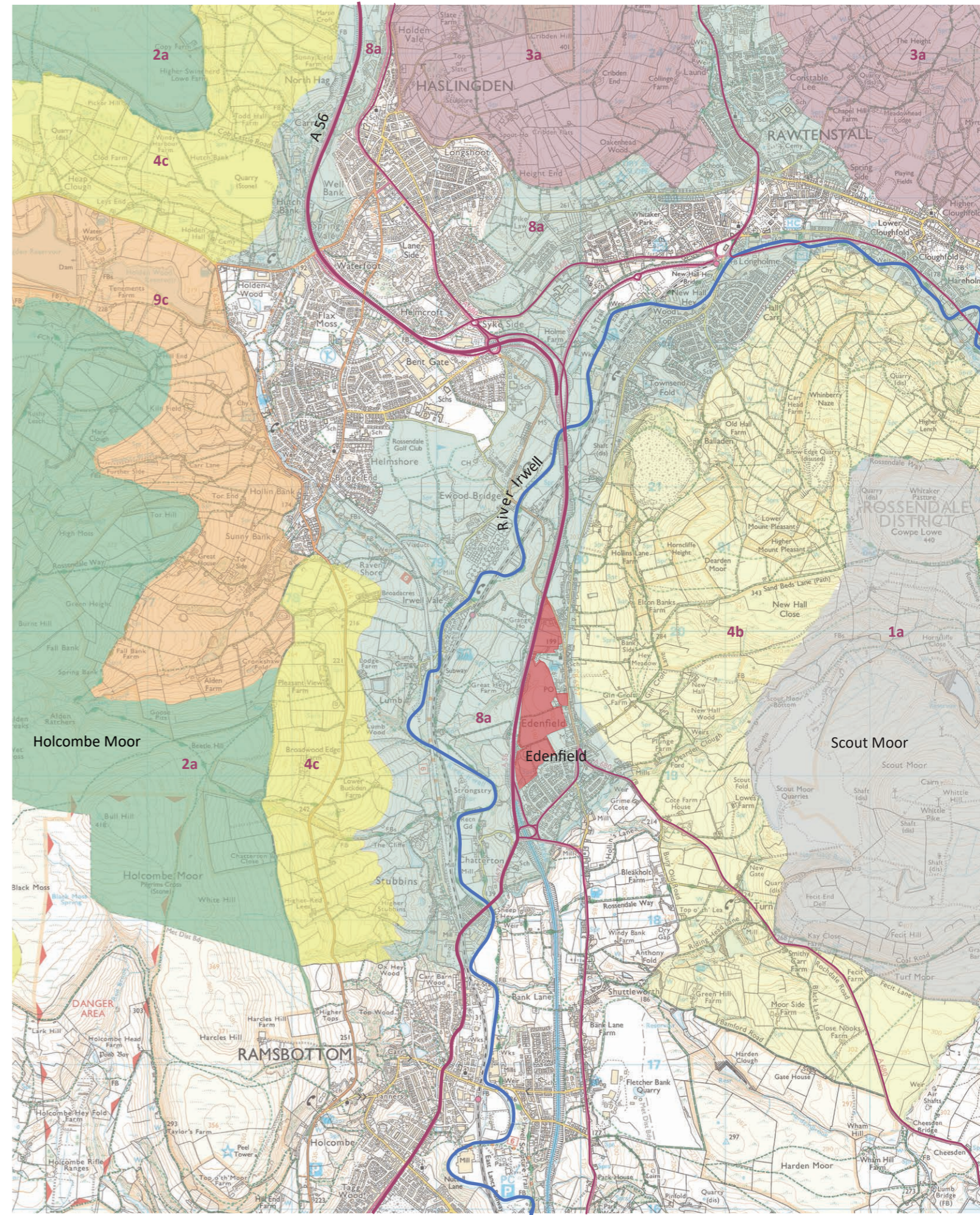


Fig 1.3 Landscape character context

## 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:



Fig 1.4 View across central parcel from Market Street



Fig 1.5 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 full or partial 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 site itself from passing vehicles, however high land to the west of Edenfield is visible above the wall providing a sense of context.

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.



Fig 1.6 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.



Fig 1.7 View to northern parcel from PROW to west of A56



Fig 1.8 View to central parcel from PROW to west of A56

# Context

## 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.

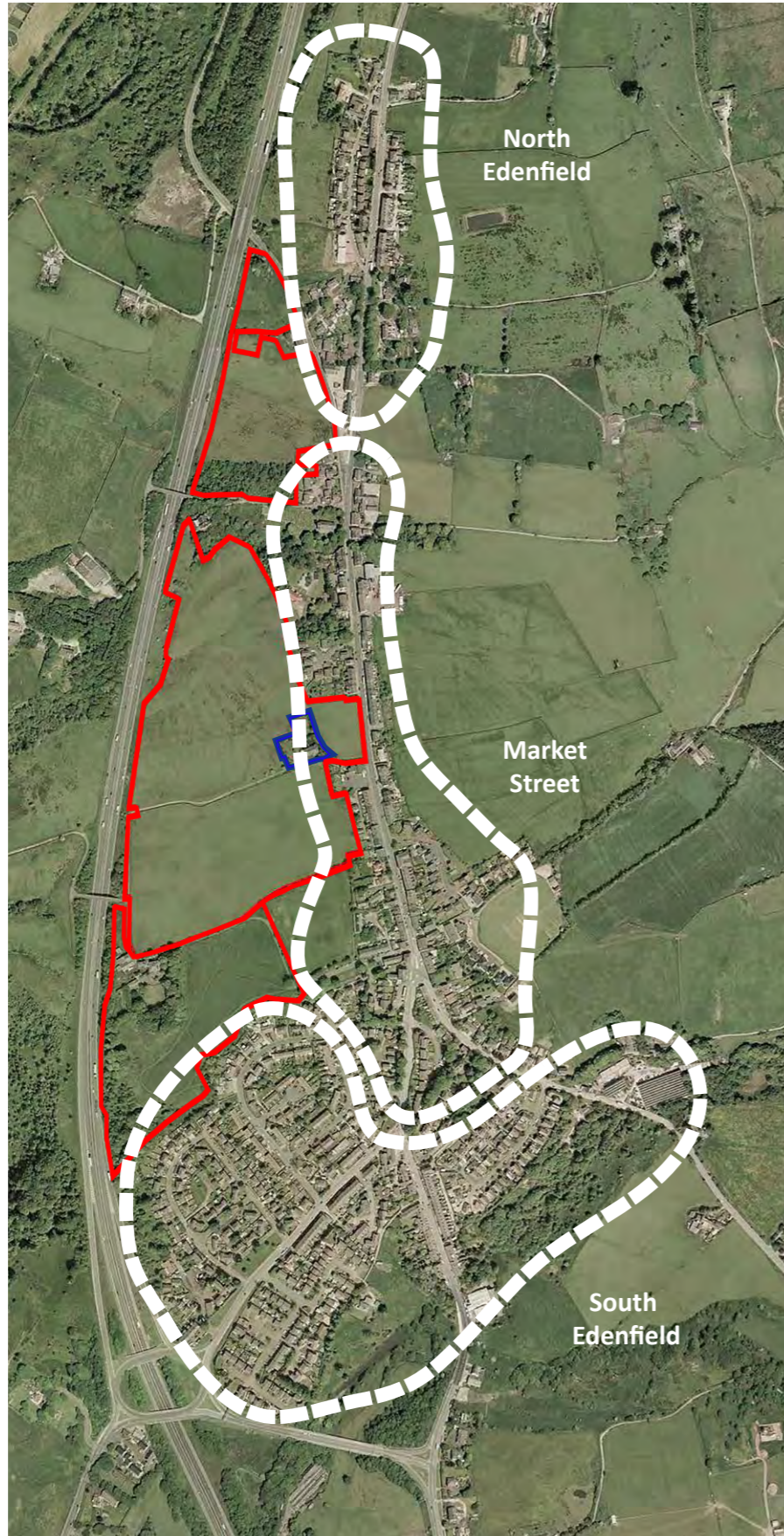
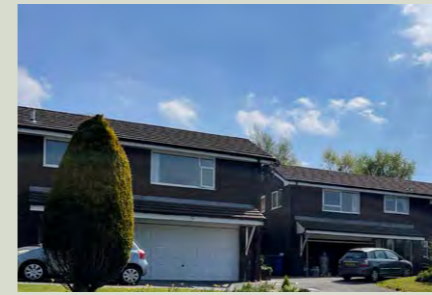


Fig 1.9 Edenfield character analysis



### North Edenfield

This is the area with the most variation in architectural character. Housing is constructed from a wide range of materials, including buff stone, reconstituted stone, white paint/render, brown and red brick. The greatest variety in materials appears to be 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.



### Market Street

Market Street comprises the traditional village core and has the strongest and most uniform architectural character in the village. Buff 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 the buff stone aesthetic with grey roof tiles, demonstrating how the old and new can sit harmoniously together.



### South Edenfield

Along the main roads through southern Edenfield buff 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.








## 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 M66/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.

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 cobble stone detailing.

### KEY:

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

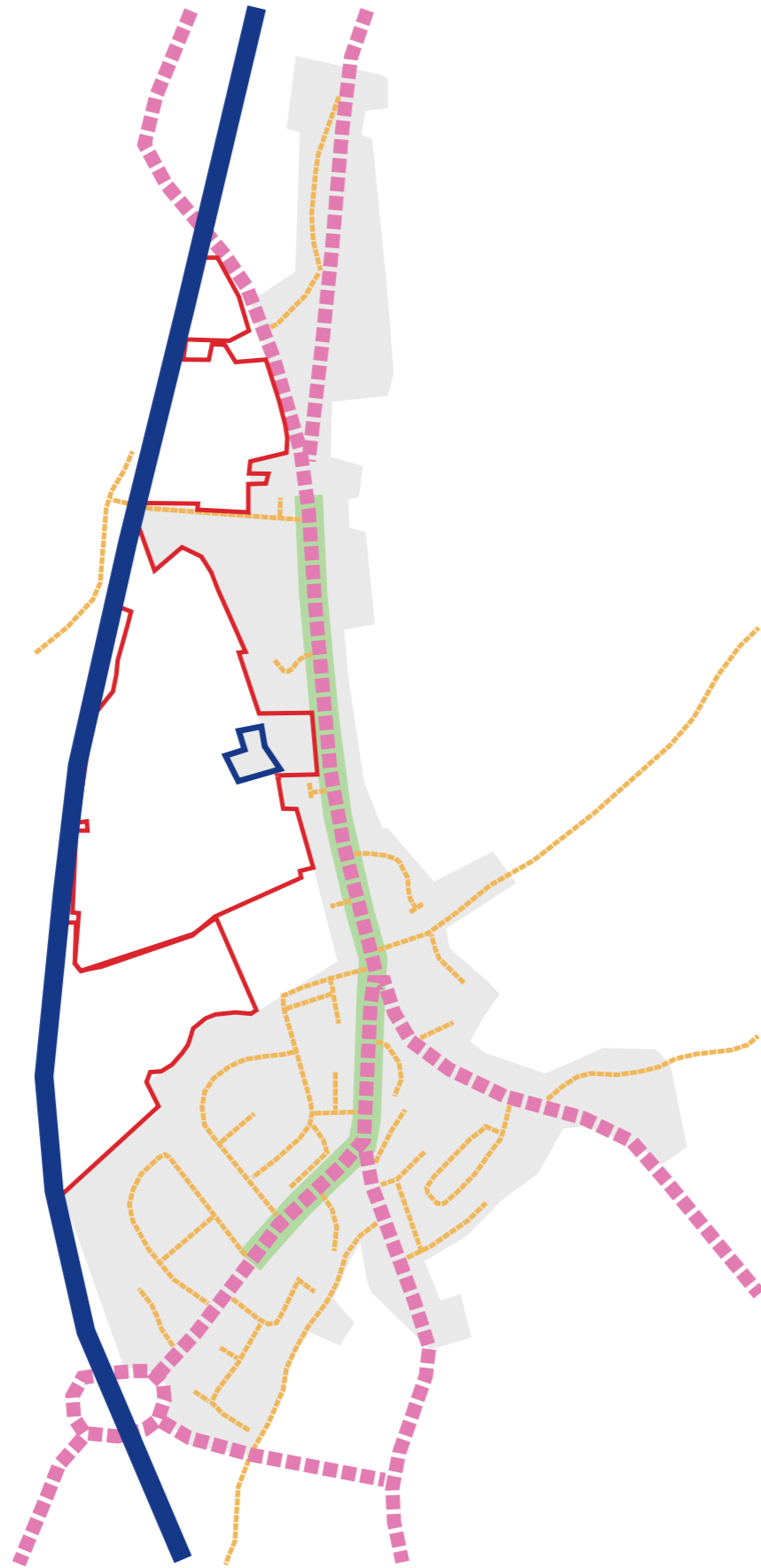


Fig 1.10 Street Hierarchy in Edenfield



Fig 1.11 A56 - dual carriageway



Fig 1.12 Market Street - local distributor road



Fig 1.13 The Bowling Green - shared surface residential street with characteristic cobble 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 childrens 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.

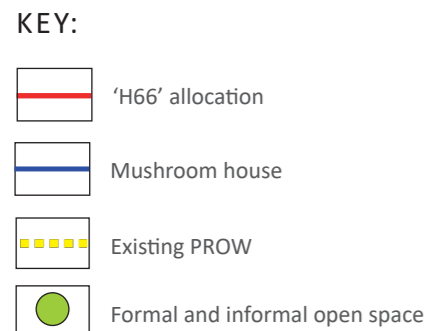


Fig 1.14 Non vehicular movement and open space in Edenfield



Fig 1.15 Edenfield children's play area



Fig 1.16 Edenfield Recreation Ground



Fig 1.17 Edenfield Memorial Garden

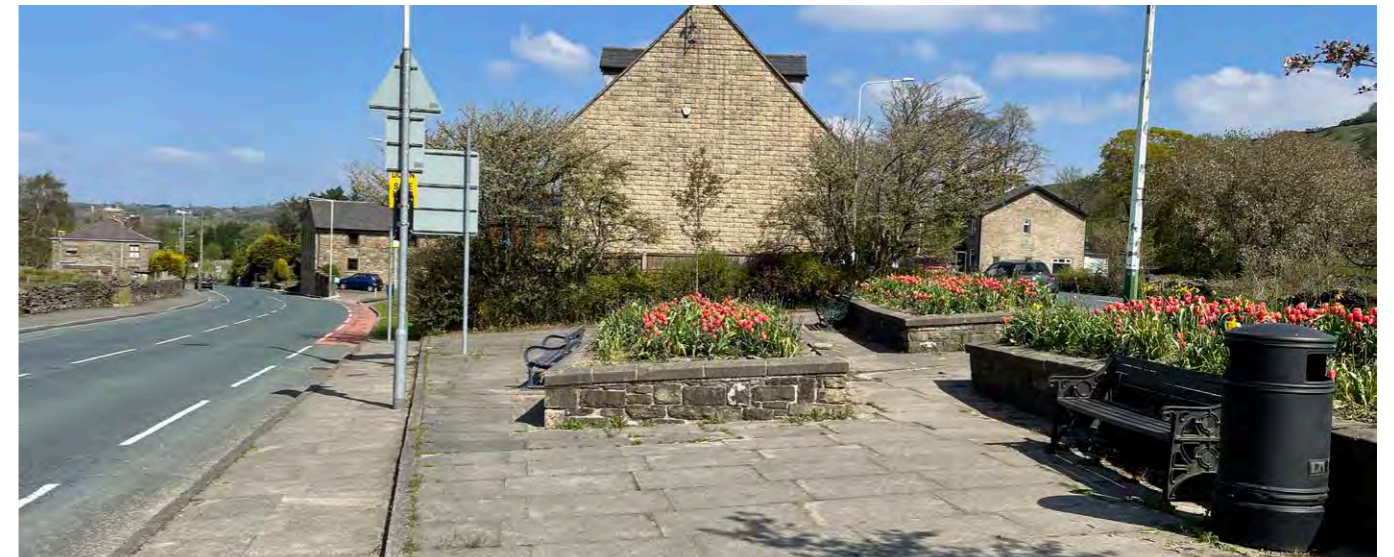


Fig 1.18 Fingerpost Triangle

## HERITAGE ASSETS

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



Fig 1.19 Edenfield Parish Church



Fig 1.20 Chatterton Hey



Fig 1.21 Mushroom House

### 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).

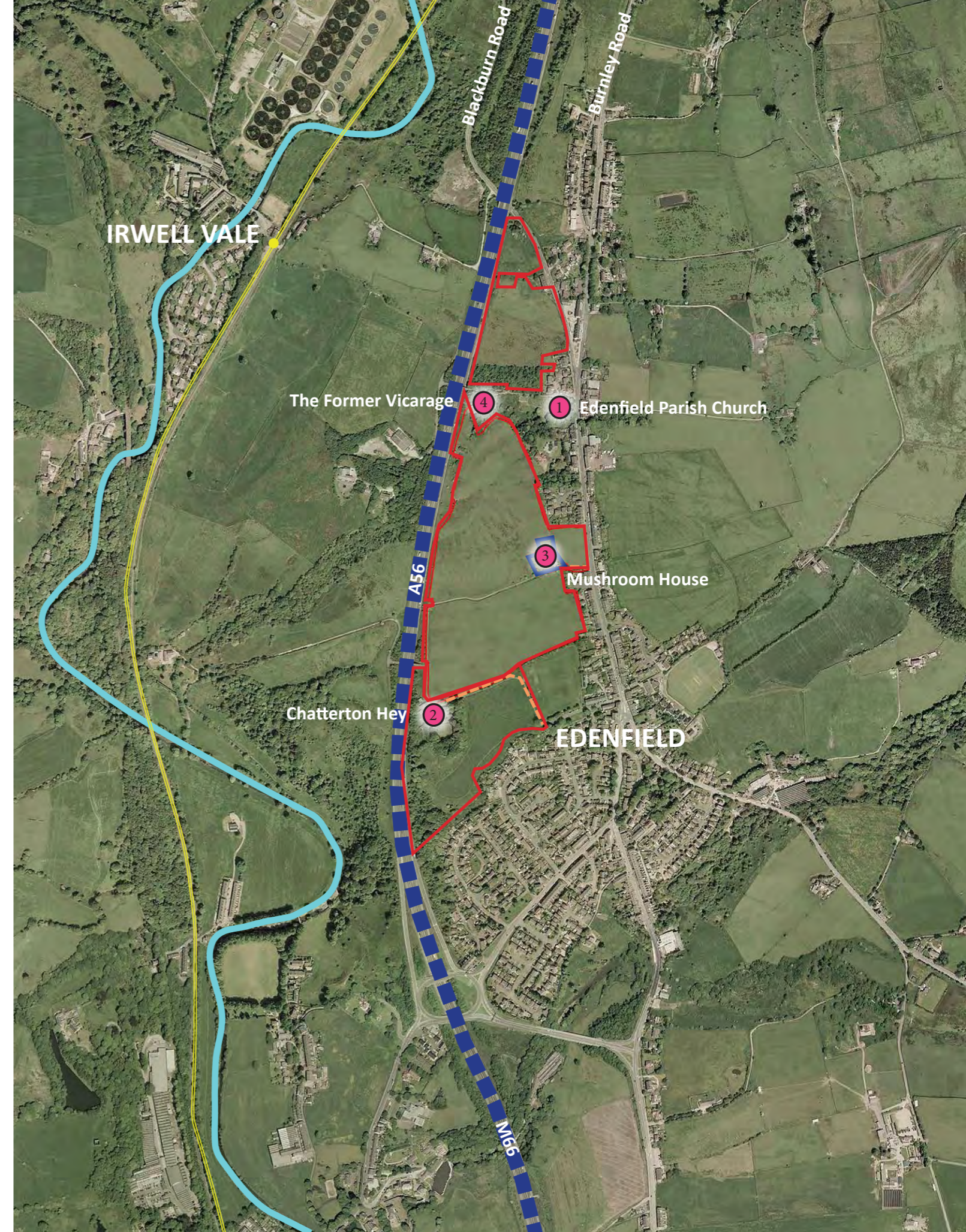


Fig 1.22 Aerial photograph showing H66 site in relation to heritage assets



## SITE CONSTRAINTS AND OPPORTUNITIES

The adjacent plan provides a summary of the key 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 **must** be retained. Opportunities to enhance the pedestrian network should be maximised.

### 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 to the east of the site, extending up to Scout Moor. The northern parcel of the allocation site, to the north of Church Lane is flatter.

A small watercourse emerges from the ground in the central western part of the allocation site, draining westwards where it becomes a spring. Localised topography is steeper around the location of the watercourse. Areas of steeper ground also occur to the south of Chatterton Hey.

The lowest lying land within the allocation site is 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. The Former Vicarage and Chatterton Hey. Development must 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 must incorporate appropriate mitigation measures to reduce noise to residents to appropriate levels. Mitigation measures may include appropriately designed bunding, acoustic fencing and landscaping.

### Residential amenity

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

### Relationship to open space

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.

Where the H66 allocation adjoins Market Street, development must not fully obscure views to high land to the west of Edenfield.

#### KEY:

-  'H66' allocation
-  Mushroom House
-  Existing Public Right of Way
-  Existing vegetation
-  Listed buildings
-  Non-designated heritage asset
-  Steep land form
-  1m contours
-  Retain open views to high land
-  Housing backing onto site
-  Requirement for positive frontage
-  Noise buffer to A56 interface as required
-  Potential highway access
-  Potential emergency vehicle connection
-  Proposed pedestrian/cycle access
-  A56 source of noise

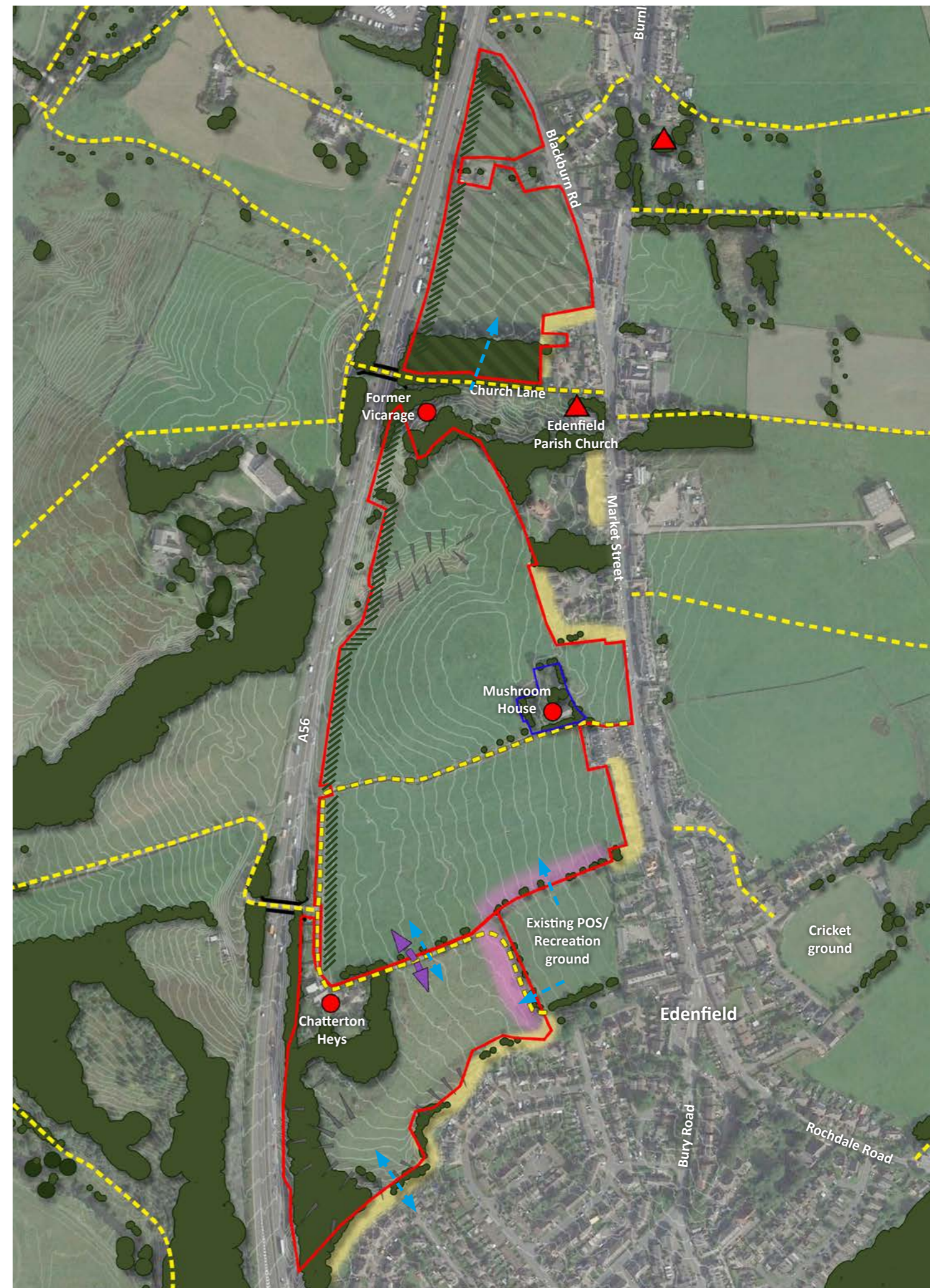


Fig 1.23 Site constraints and opportunities

# Masterplan - 02

# 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, landform, 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 setting.

### MP01

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

### KEY:

-  'H66' allocation
-  Land to come forward as later phase\*
-  Existing Public Right of Way
-  Proposed residential development areas
-  Active frontages
-  Indicative internal road network
-  Proposed green space
-  Indicative landscape structure planting
-  Indicative location SUDS
-  Indicative location for LEAP play area
-  Potential acoustic mitigation
-  Proposed highway access
-  Proposed road links (alignment subject to detailed design)
-  Proposed emergency vehicle connection
-  Proposed pedestrian/cycle access
-  Indicative pedestrian /cycle routes

\*landowner not in a position to engage at the current time



Fig 2.1 The Masterplan



# Identity - 03

## GENERAL BUILT FORM & URBAN DESIGN PRINCIPLES

A combination of well-considered and appropriate architecture, townscape and landscape should come together to create a high quality development which draws upon local character.

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 whenever 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.

## CHARACTER AREAS

Character areas will be created across the H66 allocation site to provide a logical change in character through the development. These are:

- Edenfield Core;
- Chatterton Fringe;
- Chatterton South;
- Edenfield North.

The character areas are designed to integrate the development into the surrounding area, and to enhance legibility and sense of place on the journey through the scheme.

The character areas take their cue from their location within the scheme and from the areas they adjoin. 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.

### ID01

Future planning applications relating to the H66 allocation should reflect the key characteristics of the identified character areas.

Boundaries to the character areas will be refined through the detailed design process. Transitions between character areas may be subtle or immediate, subject to appropriateness. Justification of character area boundaries and character transitions should be provided as part of any planning application within the H66 allocation.

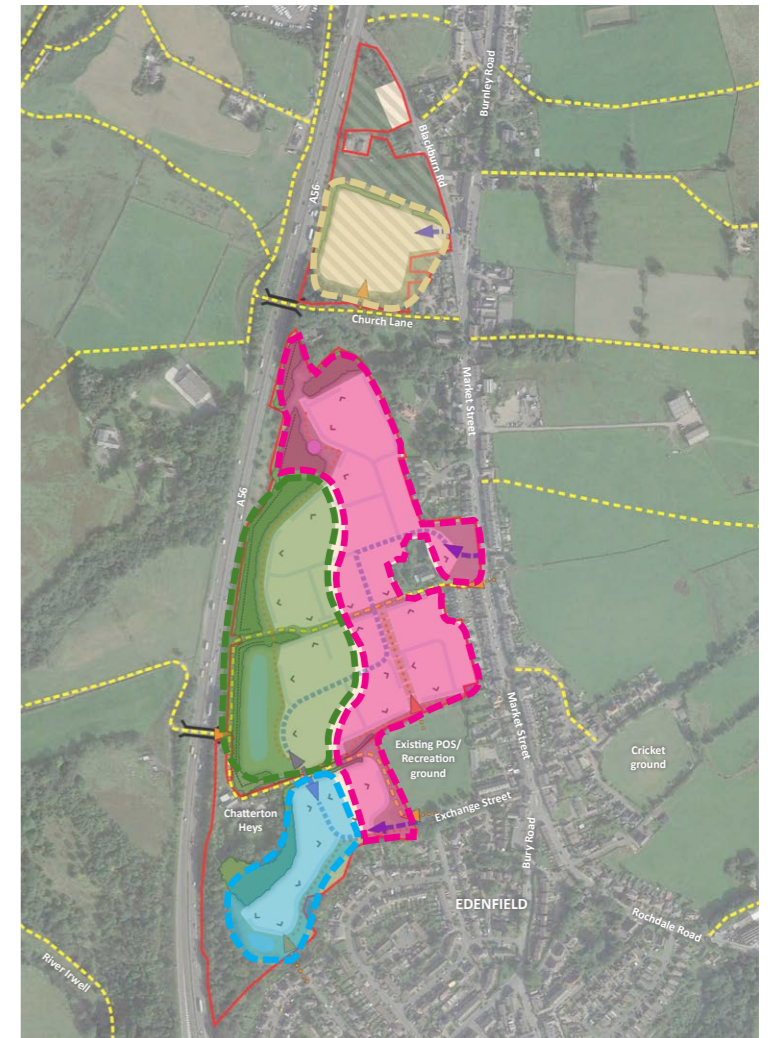


Fig 3.1 Character Areas

## Edenfield Core

The 'Edenfield Core' will sit at the heart of the H66 site, most closely relating to the historic core of the village.

The area should broadly extend to cover:

- The interface with Market Street,
- The area around Mushroom House,
- The area to the south of Church Lane,
- The internal PROW routes/greenways linking to Edenfield recreation ground.



Fig 3.2 Indicative character of the Edenfield Core

Key Characteristics		Reasoning and influences
Density	34 - 36 dph	Village core, reflects proximity to services & public transport
Built form	Distinctly linear	Complements Market Street terraces, frames view lines
Massing	Terraced, semi detached, detached	Intended to transition from Market Street to settlement fringe. Gaps between buildings to allow glimpsed views to distant hills.
Height	2 storey, up to 10% 2.5 storey where appropriateness can be demonstrated	Some parts of the character area are located on higher land, development seeks to retain distant views to wider hill tops. Appropriately located 2.5 storey development can add interest to the street scene.
Building material	Reconstituted stone/stone effect, brick and light render. Grey roofing	Should complement building materials found in the historic centre of the village due to visibility from Market Street and the immediate PROW network
Boundary treatments	Hedgerows/landscaping, masonry walls	To match boundary treatments on Market Street
Key views to be considered	Distant hilltops from Market Street and PROWs	These are locally valued and provide sense of place

Table 3.1 Key characteristics of Edenfield Core



Fig 3.3 Stone effect/reconstituted stone brickwork



Fig 3.4 Grey roofing



Fig 3.5 Block paving

## Chatterton Fringe

The 'Chatterton Fringe' will be located at the central-western edge of the site. The area will provide a subtle transition from the Edenfield Core to the village fringe. This will add variety to the urban form within the village.

The area should broadly extend to cover:

- Lower lying land which is less visually prominent when passing through Edenfield and the wider landscape.



Fig 3.6 Indicative character of the Chatterton Fringe

Key Characteristics		Reasoning and influences
Density	34 - 36 dph	Village core, reflects proximity to services & public transport
Built form	Increasingly organic	Provides a softer interface with adjacent open space to the west
Massing	Semi detached, detached	Intended to transition from Market Street to settlement fringe. Gaps between buildings to allow glimpsed views to distant hills.
Height	2 storey, up to 10% 2.5 storey where appropriateness can be demonstrated	Lower lying land is less visually prominent in the landscape and taller buildings are less likely to obscure distant views to wider hill tops. Appropriately located 2.5 storey development can add interest to the street scene.
Building material	Red brick with occasional reconstituted stone or, light render. Grey roofing.	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.
Boundary treatments	Hedgerows/ landscaping, masonry walls and timber fencing	To convey 'settlement edge' character
Key views to be considered	Setting of PROW routes	Ensure PROWs are retained in an attractive setting (can be rural or urban)

Table 3.2 Key characteristics of Chatterton Fringe



Fig 3.7 Red brickwork



Fig 3.8 Light render with grey roofing

## 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 should broadly extend to cover:

- Visually discrete land located between Chatterton Hey and Eden Avenue.



Fig 3.9 Indicative character of the Chatterton South

Key Characteristics		Reasoning and influences
Density	36 - 45 dph	Visually discrete provides opportunity to maximise density in a location close to services & public transport
Built form	Linear along curve	Complement built form arrangement at Eden Avenue/Oaklands Road
Massing	Terraced, semi detached	Similar to Eden Avenue
Height	2 storey, up to 10% 2.5 storey where appropriateness can be demonstrated	Bungalows and 2 storey along Eden Avenue
Building material	Red brick with occasional light render. Grey roofing.	Located immediately adjacent to post-1930's development in the southern part of Edenfield.
Boundary treatments	Hedgerows/ landscaping, masonry walls and use of stone where appropriate	To unify with the boundary treatments on Exchange Street
Key views to be considered	None	Visually discrete land parcel

Table 3.3 Key characteristics of Chatterton South

## 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 architectural character, albeit most prominent buildings are stone or reconstituted stone.

The area should broadly extend to cover:

- All development to the north of Church Lane.



Fig 3.10 Indicative character of Edenfield North



Fig 3.11 Stone facade



Fig 3.12 White render

Key Characteristics		Reasoning and influences
Density	32 - 34 dph	Lower density than Edenfield Core to reflect position at northern fringe of Edenfield
Built form	Informal grid	Unconstrained, broadly flat land parcel lends itself to linear development
Massing	Terraced, semi detached, detached	Varied context, consented terraces along Blackburn Road
Height	2 storey, up to 10% 2.5 storey where appropriateness can be demonstrated	Seek to retain long views to distant hill tops
Building material	Reconstituted stone/stone effect. Limited red brick or light render. Grey roofing.	Position at approach into Edenfield should seek to positively strengthen the existing character of 'old' Edenfield.
Boundary treatments	Hedgerows/ landscaping, masonry walls and use of stone where appropriate	To strengthen character of 'old' Edenfield
Key views to be considered	Distant hilltops from Blackburn Road	These are locally valued and provide sense of place

Table 3.4 Key characteristics of Edenfield North



# Movement - 04



## 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.

### 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 routes should be provided through the residential areas and public open space network to maximise connectivity onto the existing PROW network.

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.

## 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;
- Meet adoptable highway standards;
- Aim to keep junction radii as tight as possible to ensure pedestrian desire lines are maintained, with details agreed at reserved matters;
- Integrate appropriate traffic calming features to maintain appropriate vehicle speeds;
- Provide a shared use path or footway wherever dwellings have access points onto the proposed 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.

### MO01

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.

### MO02

Development will retain existing PROW routes within landscaped corridors.

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

### MO03

Development should, where practical, be delivered in accordance with the street typology parameters as set out in Table 4.1.

	Secondary	Tertiary	Private drives (non-adoptable)
Design speed	20 mph	20 mph	15 mph
Street dimensions and character			
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
Street design details			
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		

Table 4.1 Street typology parameters

## 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 in order to create a tree lined street.

#### MO04

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.



Fig 4.1 Secondary street cross section

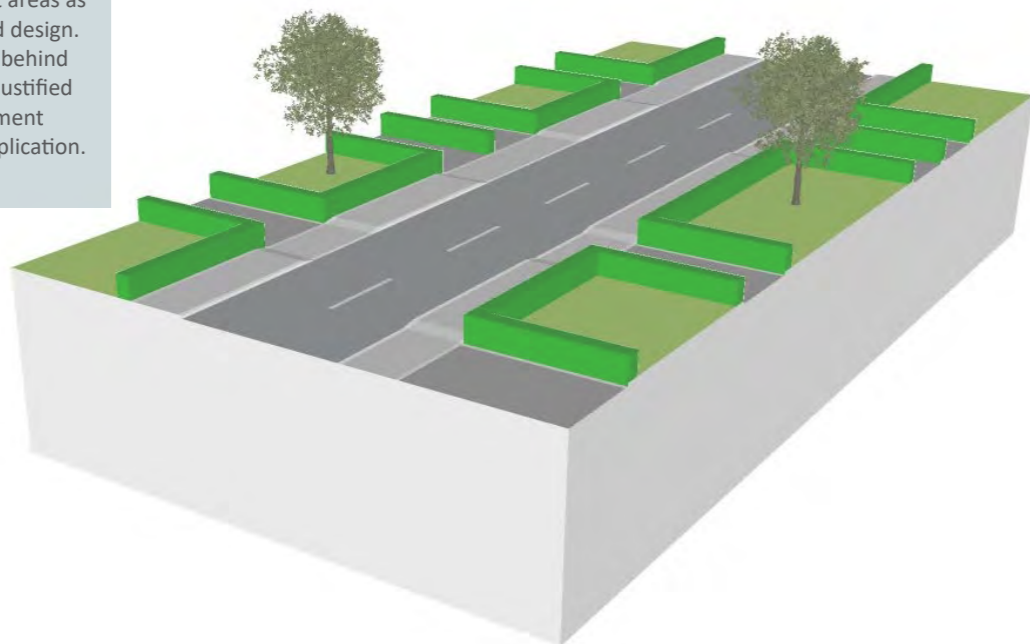


Fig 4.2 Secondary street birds eye view

### 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.



Fig 4.3 Tertiary street cross section

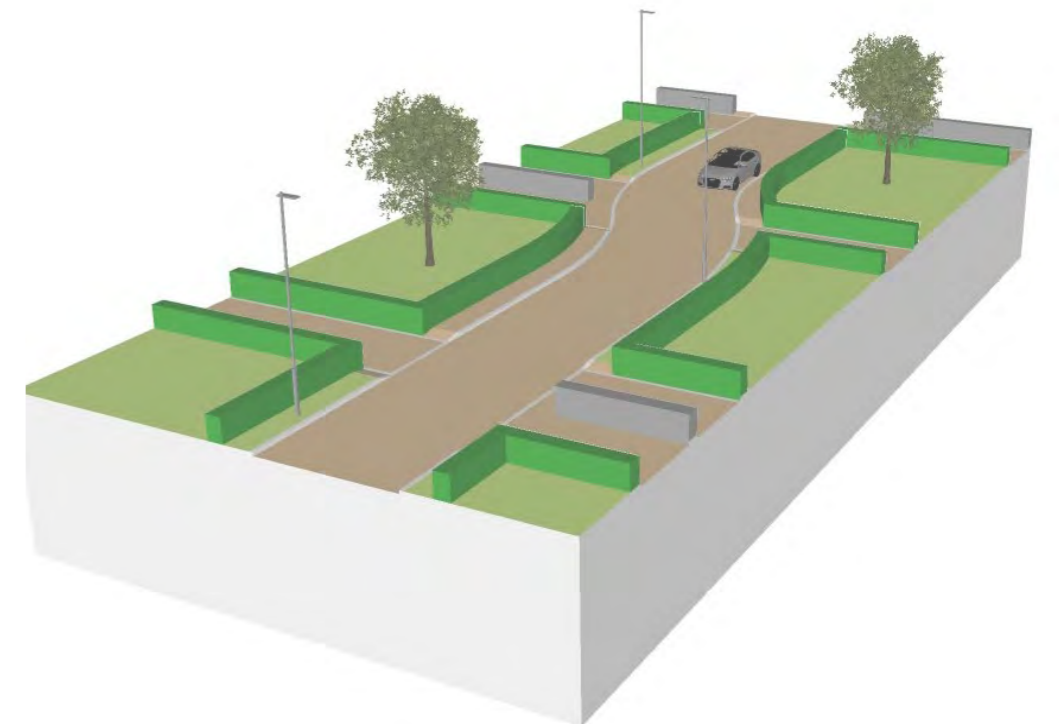


Fig 4.4 Secondary street birds eye view

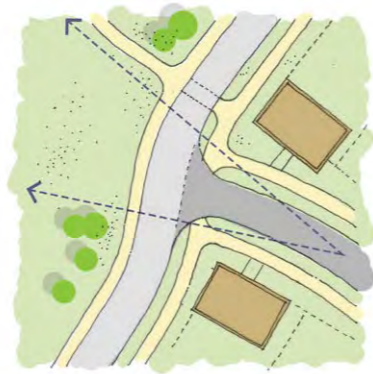
## JUNCTION DESIGN AND BUILT FORM RESPONSE

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.

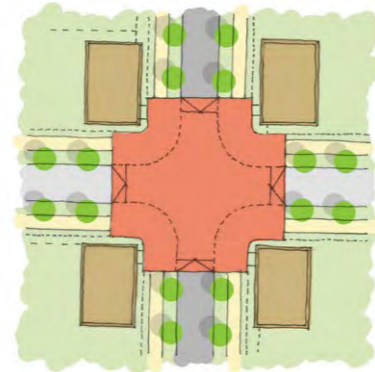
Key technical principles for junction design are listed below:

- 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 following principles:



**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 or key street trees should hold the corner and form a gateway to streets. Built form should frame views, with views terminated by a marker building or tree.

Fig 4.5 Junction design principles

## 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:

- Materials should be appropriate to the character of the development and its context.
- 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.

### MO05

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 [1]</li> <li>• Pre-cast concrete half battered upstand kerbs to BS EN 1340:2003 [1]</li> <li>• Block paver's in various sizes - suitable for shared use spaces and adopted raised crossings [2]</li> </ul>	<ul style="list-style-type: none"> <li>• Tarmac with coloured chippings [3]</li> <li>• Block paving to define threshold of non-adoptable area [3]</li> <li>• Loose gravel suitable for use on footpaths through open spaces [4]</li> </ul>

Table 4.2 Surface materials palette

## 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 used to avoid the street scene being dominated by the view of cars;
- 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 parking in appropriate agreed locations.

### 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

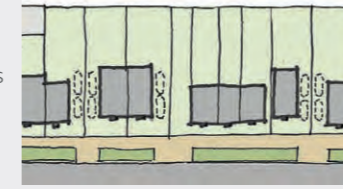
- To ensure that parked cars do not overhang pedestrian/cycle movement network, driveway depths will be a minimum of 5m (length of parking bay) from the back of highway footway/ shared use path, with an additional 1m allowed for access to garage doors.

### 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.



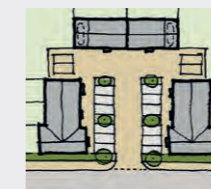
**Type 2 - Direct access to front**  
 Built frontage: linked / broken  
 Access: direct from road  
 Parking: front, on-plot  
 Suitable for: any roads

- 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 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 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 to 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 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 are appropriate in response to broken frontage.
- Opportunities for allocated on-street parking bays / passing places.



**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.



Table 4.3 Parking typologies



Nature  
-  
05

## GREEN INFRASTRUCTURE

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.

### NA01

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.
- The landscape scheme should provide clear delineation between private curtilage and public realm to provide clarity over management responsibilities.
- Incidental open spaces should be avoided where possible. Small open spaces should be usable as informal local areas for play for the benefit of the community.
- 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, screen immediate views from the A56, and obscure potential 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.
- 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.

## 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.

### Trees

- *Acer campestre*
- *Sorbus aucuparia*
- *Quercus robur*
- *Betula pendula*
- *Amelanchier lamarckii*
- *Prunus avium*

### Hedgerows

- Mixed native
- *Crataegus monogyna*
- *Carpinus betulus*
- *Lavandula angustifolia*
- *Buxus sempervirens*

### Shrubs

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

### NA02

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.





Public spaces  
-  
06

## 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.

### PS01

Unless otherwise reasoned and justified, future planning applications relating to the H66 allocation should include play provision in accordance with Fig 6.1 'Green Infrastructure and play provision'.



Fig 6.1 Green infrastructure and play provision



Fig 6.2 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

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.



## 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 will be determined as part of the 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



Fig 6.4 Example natural feature 'stepping logs'



Fig 6.5 Example natural feature 'climbing tree'

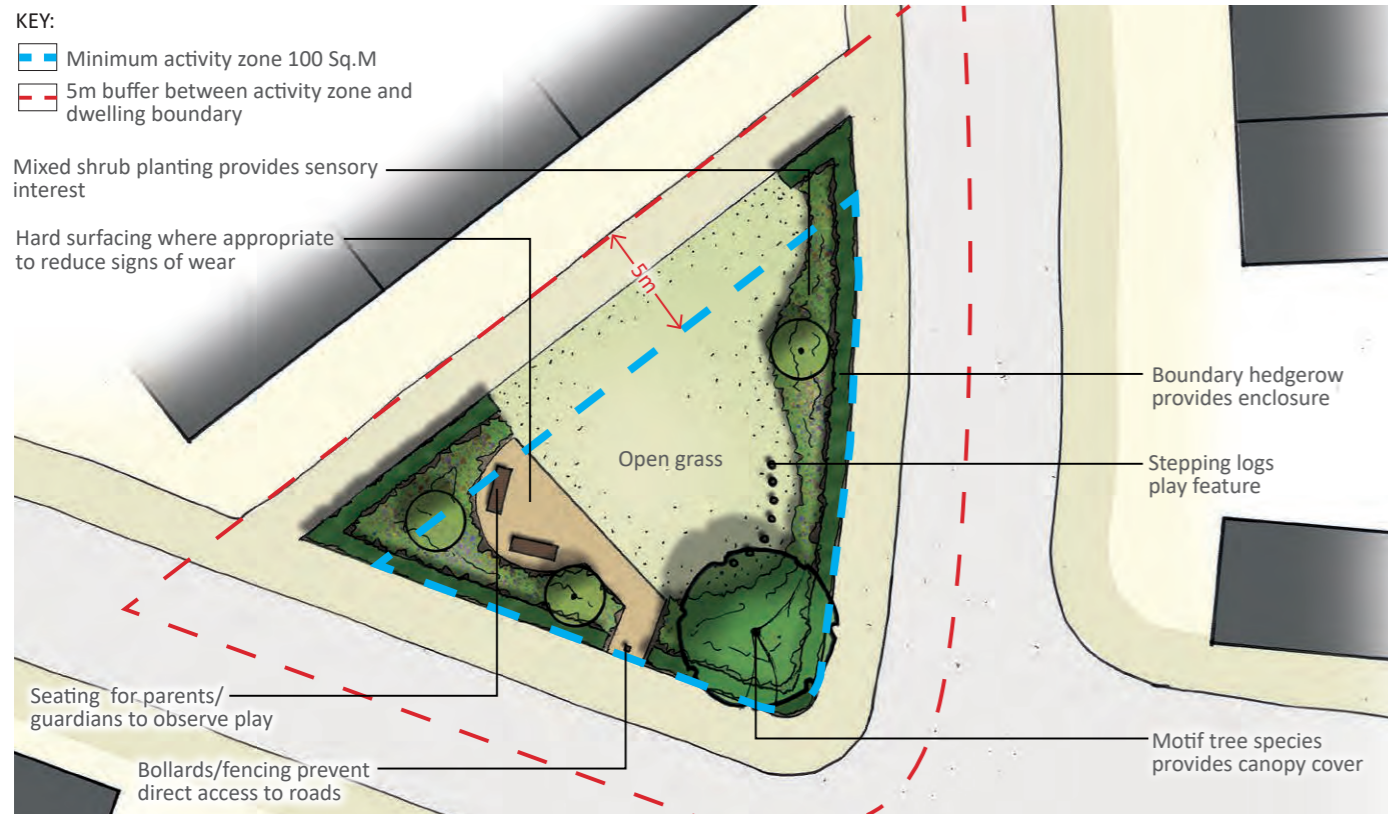


Fig 6.3 Typical LAP design principles

# Phasing - 07



# Phasing

## PHASING

Development of the H66 allocation should be undertaken in a phased manner broadly as indicated in the adjacent table, however the independent nature of each developer's land holding ensures that each parcel can be delivered independently without prejudice to the others. On this basis the ordering of development phases may be varied or phases may be delivered simultaneously.

### PH01

Unless otherwise reasoned and justified, any individual phase of development should deliver the key deliverables as presented in Table 7.1.

<b>Phase 1A</b>	
Primary land control	Taylor Wimpey
Key deliverables	Residential development: up to 238 dwellings Primary vehicular access from Market Street Temporary controlled emergency vehicular access via PROW FP126 Retained vehicular access to Mushroom House via Market Street/FP126
<b>Phase 1B</b>	
Primary land control	Anwyl Land
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
<b>Phase 2A</b>	
Primary land control	Richard Nuttall
Key deliverables	Residential development: up to 6 dwellings Direct vehicular access from Blackburn Road
<b>Phase 2B</b>	
Primary land control	Peel L&P
Key deliverables	Residential development: up to 65 dwellings Primary vehicular access from Blackburn Road

Table 7.1 Phasing and associated key deliverables

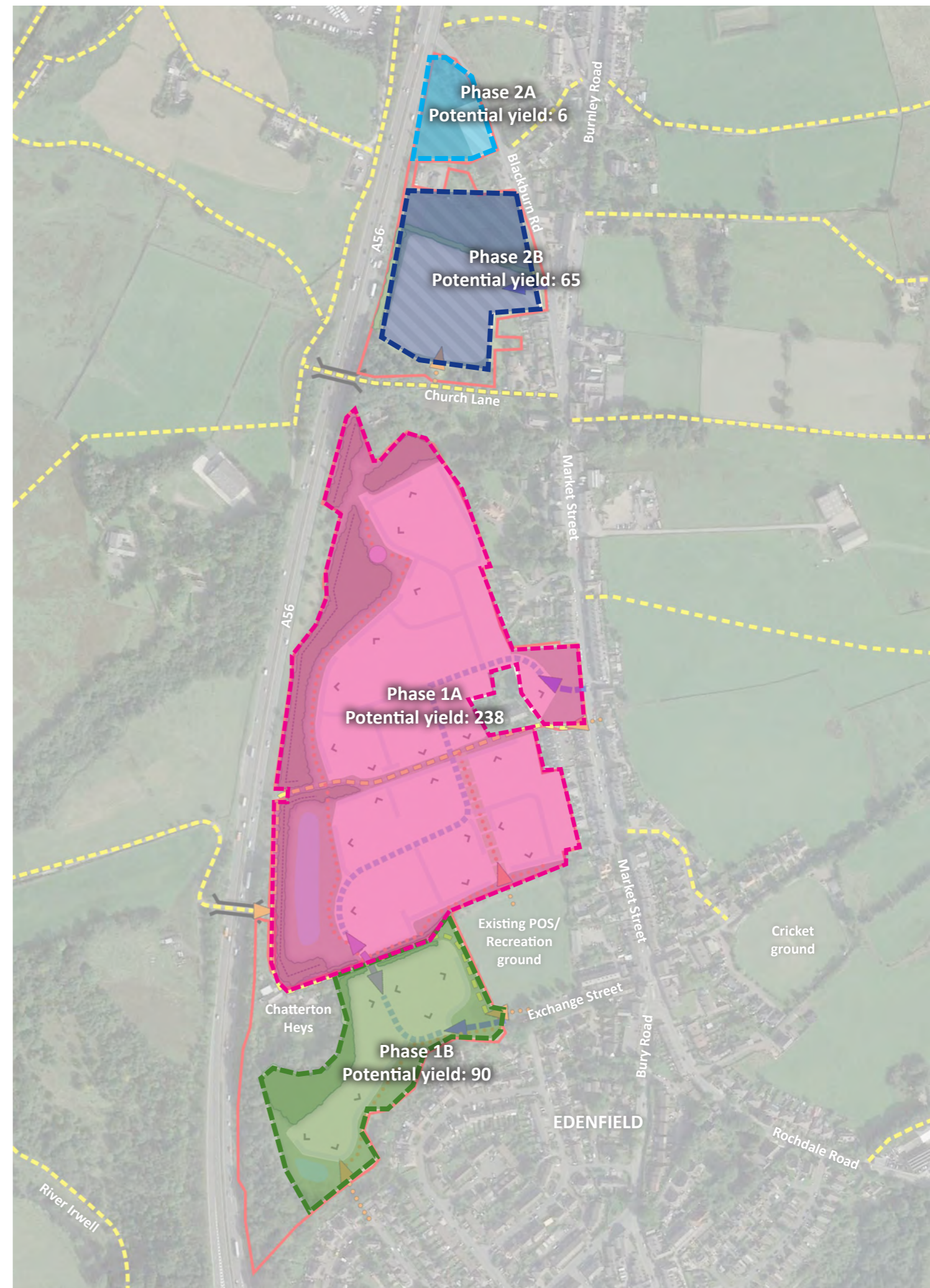


Fig 7.1 Phasing plan

# Appendix - Summary of Codes

## SUMMARY OF CODES

The adjacent table includes a list of all Codes referred to within the Design Code.

<b>Masterplan</b>	MP 01	Future planning applications relating to the H66 allocation must be delivered in accordance with principles of The Masterplan.
<b>Identity</b>	ID 01	Future planning applications relating to the H66 allocation should reflect the key characteristics of the identified character areas.  Boundaries to the character areas will be refined through the detailed design process. Transitions between character areas may be subtle or immediate, subject to appropriateness. Justification of character area boundaries and character transitions should be provided as part of any planning application within the H66 allocation.
<b>Movement</b>	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	Development should, where practical, be delivered in accordance with the street typology parameters as set out in Table 4.1.
	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.
<b>Nature</b>	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.
<b>Public space</b>	PS 01	Unless otherwise reasoned and justified, future planning applications relating to the H66 allocation should include play provision in accordance with Fig 6.1 'Green Infrastructure and play provision'.
<b>Phasing</b>	PH 01	Unless otherwise reasoned and justified, any individual phase of development should deliver the key deliverables as presented in Table 7.1.

