

Land West of Market St, Edenfield (H66)  
Masterplan submitted by Taylor Wimpey

## Responses Received

Part 2 of 2 – Responses 140 – 173



H66 Masterplan (Taylor Wimpey, 2022)

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## **Edenfield Community Neighbourhood Forum**

### **Representations about Masterplan Proposed by Taylor Wimpey H66 Land West of Market Street, Edenfield**

#### **1. Interpretation, Summary Reasons for Rejection and Background**

##### **1.1 Interpretation, abbreviations and definitions**

in these representations, extracts of Policies and their Explanation in the Local Plan are coloured blue, and expressions and abbreviations have the following meanings -

‘Above’ or ‘below’ following a Section or paragraph number - a Section or paragraph of these representations

DAS - Design and Access Statement submitted with the planning application

ECNF - Edenfield Community Neighbourhood Forum

H66 - the site allocated for housing by the Local Plan under reference H66 Land West of Market Street, Edenfield

Local Plan - the Rossendale Local Plan adopted by RBC on 15 December 2021

MDC - the Masterplan and Design Code presented by TW that is the subject of consultation and these representations

planning application - planning application reference 2022/0451 submitted to RBC by TW

Planning Statement - Planning Statement (Including Heads of Terms, Waste Management Strategy and Affordable Housing & Parking Provision Statements) submitted with the planning application

Policy - a Policy in the Local Plan.

RBC - Rossendale Borough Council

SCI - Statement of Community Involvement, dated July 2022 submitted with the planning application

SSP - the site-specific policy in the Local Plan for H66

TW - Taylor Wimpey

##### **1.2 Summary Reasons to Reject the MDC**

a) The MDC does not apply to the whole of site H66, as the SSP contemplates, as two of the site owners were not involved in its preparation and/or want their land to be removed from it (paragraphs 1.3.4 to 1.3.6, 3.2.1 and 3.2.2 below).

b) Such consultation as was conducted on behalf of TW in June/July 2022 is now misrepresented by TW as being for a masterplan for the whole of H66, when in reality it was only for the land of TW and one other owner (paragraph (paragraphs 3.4.1 and 3.4.2 and Section 6).

- c) TW misrepresented that Peel L&P were a party to the MDC (paragraphs 1.3.4 to 1.3.6).
- d) Contrary to the SSP, the MDC does not include an agreed programme of implementation and phasing (paragraphs 3.5.1 to 3.5.3 and 4.2).
- e) The comprehensive development of the entire site has not been demonstrated and in particular (paragraph 3.8 below) there is
  - no planned highway network for the whole site,
  - no clarity about drainage arrangements for the whole site,
  - no overall provision for landscaping and open space, and
  - no assessment of required developer contributions;
- f) MDC wrongly minimises view of H66 from east of Market Street (paragraph 4.1)
- g) There is no agreed design code in accordance with which development can be implemented, contrary to the SSP and Strategic Policy ENV1 (Section 5 below);
- h) The Design Code in the emerging Neighbourhood Plan should be the basis for the design and layout of H66 (paragraph 5.2.3 below);
- i) Landowners' disinclination to produce a comprehensive masterplan for the whole site and agreed Design Code need not frustrate development - RBC can lead on their production (paragraphs 3.7.1 to 3.7.3).
- j) RBC must insist on a comprehensive masterplan and design code for the whole site, as the opportunity for a masterplan was a reason for removing H66 from the Green Belt (paragraph 2.4)

### 1.3 Background

**1.3.1** TW, apparently with the support of Anwyl, have submitted an MDC for H66, which was taken out of the Green Belt and allocated for housing in the Local Plan. TW own the central portion of the land. Anwyl represent the owners of the southern portion. The northern portion is in two separate ownerships: Peel L&P and Mr Richard Nuttall, neither of whom has been involved in preparing the MDC.

**1.3.2** The central portion is the subject of a planning application for 238 dwellings. The documents supporting that application include Version V7 of the MDC, dated 3 October 2022.

**1.3.3** RBC committed, rightly, to putting the MDC to consultation, to which these representations are a response. That consultation runs concurrently with a statutory consultation about the planning application, which, because of time constraints, RBC does not wish to delay.

**1.3.4** Notably, Version V7 of the MDC states by whom, but not on whose behalf, it was prepared. Version V7 included the logo of Peel L & P on the first two pages, as well as those of TW and Anwyl, thereby dishonestly giving the impression that it was endorsed by Peel.

**1.3.5** On the RBC website pages relating to the consultation about the MDC, but not on the RBC website pages relating to the planning application, Version V7 was replaced by Version V8 dated 30 November 2022 which omits the Peel L & P logo. Version V8 still does not state unequivocally on whose behalf it has been produced. RBC's website page introducing the MDC now states that the MDC has been amended to

- *Remove Peel Land and Property's logo from the cover/introduction;*
- *Make it clear that Peel Land and Property did not input into the document; and*
- *Correct a small number of typing errors.*

**1.3.6** In Version V8 a paragraph has been added on the unnumbered page 8 in bold print:

*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.*

## **Section 2 Need for Masterplan**

**2.1** H66 was removed from the Green Belt and allocated for housing despite considerable opposition. Part of RBC's justification was that allocating it for housing presented the opportunity to masterplan a large site. A key topic in the Spatial Strategy in the Local Plan (paragraph 30) is:

- **Strategic Green Belt releases** for housing are proposed in Edenfield. The development in Edenfield creates the opportunity to masterplan a substantial new addition to the village that would have a limited impact on the openness of the Green Belt.

In the Explanation of Strategic Policy SD2, paragraphs 50 and 51 of the Local Plan state:

- 50 At Edenfield the justification for Green Belt release particularly relates to the strong defensible boundary of the A56 and the opportunity to masterplan the site to produce a high quality planned housing development that minimises impact on openness. There is strong market demand in the area. . . .
- 51 Masterplanning or, for smaller sites, the development of a design framework, will be expected to demonstrate how the design of the scheme minimises impacts on openness such as through the location of development within the site; the scale of the buildings and appropriate landscaping . . . .

**2.2** Accordingly, the Local Plan included a SSP, of which the parts directly relevant to this consultation stipulated:

Development [of H66] 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 . . . .

**2.3** The SSP includes an Explanation for those provisos, at paragraphs 120, 121 and 126, as follows:

120 Exceptional circumstances have been demonstrated to support the release of this land lying between the A56 and Market Street in Edenfield from the Green Belt. The area is very open in character and allows views of the surrounding hills and moors and will require a well-designed scheme that responds to the site's context, makes the most of the environmental, heritage and leisure assets, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements.

121 Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders, including the Edenfield Community Neighbourhood Forum, to ensure a Masterplan is prepared.

126 In light of the site's natural features and relationship to surrounding uses, development is likely to come forward in a number of distinct phases. The infrastructure associated with the overall

development and each individual phase will be subject to the production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration.

**2.4** It would be unconscionable for RBC, having set such store by the opportunity to masterplan a large site and used that as a reason for removing the site from the Green Belt, to abandon the SSP and the commitment in paragraph 121 and to approve a purported masterplan covering only a portion of H66.

### **Section 3 MDC does not Satisfy the Need for a Masterplan**

**3.1** The masterplan must demonstrate the **comprehensive** development of the **entire** site.

**3.2.1** Presumably, when Peel L&P discovered their logo had been used without their consent (see paragraphs 1.3.4 to 1.3.6 above), TW was forced to submit a revised version of the MDC without the Peel logo. Where the MDC comments, as on pages 43, 47 and 65 to 67, about Peel's site north of Church Lane, it does so without the consent of the landowner.

**3.2.2** The representations submitted by Mr Richard Nuttall about the planning application indicate that he too has not been involved in TW's MDC, which, he says, shows some of his land in Peel L&P ownership and which shows a play area on his land. Mr Nuttall goes straight to the point:

*Could you [RBC] please ask them to amend their documents so that our land has no connection to their proposals or benefits their scheme in any way?*

**3.3** It is obvious that without the concurrence of all the relevant landowners the MDC does not and cannot demonstrate "the comprehensive development of the entire site".

**3.4.1** Paragraph 6.9 of the Planning Statement doubles down on misrepresenting the scope of the MDC:

*Randall Thorp have prepared a Masterplan and Design Code **for the whole allocation H66**, which is submitted in support of this planning application . . . Prior to the submission of this planning application , a public consultation exercise was undertaken in relation to the H66 Masterplan - the full details of which can be found in the submitted Statement of Community Involvement (Lexington Communications),*

and paragraph 6.10 refers to **the site-wide Masterplan**.

**3.4.2** As stated in Section 6 below in comments about the SCI, the masterplan consultation leaflet declared that the subject land was **the site promoted by Taylor Wimpey and Anwyl Land (our site)**, and the home page of the TW/Anwyl consultation website referred to the **land that is in Taylor Wimpey and Anwyl's control**. It is therefore simply untrue to claim that a site-wide masterplan had been the subject of public consultation before the MDC and planning application were submitted.

**3.4.3** Page 19 of the MDC states under the heading 'Stakeholder Engagement':

*The 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.*

### 3.4.4 There is a lot wrong with page 19 -

- It is not clear which, if any, local stakeholders were consulted, but no part of the MDC was developed in consultation with ECNF, which is obviously local and which, as a group concerned with town and country planning and established under statute, is obviously a stakeholder. RBC regard ECNF as a stakeholder - see paragraph 121 of the Local Plan, quoted at paragraph 2.3 above
- In turn that raises doubts about how much, if any, consultation actually took place with other stakeholders and RBC
- The TW consultation was about the TW and Anwyl sites only, not H66 as a whole - see paragraph 3.4.2 above
- There was no opportunity to respond by post - see paragraphs 6.1.8 and 6.1.9 below
- TW do not claim that any responses during the consultation period were fed into the MDC - certainly ECNF's response was not (see for example paragraph 5.2.1 below)

### 3.5.1 Paragraph 6.11 of the Planning Statement provides:

*The submitted MDC also explains how the allocation will be delivered in 4 broad phases, with this planning application relating to Phase 1A. Notwithstanding this, it is important to reiterate that the H66 allocation easily lends itself to be delivered via stand- alone phases. Whilst the Masterplan has ensured connectivity across the whole allocation, each of the respective Landowners have the ability to bring forward their site through individual site access points. The ordering of development phases may therefore be varied and phases may/can be delivered simultaneously.*

### 3.5.2 The Phasing Plan preceding Section 5.13 of the DAS and Section 5.13 itself are totally discredited, as there is reason to believe that two of the relevant landowners had no input to it (please refer to paragraphs 1.3.4 to 1.3.6 , 3.2.1 and 3.2.2 above). Section 5.13 reads:

#### *LIFESPAN*

#### *PHASING*

*The Phasing Plan (presented opposite) sets out the proposed delivery and phasing of the full H66 allocation which has been set out within the Design Code. The proposed Phasing Strategy has been prepared which demonstrates that the delivery of development would proceed from multiple access points. This will enable development to proceed across different parts of the site concurrently.*

*Initially, development would proceed from Phase 1A, which this application details, creating the main site access from Market Street with additional phases coming on stream relatively quickly. The detailed phasing and delivery of the associated infrastructure, such as landscaping, play and access routes, is subject to discussion between the applicant and the Local Authority.*

*It is intended that the delivery of the site will be adjusted as the building process is refined. It is considered that a site of this scale (approx 400 dwellings) does not present the complications of phasing, that a larger and more complex site may command, and ensures that each parcel can be delivered independently without prejudice to others. Similarly, this means phases could be developed simultaneously if desired.*

### 3.5.3 The extracts at paragraphs 3.5.1 and 3.5.2 above run completely counter to the SSP requirement for the Masterplan to be accompanied by an agreed programme of implementation and phasing. Please see also paragraph 4.2 below. That requirement is explained at paragraph 126 of the Local Plan, reproduced at paragraph 2.3 above. Not the least concern is the need to avoid a construction traffic free-for-all and pressure on site accesses.

### 3.6 The claim in paragraph 6.12 of the Planning Statement that

*Taylor Wimpey's proposals will help deliver comprehensive development across the entire allocation in accordance with criteria 1 sic of policy H66* (ECNF emphasis)

is demonstrably false. Other landowners might have no intention to deliver development of the sort TW propose.

**3.7.1** It has been suggested that the respective landowners are not minded to co-operate on producing a masterplan and that the RBC cannot force them to do so. That may be the case, but it does not dispense with the need for a masterplan.

**3.7.2** If any of the respective landowners anticipated difficulty in preparing a site-wide masterplan, they should have flagged this up at the Examination of the Local Plan. None of them did so, the Inspectors approved the policy, and the Plan was duly adopted.

**3.7.3** The landowners' disinclination to produce a comprehensive masterplan need not and should not frustrate development of H66. RBC itself can organise the production of a masterplan. As the site was promoted by RBC for housing development, it would not be inappropriate for RBC rather than the developers to take the lead on this, particularly in view of RBC's stated commitment at paragraph 121 of the Local Plan (see paragraph 2.3 above), to ensure that a masterplan is prepared.

**3.8** The lack of a comprehensive masterplan for the whole of H66 has at least four consequences:

1. There is no planned highway network for the whole site. Piecemeal development risks creating ransom strips that could hold up development on the rest of H66.
2. It is not clear that there is an overall drainage system for the whole allocation.
3. There is no overall landscaping plan including open space provision.
4. There is no indication as to how the necessary developer contributions might be determined, apportioned and agreed.

**3.9** In summary, the MDC does not satisfy the need for a site-wide Masterplan and should be rejected. It is not agreed by all landowners. Nor is there an agreed programme of phasing and implementation. A masterplan and an agreed programme of implementation and phasing are specific policy requirements. Without them there can be no guarantee as to how the totality of the housing allocation can function adequately or be of good design.

## **Section 4 Content of MDC**

**4.1** The unnumbered page 24 of the MDC is plainly wrong in stating:

*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.*

In fact H66 is clearly visible from much of the lengths of Footpaths 136, 137, 138, 140 and 143 and Restricted Byways 147 and 277, shown on the map at Appendix 2 hereto.

**4.2** The unnumbered page 70 says about 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.*

The comments at paragraph 3.5.3 above apply equally here.



## Section 5 No agreed Design Code

### 5.1.1 The SSP states:

The development [of H66 for 400 houses] would be supported provided that . . . 2. the development is implemented in accordance with an agreed design code.

One of the Local Plan Objectives (page 12) is:

ensuring good design that reinforces Rossendale's local character.

Strategic Policy SS: Spatial Strategy includes:

Greenfield development will be required within and on the fringes of the urban boundary to meet housing and employment needs. The Council will require that the design of such development relates well in design and layout to existing buildings, green infrastructure and services.

Paragraph 234 of the Explanation of Strategic Policy ENV1 states:

Design briefs or design codes will be required for major development and other sites as appropriate to help deliver high quality proposals. The Council will work with developers to address the nature and scope of these documents. The Council will prepare a Design Guide SPD to provide specific advice to developers. An SPD addressing climate change will also be produced.

**5.1.2** Peel certainly has not agreed any design code for H66, nor apparently has Mr Nuttall (please refer to paragraphs 3.2.1 and 3.2.2 above). In those circumstances it would be wrong for RBC to impose TW's concepts on the other owners' land. RBC's only proper course is to reject the MDC.

### 5.2.1 Paragraph 6.15 of the Planning Statement states:

*We note that the Edenfield Neighbourhood Community Forum (ECNF) have prepared their own Draft Design Code for the wider village (produced by AECOM), which is intended to be published alongside the emerging Neighbourhood Plan. We were made aware of this document through engagement with the ECNF during early 2019; however, the document was only formally shared with us in late June 2022, and as such have had limited time to review and integrate it with our own work.*

That paragraph demonstrates the superficiality of the so-called consultation (please refer also to Section 6 below) undertaken in the last week of June and first week of July 2022 on behalf of TW and Anwyl Land. The applicant acknowledges receipt during the consultation period of the ECNF Design Code, prepared by AECOM, an independent organisation of worldwide repute, but dismisses it as not coming in time to be reviewed and integrated with its work. Indeed, only three weeks after the end of the period, the applicant stated in a leaflet distributed to residents (but omitted from the SCI) that

*Taylor Wimpey will submit a full planning application to Rossendale Borough Council in August 2022.*

### 5.2.2 Paragraph 6.16 adds:

*That said, we have taken account of this document where possible, albeit noting that it was drafted in 2019 before site H66 was allocated, and therefore it does not fully acknowledge this strategic site and is written largely in the context of the existing village and potential for incremental development. What's more, this document does not yet form part of a made Neighbourhood Plan nor has it been subject to any formal public consultation (Regulation 14 or other) and therefore can only be given very limited weight at this stage.*

The AECOM document was compiled and completed in the full knowledge that the then emerging Local Plan proposed H66 as a housing site allocation. The applicant accepts that the AECOM Design Code has been largely ignored.

**5.2.3** ECNF consider that the Design Code prepared by AECOM should be the basis for the design and layout of H66. It has previously been submitted to RBC's Forward Planning Team, who have indicated that it is broadly acceptable. On any objective view, the AECOM Design Code is preferable to the applicant's and should be applied to the development of H66.

**5.3** Paragraph 6.18 of the Planning Statement says:

*Notwithstanding the above, the submitted Design Code is submitted as a formal planning application document, therefore the local community/other stakeholders will also have the opportunity to comment on the Masterplan and Design Code through the standard 21-day notification process on this planning application.*

TW has muddied the waters by submitting the MDC as part of the planning application. Consultees therefore have to contend with two concurrent consultations - one on the MDC and one on the planning application including the MDC. Further confusion arises from the deceit that has been exposed whereby the MDC was branded with the logo of Peel L&P, who had not engaged in the process (please refer to paragraphs 1.3.4 to 1.3.6 and 3.2.1 above). Whilst Peel's logo does not appear on the version now on RBC's website masterplan pages, it remains on the version supporting the planning application as shown on RBC's website.

**5.4** Paragraph 6.19 claims:

*A separate consultation process and consultation opportunities through this planning application will ensure that the two elements are formally linked and provide the mechanism to formally agree the Design Code.*

Those statements make no sense. The formal linkage, which we take to mean the inclusion of the MDC in the planning application, just causes confusion. Those responding to the consultation may not appreciate which part of their responses should be directed to the MDC, to the planning application or both, with the danger that some comments may fail to be submitted or fully considered.

**5.5** Paragraphs 3.25 and 6.54 of the Planning Statement note that -

*the Design Code will likely evolve through discussions with the local planning authority as the document proceeds towards adoption . . .*

TW clearly has no confidence that its Design Code as submitted will be acceptable. Even if that Design Code does evolve through discussions, it is unlikely, unless it engages all the landowners, to satisfy the SSP and paragraph 125 of the Local Plan, which speaks of *Implementation of development [of H66 for 400 houses to] be in accordance with an **agreed** Design Code/Masterplan **across the whole development***. Any agreed design code needs to include the principles of the AECOM Design Code (please refer to paragraphs 5.2.1 to 5.2.3 above). For these reasons, the applicant's submitted Design Code should be rejected.

## **Section 6. Statement of Community Involvement**

**6.1.1** As TW are misrepresenting the nature of their 2-week consultation in June/July 2022 (please see Section 3 above), we must comment about the misleading SCI.

**6.1.2** Section 1.0 Overview states that its author, Lexington Communications, was commissioned by TW and Anwyl Land -

*to carry out a public consultation programme in relation to the Masterplan process for the Land West of Market Street Edenfield site allocation (H66) and*

*to undertake a public consultation exercise in relation to the proposed Masterplan for the entire Edenfield allocation.*

**6.1.3** Their instructions might have been to consult in respect of H66 in its entirety but what actually emerged, as the leaflet at Appendix F to the SCI declares, was a purported masterplan that had scant detail about the parcels of H66 north of Church Lane, the ownerships of which were incorrectly delineated :

*Taylor Wimpey and Anwyl Land have formed a unique partnership to deliver an exciting new vision for Edenfield. The Masterplan is a document which explains our vision for **our site** to the west of Market Street. (ECNF emphasis)*

**6.1.4** This is reinforced by the key to the plan in the leaflet (and among the virtual exhibition boards in the site promoters' website which are reproduced at Appendix C to the SCI) which marks the land north of Church Lane *landowner not in a position to engage at the current time.*

**6.1.5** The home page of the website (Appendix B to the SCI) states:

*This community consultation is the first step and sets out the team's Vision Masterplan for Land West of Market Street, **that is in Taylor Wimpey and Anwyl's control.** (ECNF emphasis)*

**6.1.6** One of the virtual exhibition boards, headed 'Our Vision' and with the Anwyl and Taylor Wimpey logos at the foot, states:

*A development with placemaking at its core **Our site** presents a great opportunity . . . (ECNF emphasis)*

**6.1.7** Paragraphs 6.1.2 to 6.1.6 above demonstrate that it is dishonest to claim that the applicant's consultation in late June and early July 2022 related to the whole of H66.

**6.1.8** The Overview misleads again by stating:

*A community information telephone line, email address **and postal address** were available throughout the consultation period for those wanting to correspond with a member of the project team. (ECNF emphasis)*

This is amplified at paragraph 3.3:

*A dedicated email address, [marketstreetmasterplan@havingyoursay.co.uk](mailto:marketstreetmasterplan@havingyoursay.co.uk), was established to receive feedback and answer enquiries from the public regarding the plans. **Alternatively, respondents were able to post their comments.** (ECNF emphasis) During the public consultation, 57 emails were received and zero letters. More information about this can be found in Section 9.0 'Feedback Received'.*

Paragraph 9.2 confirms:

*Correspondence Residents and stakeholders were invited to contact the development team via email **or post**, with a dedicated project email address, [marketstreetmasterplan@havingyoursay.co.uk](mailto:marketstreetmasterplan@havingyoursay.co.uk), established for the consultation. (ECNF emphasis)*

**6.1.9** A postal address might have been available, but readers of the leaflet and website pages (and the letter to RBC and LCC councillors as reproduced at Appendix A to the SCI and the press release at Appendix H) could not have availed themselves of it, as it was not published in those places. It is therefore no surprise that zero letters were received.

**6.1.10** People who did not have access to or who were not comfortable with using a telephone or electronic device were thereby excluded.

**6.1.11** The SCI claims that a dedicated email address was established to answer enquiries, although it does not claim that enquiries by email were ever actually answered. ECNF is aware of cases where an email enquiry received no response.

**6.2** The extracts at Section 2.2 Government Planning Policy all refer to *applicant/s* and *application [for planning permission]*, reinforcing the point that the purpose of Lexington's consultation was to tick a box in the lead-up to the current application rather than to develop a masterplan for the whole of H66.

**6.3** The response of ECNF to that so-called consultation is reproduced at the Appendix 1 to these representations and gives further details about the deficiencies in the process.

Richard W. Lester for self and on behalf of Edenfield Community Neighbourhood Forum



16th January 2023

# APPENDIX 1

Response of ECNF to Taylor Wimpey / Anwyl Consultation – July 2022

## Edenfield Community Neighbourhood Forum

### Response to Taylor Wimpey/Anwyl Land Market Street Masterplan Consultation

#### Consultation process

The consultation process is totally unsatisfactory because:

the two-week consultation period is ridiculously short, particularly in the summer holiday season;

our information is that not all Edenfield households received the consultation leaflet, although at the webinar on 29th June 2022 it was claimed that about 1,000 leaflets had been delivered;

the leaflet gives limited information, with the result that anyone without internet access will be unaware of the detail and thereby be at a disadvantage in responding;

the leaflet says there will be “two webinars where you can join and ask questions of the team” but provides the time of only one, held at barely one week’s notice;

it was not until the webinar that it was confirmed no developer has yet been chosen for the area promoted by Anwyl Land (Chatterton Hey site); and

there are other omissions and errors in the consultation, as noted below.

#### Masterplan comments

##### Masterplan does not satisfy Local Plan

1. The consultation masterplan falls short of the requirements of the Rossendale Local Plan. The Local Plan requires a masterplan for the entire site reference H66 land west of Market Street, Edenfield which is estimated to yield 400 homes. The consultation masterplan lacks any detail about the land in H66 in other ownerships.-The Local Plan is quite specific that the masterplan must be for the entire site. Rossendale Borough Council have pledged that they will work in partnership with key landowners and key stakeholders, including Edenfield Community Neighbourhood Forum, to **ensure** that such a masterplan is prepared (Local Plan, page 56, paragraph 121).

##### Lack of information

2. The consultation says 235 homes will be built in the developers’ first phase but omits the crucial information about the number of homes in their second phase (Chatterton Hey site). It emerged from the webinar that the second phase would yield some 90 dwellings. At the very least, the masterplan should indicate how many dwellings will be built and where and when.

3. Without this information it is impossible to have a comprehensive Transport Assessment.

## Traffic

4. A major concern is the impact on traffic of a 50% increase in housing in a village which already has significant traffic problems. This was recognised in the Local Plan which states that development will be supported provided that a Transport Assessment is provided demonstrating that the site can be safely accessed. It will need to address issues arising from the proposed accesses from Blackburn Road, Market Street and Exchange Street, including the consequent reduced availability of on-street parking, as well as the impact of the inevitable increase in local traffic on the Market Place roundabout and at the beginning and end of the school day in the vicinity of an enlarged Edenfield CE Primary School. There is no indication in this consultation about when this Assessment is going to be prepared and when the highway authority will be involved in the process, but it is crucial to any consideration of the masterplan.

5. At the webinar it was admitted that the new Market Street access would require a ghosted right-turn lane. The consultation leaflet and website are silent about this but should have disclosed the information.

6. Although the consultation documents show the highway access to the Chatterton Hey site from the foot of Exchange Street, the highway authority has stated that Exchange Street would be unsuitable for this purpose. The consultation ignores the highway authority's suggestion that vehicular access to this area should be through the estate to connect to the proposed access from Market Street, with only pedestrian and cycle links to Exchange Street - see Local Plan Examination Library document *EL8.014 Actions 14.1 to 14.4*, paragraph 9.1 Action 14.3 - [www.rossendale.gov.uk/download/downloads/id/16396/el8014\\_actions\\_141\\_to\\_144\\_-\\_housing\\_site\\_allocations\\_-\\_edenfield\\_helmshore\\_irwell\\_vale\\_and\\_ewood\\_bridge\\_with\\_appendices.pdf](http://www.rossendale.gov.uk/download/downloads/id/16396/el8014_actions_141_to_144_-_housing_site_allocations_-_edenfield_helmshore_irwell_vale_and_ewood_bridge_with_appendices.pdf)

7. In the webinar it was claimed that access to the Chatterton Hey site from Exchange Street and Highfield Road would be all right as only 90 houses were involved. However, at the time of Lancashire County Council's comments the estimated yield from that area, according to the Strategic Housing Land Availability Assessment, was only 70.

8. It would clearly be undesirable for motor traffic resulting from the development to use the existing public footpaths (which are also private vehicular rights of way serving Mushroom House, Chatterton Hey and Alderbottom/Swallows Barn). The masterplan is not clear how estate traffic would be segregated from those footpaths.

## Community involvement

9. Edenfield Community Neighbourhood Forum has been working over the years to bring forward a Neighbourhood Plan and has involved the community, stakeholders and the local planning authority in the process. The masterplan consultation claims that the scheme will be community-led, although this is hard to reconcile with the fact that local residents are overwhelmingly opposed. If the developers are serious in this claim, they must commit to ensuring that the development will be in accordance with the emerging Edenfield Neighbourhood Plan and its design codes. In the webinar it was stated that the Taylor Wimpey houses would be mainly two-storey but with a few at 2.5 storeys. We are concerned that any houses more than two storeys high would have a seriously detrimental effect on views across the site to the other side of the valley. Those views are part of the distinctive character of the village and are highly valued by the community.

## Green spaces, sports provision, landscaping and biodiversity

10. The new green spaces to be opened up are all located on the western and northern periphery of the consultation site. Apart from these, the masterplan depicts a development that will be a mass

of, to use the wording of the leaflet, “just bricks and mortar.” There is no provision for green spaces or landscaping with hedgerows *within* the development.

11. Far from being ‘long-lasting’ as claimed, some of those green spaces will be short-lived if National Highways proceeds with a scheme to widen the A56.

12. It would benefit both existing and new residents if green spaces were provided on the eastern flank of the consultation site. A green buffer on this side would mitigate any clash between the styles of existing and new development.

13. The green space deficiency might be ameliorated to a small degree by keeping open the field between Market Street and Mushroom House. This area could be used for a parking area for the benefit of existing residents whose access to on-street parking is going to be diminished.

14. The consultation website refers to ‘Providing generous areas of public open space and outdoors sports provision’, but, even if the green spaces are included, the open space provision is far from generous and, discounting the locally equipped area of play (LEAP), the outdoor sports provision is non-existent.

15. In the Masterplan layout, the LEAP is poorly located, adjacent to the junction of busy B6527 Market Street and the main site access.

16. We note that the illustration on the website pages between the sections ‘Our Proposals’ and ‘Masterplan’ suggests that it will be houses, not a LEAP, in this position. That illustration shows also a path across a grassed area adjoining Market Street and the estate road, but that path is not marked on the masterplan. These inconsistencies immediately cast doubt on the reliability of any of the information provided.

17. In view of the prospective requirements in the Environment Act 2021, the masterplan should demonstrate how the biodiversity value attributable to the development will exceed the pre-development biodiversity value of the onsite habitat by 10%.

18. Cycle route provision is perfunctory. It is not clear what it connects with. It should be included as part of the green spaces and as part of a wider cycle scheme.

19. It is surprising that the sustainable drainage system (SUDS) features so prominently in the consultation, after National Highways has indicated that it is likely to be problematical. The Local Plan expects consideration to be paid to the suitability or not of sustainable drainage systems on the boundary adjoining the A56, but there is nothing in the consultation to show that this has been done.

### Heritage

20. The paragraph about Heritage in the Virtual Exhibition misrepresents the listed status of Edenfield Parish Church. It is in fact Grade II\* listed, not merely Grade II. We do not agree that it is not visible from the development site or that it is so well screened by existing tree cover that the development would have a negligible impact on its setting.

### Green Belt

21. The consultation does not state what compensatory improvements will be made in the remaining Green Belt to compensate for the proposed development on former Green Belt land.

Topography and geology

22. The tipped earth on the site that forms a mound to the west of Mushroom House needs to be removed and carted away off-site, restoring the original contours. Otherwise, any dwellings built there would be on an unnaturally high level and over-dominant.

23. Because of the underlying laminated clay, it is probable that extensive piling will be required, to ensure the stability and protection of the A56 and the new homes. The consultation does not mention this or explain how the effect of this on residents will be mitigated.

Ian B. Lord, Chair, Edenfield Community Neighbourhood Forum

3rd July 2022







**Edenfield Community Neighbourhood Forum**

**H66 Land West of Market Street, Edenfield  
Taylor Wimpey Masterplan Consultation**

**Design Code for Edenfield**

In the representations submitted yesterday on behalf of Edenfield Community Neighbourhood Forum (ECNF) against Taylor Wimpey's purported Masterplan, we stated that the Design Code prepared as part of the emerging Neighbourhood Plan for Edenfield, and already in Rossendale Borough Council's possession, should be the basis for the design and layout of site H66.

In order that it may be part of the public record of representations about the Masterplan, we now attach a copy of that Design Code, to be read in conjunction with ECNF's representations.

Richard W. Lester for self and on behalf of Edenfield Community Neighbourhood Forum



17th January 2023





Imagine it.  
Delivered.

# Edenfield Neighbourhood Plan

February 2020

Design Code Report



## Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Edenfield Neighbourhood Plan Design Code	DR-10391	Edenfield Community Neighbourhood Forum	Pratibha Bhatt, AECOM  Lucy Sykes, AECOM	18/02/2020	BM

Document Name	Revision	Date	Alterations
DR10391_Edenfield NP Design Codes Early Draft	001	19/07/2019	Initial draft report for comments/feedback from QB and Planning Consultants
DR10391_Edenfield NP Design Codes Draft	002	20/12/2019	Address comments made by QB and Planning Consultants
DR10391_Edenfield NP Design Codes Draft	003	18/02/2020	Further QB comments incorporated
DR10391_Edenfield NP Design Codes Final	004	01/06/2022	Final document updated following comments from the QB.

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Views towards Peel Tower

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- 6. Next Steps**





*Aerial view of Edenfield Neighbourhood Area and surroundings*





## Introduction

# 01

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## 1.1 Background

The village of Edenfield within Rossendale, Lancashire has formulated a Community Neighbourhood Forum to shape and influence development within their neighbourhood area. The Neighbourhood Forum is in the process of writing the Edenfield Neighbourhood Plan.

Locality is the national membership network for community organisations that brings local people together to produce neighbourhood plans. Through the Locality framework, the Neighbourhood Forum has approached AECOM to develop design guidance to be applied across the neighbourhood plan area. The design codes will provide guidance and clear design principles for new development to adhere to, helping to protect and enhance the rural character and setting of Edenfield.

## 1.2 Purpose

The purpose of this design code report is to raise an appreciation for Edenfield's existing village character, and to use this understanding to provide design guidance to strengthen and protect the village setting. It will identify the various character areas of the village, and provide a set of guidance to frame the objectives for the Neighbourhood Plan and the ambitions of the Neighbourhood Forum, as reflected within workshop engagement sessions.

## 1.3 Methodology

The process that was undertaken in order to produce this report was as follows:

- The Neighbourhood Forum appointed AECOM's Design team to produce a design code report;
- AECOM representatives attended an inception meeting and walk about in Edenfield with Forum representatives to define the brief;
- An engagement workshop was held in Edenfield to capture local opinion;
- AECOM developed an understanding of the design principles that will protect the rural setting and character of Edenfield, and produced a draft design code report; and
- The group and their appointed planning consultants reviewed the draft and feedback from the report was incorporated. A final report has been signed off.

## 1.4 Document Structure

This document is divided into sections:

**1. Introduction:** Outlines the background, purpose, process, study area and design code document structure;

**2. Baseline review:** Identifies relevant policies on a national and local level relevant to the neighbourhood plan area. This section also discusses the village-wide principles which set the context for the area, and introduces the four identified character areas;

**3. Workshop Engagement:** An overview of the engagement process and how the local community have been consulted as part of the design code report;

**4. Character area assessment:** Provides a granular review of the character areas which include housing styles and details, relationship to building scale and massing, level of enclosure, access to views, relationship to open space, street scene etc. This section also provides a framework for the application of the design guidance;

**5. Design Codes:** Offers guidance on how to deliver appropriate design quality within the character areas, based around a number of themes. The themes align against the policy objectives of the Edenfield Neighbourhood Plan; and

**6. Next Steps:** Provides the following steps for the forum.

## 1.5 Study Area

The design code report is considered to be applicable across the entirety of the Edenfield Neighbourhood Plan Area. Figure 1.1 indicates the boundary of the study area.





Figure 1.1: Edenfield Neighbourhood Plan Area









## Baseline Review

# 02

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## 2.1 Policy documents

### National Planning Policy

#### National Planning Policy Framework (NPPF), 2019 Update

The National Planning Policy Framework (NPPF) outlines the Government's overarching economic, environmental and social planning policies for England. The policies within this framework apply to the preparation of local and neighbourhood plans, and act as a framework against which decisions are made on planning applications.

The NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development, which will be achieved through three overarching objectives. One of these is an environmental objective, which seeks to contribute to protect and enhance the natural, built and historic environment. The parts of particular relevance to this Design Codes report are:

**Part 12 (Achieving well-designed places)** states that design policies should be developed with local communities, so that they reflect local aspirations and are grounded in an understanding and evaluation of the areas defining characteristics. It states that Neighbourhood Plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development. It encourages development which is visually attractive, sympathetic to local character and history including the surrounding built environment and landscape setting.

**Part 13 (Protecting the Green Belt Land)** states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, as the essential characteristics of Green Belts are their openness and their permanence.

#### National Design Guide 2019

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in principle and in practice. It supports the ambitions of the NPPF to utilise the planning and development process in the creation of high quality places. It is intended to be used by local authorities, applicants and local communities to establish the design expectations of the Government.

It identifies ten characteristics which underpin good design; Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan. The principles identified in the National Design Guide have been used to support the codes of this report.

#### Design: process and tools, Planning Practice Guidance (PPG), 2019

The Government has provided further guidance on how to achieve quality design within the updated Design PPG, which is intended to be read alongside the NPPF and the National Design Guide. This guidance encourages the engagement of local communities within the design and planning process. It recognises the importance of local design policies and guides which are established by neighbourhood planning groups.

## Local Planning Policy

### The Emerging Rossendale Local Plan 2019-2034

The local plan sets the ambitions of the Local Authority. Once adopted, it will provide the statutory planning framework to guide development in the Borough to 2034, helping to define a strategy and help to determine the distribution of development. The Emerging Plan underwent an examination in public in October 2019. Work on the Plan is currently paused pending further work, and is expected to resume with a Main Modifications consultation in June/ July 2020. The policies of relevance to this design codes report are identified below:

**Policy HS7 (Housing Density)** states that the density of development should be in keeping with local areas, and have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.

**Policy HS10 (Open Space Requirements in New Housing Developments)** requires housing developments of 10 or more new dwellings to make provision for open space and recreation facilities, where local deficiencies are identified. This should be provided on-site for developments of 100 or more dwellings, or through financial contributions when appropriate.

**Policy HS12 (Private Outdoor amenity space)** sets out that the size of garden spaces should have regard to the size and type of dwelling proposed and the character of the garden sizes in the immediate neighbourhood. It also requires all boundary treatments to be appropriate to the character of the area.

**Policy HS13 (House Extensions)** requires extensions to respect the existing house and surrounding buildings in terms of scale, size, design, fenestration, materials whilst not stifling innovation or original design features.

**Strategic Policy ENV1 (High Quality Development in the Borough)** expects all proposals for new development to take into account the character and appearance of the local area and have due regard for the built and historic environment, surrounding land uses and occupiers, and neighbouring developments.

**Policy ENV3 (Landscape Character and Quality)** seeks to protect and enhance the distinctive landscape character of Rossendale. Development needs to respond positively to the visual inter-relationship between the settlements and the surrounding hillsides, and follow the contours of the sky. It should have an acceptable impact on skylines, and be built to a density which respects the character of the surrounding area.

**Policy ENV5 (Green Infrastructure networks)** encourages the incorporation of new green infrastructure in new developments which should integrate with the existing network.

**Policy ENV9 (Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality)** requires all development to maximise the use of permeable surfaces/ areas of soft landscaping, and expects major development to incorporate Sustainable Drainage Systems (SuDS).

**Policy TR4 (Parking)** requires parking to be conveniently located in relation to the development, safe and secure, not impede the highway network, not detract from the character of the area, and benefit from natural surveillance.

### Lives and Landscape Assessment for Rossendale Borough Council (July 2015)

The report considers all sites which have potential landscape sensitivity within the Borough, several of which fall within the Edenfield neighbourhood area.

The report concludes that the dramatic topography of Rossendale means that there is much inter-visibility between the sites across the Borough, so cumulative effects of development need to be taken into account. With regards to the sites in Edenfield, the combined effect of development might have a much greater effect on the landscape character and visual receptors than elsewhere. The report describes how sites within the urban boundary, on previously developed land and adjacent to development tend to be the least sensitive on landscape grounds.

The assessment reinforces the pattern of ribbon development which is common across the Borough as a characteristic. It also raises the importance of long views and how these should be protected, along with development edges, contours, skylines and open countryside. The recommendations of the report will be incorporated into this design code report, in particular within the Landscape Character and Open Space Code (LC).

### Highway Capacity Study (Oct 2018)

The study was undertaken to support the transport evidence base for the emerging Rossendale Local Plan, and outlines the transport impacts of potential developments. Some highways infrastructure falls within the Edenfield neighbourhood area. Understanding the potential impacts of this infrastructure can be used to help inform design guidance.

The Rochdale Road/ Market Street Roundabout, which connects Bury Road, Rochdale Road and Market Place, is identified as a location for traffic delays, as experienced along Market Street (in both directions) and north along Rochdale Road. The design code report will have awareness of these potential congestion points.

### Alterations and Extensions to Residential Properties (June 2008)

The document provides design guidance to domestic extensions within Rossendale, helping to secure a level of design quality and consistency. While it has a focus specifically on the extension of existing units, it also sets the guidance to ensure compatibility with the local area. It states that development applications should not detract from the character of neighbouring properties, should uphold the appearance of the street-scene and local area, and should not harm the outlook of neighbouring properties.

Recommendations which are applicable to the neighbourhood area have been incorporated into the guidance of this report.

### Rossendale Green Belt Review (Nov 2016)

The neighbourhood area falls within land designated as Green Belt by Rossendale Borough Council. With the exception of only the defined settlement edge.



Figure 2.1: Extent of Green Belt coverage

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## 2.2 Village structure and growth

Edenfield is considered a discrete settlement in functional terms, but also forms part of the extension from the Ramsbottom urban area. Historically, Edenfield was a small settlement which comprised a number of dispersed farmhouses. The original village core focused around the Parish Church and Primary School, to the north of Market Street. With the growth of the wool industry in the late 18th/ early 19th century, the village extended southwards. Victorian terraces and cottages were built to accommodate the local mill and quarry workers, establishing the traditional stone vernacular which is expressed along Market Street.

With its valley side position, Edenfield is a classic example of ribbon development which is common across the Rossendale landscape. Whilst this linearity is strong in the north, the south of the village has a more expanded structure, due to significant post-war development which saw the settlement grow around Bolton Road North, Bury Road and Rochdale Road.

Parcels of piecemeal development of varying architectural styles have contributed to the burgeoning nature of this southern section. These later additions have been developed with a vernacular which is quite different from Edenfield's historic village character but which offers a rich variety to the local landscape.

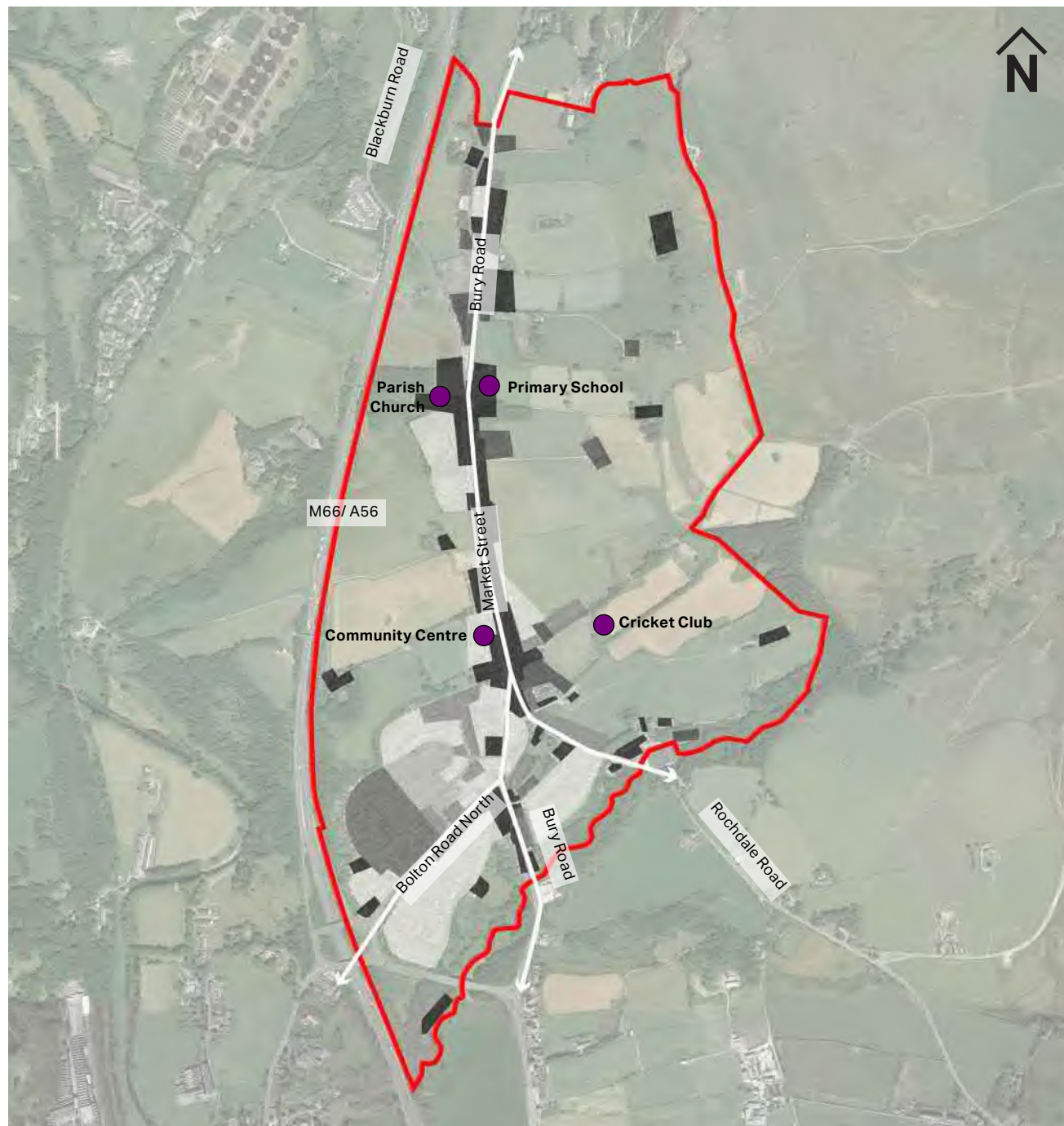
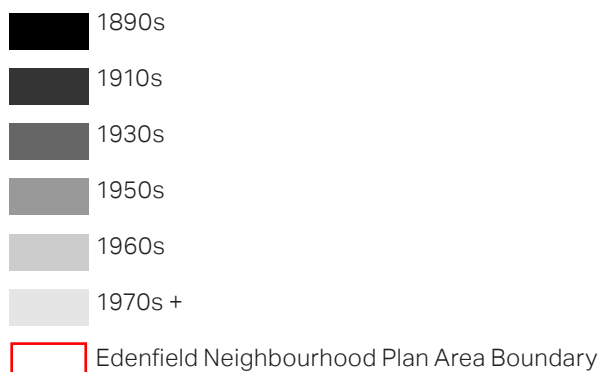


Figure 2.2: Village Structure and Growth



## 2.3 Open space

A handful of both formal and informal open spaces are present in the village, including the grounds of the community centre, the cricket club, the churchyard/ cemetery, the memorial garden, and the primary school playing field.

According to the Lives and Landscape Assessment for Rossendale Borough Council (July 2015), Edenfield falls within the Settled Valley Landscape Character Type (LCT) 8b Irwell Valley South. This is defined as below:

- The valley opens out and the profile of the lower valley sides becomes less steep
- The density of housing and industry becomes much less, with extensive areas of open pasture and woodland within the valley bottom
- Some ribbon development continues along main roads but is not continuous
- Views across the valley are rural in character with a lesser proportion of the view being made up of built development



Figure 2.3: Formal and Informal Open Space



## 2.4 Heritage assets

Within Edenfield there are a number of Grade II listed buildings, and one Grade II\* listed building. There is no designated conservation area within the neighbourhood, however, a number of other buildings have been identified as being of local interest, despite not having statutory protection. These have been proposed by Rossendale Civic Trust to be included within a list of local heritage assets.

These local and nationally listed assets are concentrated predominantly along Market Street, but also capture some of the outlying farmhouses. There are also other buildings which help to build the historic identity of the village, notably the traditional terraces units built from Pennine stone with slate roofing. Together, these assets help to establish the historic and traditional character of Edenfield.

Many of the listed assets are strongly defined by their position in the open landscape. How these features can be protected in this context and be safeguarded against the impact of development will need to be considered as part of the design guidance process.

### ▲ Nationally Listed Assets

- 1- Elton Banks Farm (Grade II)
- 2- Elton Banks (Grade II)
- 3- Edenfield Parish Church (Grade II\*)
- 4- Hey Meadow Farmhouse (Grade II)

### ● Locally Listed Assets

- A- Chatterton Hey House
- B- 1-5 Green Street and 2-6 Sarah Street
- C- 59-69 Market Street
- D- 136- 150 Market Street
- E- 4-26 Rochdale Road
- F- The Rostron Arms
- G- Milestone on Market Street

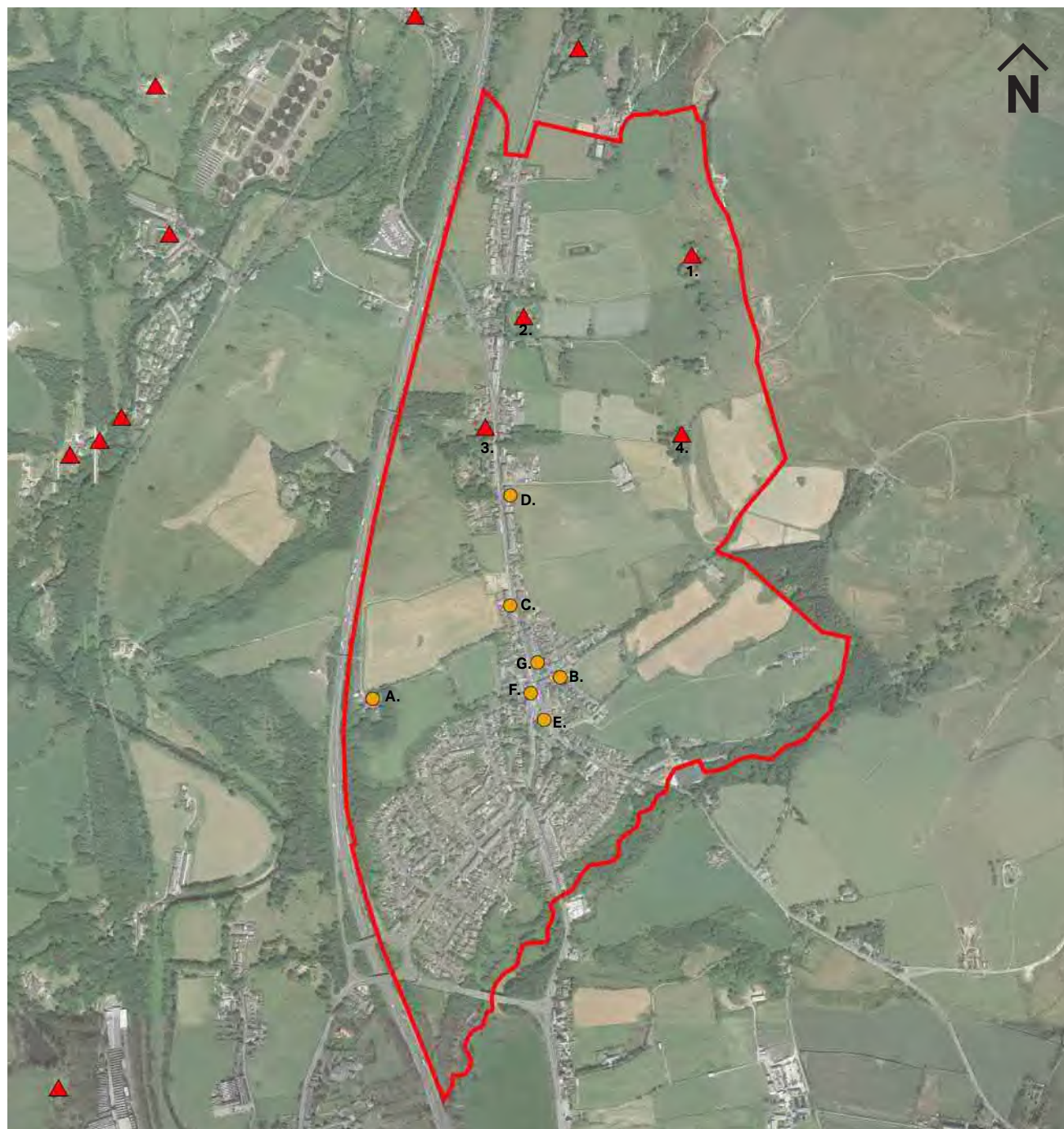


Figure 2.4: Heritage Assets





Map Reference 2: Elton Banks



Map Reference 3: Edenfield Parish Church

Images to be read alongside Fig 2.4



Map Reference A: Chatterton Hey House



Map Reference B: 1-5 Green Street



Map Reference C: 59-69 Market Street



Map Reference D: 136- 150 Market Street



Map Reference E: 4-26 Rochdale Road



Map Reference F: The Rostron Arms



## 2.5 Key Views

Most of the neighbourhood area falls within land designated as Green Belt by Rossendale Borough Council and excludes only the defined settlement edge. One of the fundamental characteristics of a Green Belt is its openness. The openness and the elevated position of Edenfield affords attractive views into and out of the neighbourhood area.

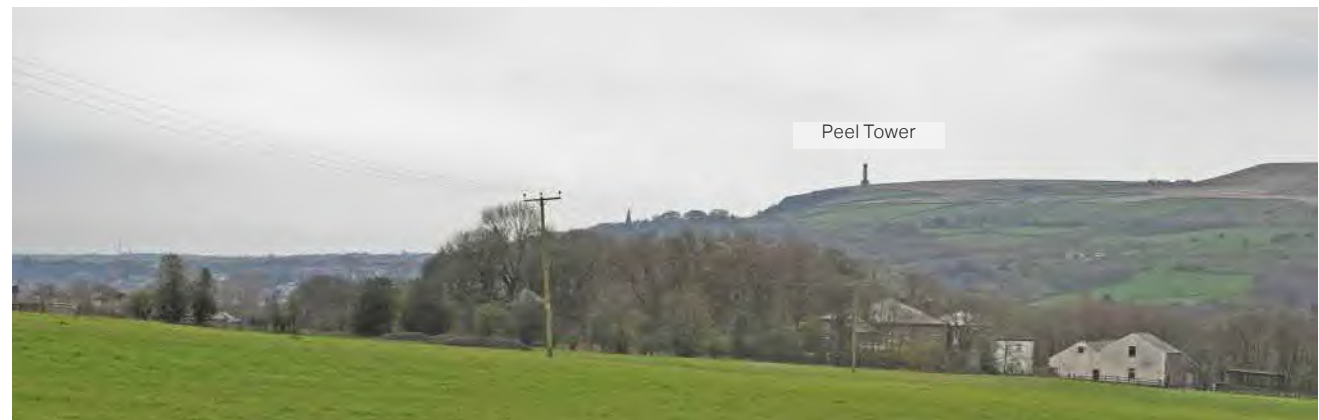
As per the Lives and Landscape Assessment for Rossendale Borough Council (July 2015), the landscape character type of Rossendale is defined as a series of interlocking valleys, with ribbon development extending along the primary valley between Rawtenstall and Bacup. The southern part of the borough is considered to be more rural in character.

The local topography also enables long views from surrounding listed assets into the neighbourhood area. This is especially true with the long views from Peel Tower, a monument located to the south west atop Holcombe Hill. As well as protecting views out, these long views into Edenfield also need to be considered when determining the impact of any development, especially that which could affect the skyline of the settlement against the landscaped ridges.

Various Key Views to the surrounding landscape have been identified for protection, as shown on the page opposite.



*Key View 1- Hope View*

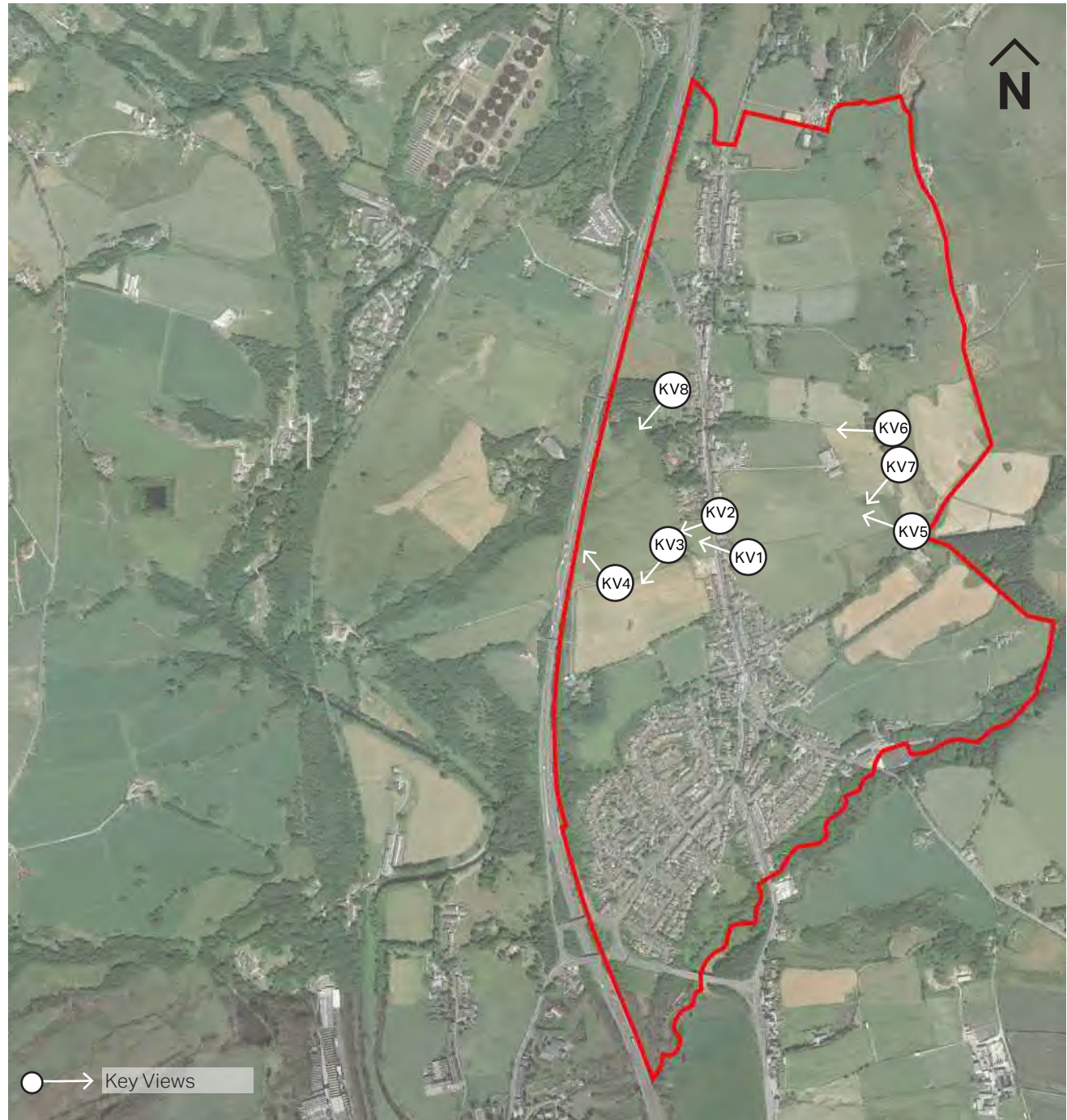


*Key View 3- Long views to Peel Tower*



*Key View 8- From Church Lane across churchyard to south-west*





**Key Views**

**KV1**-Market Street, adjacent to its junction with Footpath 14-3 FP 126

**KV2**-Market Street, adjacent to no 117 Market Street

**KV3**-Lane leading west off Market Street by Mushroom House (Footpath 14-3 FP 126)

**KV4**-Lane leading west off Market Street by Mushroom House (Footpath 14-3 FP 126)

**KV5**-Gin Croft Lane adjacent to Gin Croft Farm 14-3 BOAT 275

**KV6**-Footpath leading south from Hey Meadow Farmhouse 14-3 FP 136

**KV7**-Footpath leading south from Hey Meadow Farmhouse 14-3 FP 136

**KV8**-Church Lane and the Churchyard

**Figure 2.5:** Key Views










## 2.6 Movement Network

Edenfield sits adjacent to the M66/A56 regional distributor, which connects Manchester to Rawtenstall, Blackburn and Burnley. This strategic route borders the western edge of the neighbourhood area. Northbound access onto this route is achieved adjacent to the south west of the neighbourhood area at the Bolton Road North/ A56 roundabout, whilst southbound access is achieved approximately 2 miles from the neighbourhood boundary.

There is a hierarchy of streets in Edenfield which shows the accessibility of the village, and also how it has grown over time.

Rochdale Road, Burnley Road, Blackburn Road, Bolton Road North, Bury Road and Market Street are the primary vehicular routes and maintain movement into and out of the village. These routes form a spine to the wider street network and connect the lower tier routes. Most of the community and commercial facilities are located along these routes.

A small number of secondary, circulatory streets exist, defined as those with more than one access or egress point. These are at the Oaklands Road/ Woodlands Road estate and the Eden Avenue/ Highfield Road estate.

-  Regional distributor
-  Primary route
-  Secondary route
-  Tertiary route
-  PROW
-  National Cycle Network
-  Edenfield Neighbourhood Plan Area Boundary

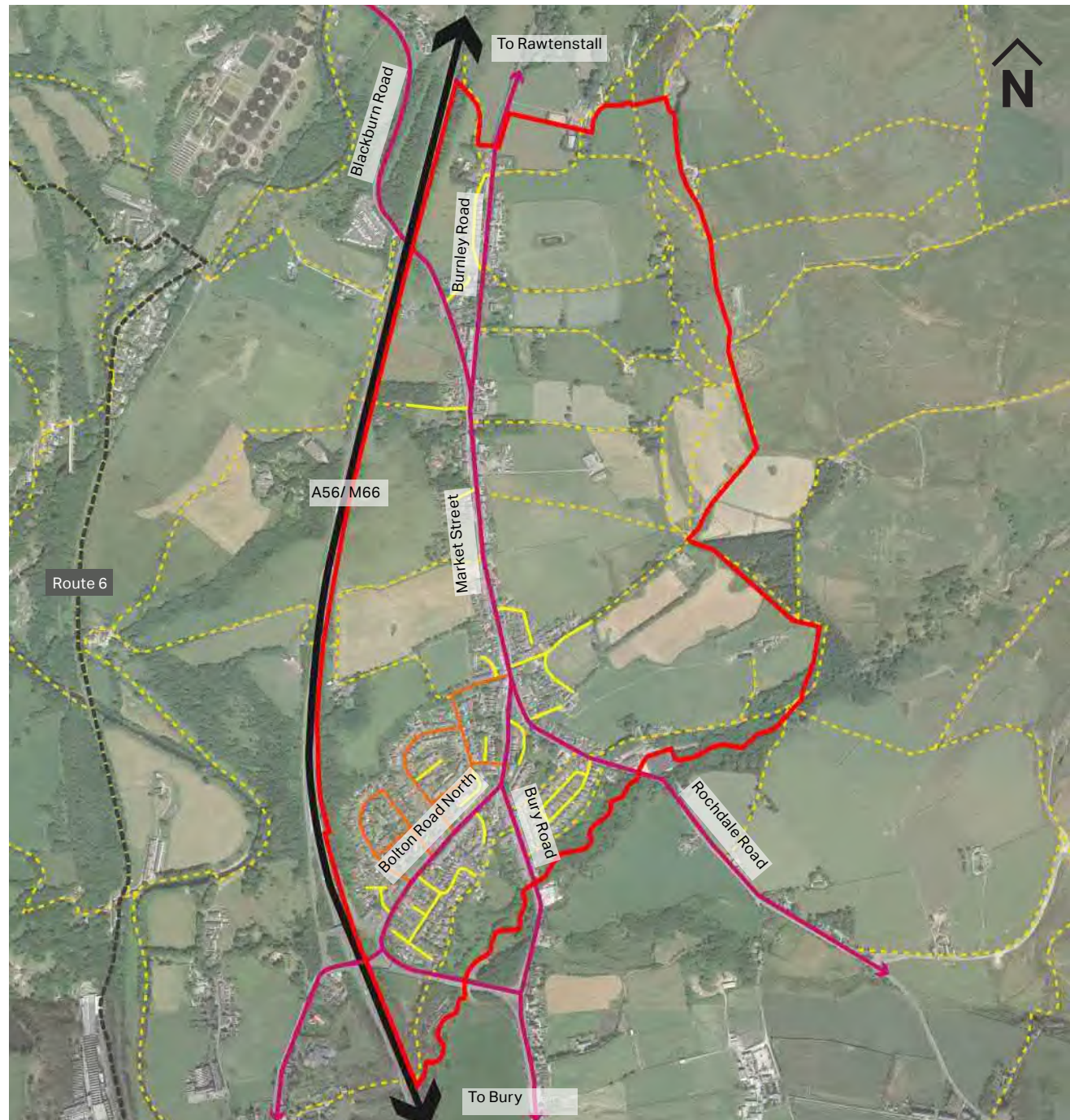


Figure 2.6: Existing Movement Network



Edenfield’s historic ribbon development along Market Street obviously drives the hierarchy of routes in the village. Market Street serves clustered parcels of infill development via a series of tertiary routes. Given the piecemeal nature of growth in the village, many of the roads are tertiary, with only one access and egress point, and serve only access purposes. These adopt a similar aesthetic to the secondary routes. Whilst relatively disconnected in vehicle terms, these cul-de-sacs are sometimes connected through the pedestrian movement network.

The village is well connected for pedestrians with a considerable number of Public Rights of Way (PRoW) which help to achieve access to the surrounding countryside. These recreational routes create a pleasant walking network across the neighbourhood area, and are considered valuable assets by the NPG. Although no national cycle routes exist within Edenfield, Route 91 and Route 6 are located across the valley to the west.

## 2.7 Street scene and parking

The Edenfield Factbook (2019) tells how car ownership is higher on average within Edenfield than it is across the Rossendale Borough. These levels of ownership combined with the rural nature of the neighbourhood area, and the fact that many traditional terraced units are not served by on-plot car parking, means that some areas suffer from congestion and interrupted traffic flow. These areas are typically on the primary routes and can impede traffic flow as vehicles are reduced to one-way movement.

These areas are indicated in Figure 2.7 alongside the areas where this street parking causes problems for congestion.



Primary Route: View looking south-west Bolton Rd N



View looking south down the A56/ M66



Figure 2.7: Congestion and car parking



Pinch point 1: Market Street north



Pinch point 2: Market Street south









# Workshop Engagement 03

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*Views across the local landscape*



## 3.0 Workshop Engagement

### Summary of Session

AECOM led an engagement session with members of the Edenfield Community Neighbourhood Forum. This was a platform to show the work undertaken to date, and ensure that the understanding of place is correct. Exercises were undertaken to help AECOM understand what should be protected and encouraged within the village, and what the potential threats to the village are. This information has helped to inform the guidance of the design codes document and define what is and isn't allowed in the village in terms of design and development.

The following strengths, weaknesses, opportunities and threats were established to be addressed within the design codes:

### Strengths

The following features are considered to be strengths within Edenfield and will be supported within this design code document:

- The physical and visual connections to the countryside are valued, locally distinct, and should be preserved;
- Important community assets include the Parish Church, the Primary School, the Cricket Club and the Recreation Ground. These should be protected from development impacts;
- The two ends of Market Street act as local hubs of activity, and encourage people into the village
- The traditional stone and slate vernacular establish the local village character;
- The rural nature of the settlement and its countryside setting are key to Edenfield's character;
- The piecemeal and organic nature of village growth has created architectural diversity and variety. This organic growth is welcomed and encouraged.

### Weaknesses

The design code report acknowledges the following weaknesses, as identified by the group within the engagement session:

- Traffic and congestion issues are prevalent along the primary route network, especially Market Street. When cars are parked either side of the road this is limited to a one way street. It is not fit to serve the current size of the village and needs addressing. Traffic flow in and out of the village is a key problem which needs addressing;
- Affordable housing is limited in the area, and forces people to move away from the village. There needs to be proportional provision of such new homes;
- Certain developments have had no regard for the impact of building height on views
- Narrow footpaths and on-street parking have created inaccessible areas of the street network. This also limits the potential to extend cycle infrastructure across the village;
- Not all housing is supported by adequate on-plot parking facilities, which contributes to congestion. It also means parking outside any community, commercial and civic spaces are restricted.

## Opportunities

To prioritise the use of brownfield land over Green Belt land, and more efficiently use the available sites and spaces;

- To ensure adequate parking is provided for both residents and visitors, rather than these being in conflict (as is currently the case);
- There is potential to encourage further walking/ recreational opportunities with linkages to the countryside;
- To strengthen the character of Edenfield through the delivery of high quality developments which reflect the traditional materials and character, but also offer diversity and variety in type and tenure, so long as it is complementary;
- To ensure that the settlement blends more effectively into the surrounding countryside through appropriate boundary treatments;
- Ensure the open nature of Edenfield is protected by encouraging open/ shared/ communal space in new developments;
- There is potential to explore restricted/ timed parking arrangements to allow more flexible use of spaces.

## Threats

The design codes report will seek to mitigate the potential threats to Edenfield including:

- Further housing is likely to increase pressure on the existing highways network and parking and exacerbate problems of congestion. All new development should recognise and seek to address this problem;
- Certain highways mitigation (like double yellow lines) could restrict residential parking, which has no other alternative to park on-street. Any parking solution needs to be aware of these residential needs;
- There are concerns that local facilities and services will be unable to support the demands of new development;
- Views are valued within the local community, and there are concerns that certain views could become blocked by development;
- The problem of parking could deter people from visiting and investing in Edenfield;
- Large scale housing developments could homogenise the settlement in a way which is out of keeping with the current patchwork of development styles, undermining local character which is integral to the village;
- Building on the Green Belt will undermine this designation as a resource. Any new development should seek to avoid this where possible.



Workshop engagement at Edenfield 3rd June 2019





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Character Areas

# 04

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## 4.0 Character areas

Based on the baseline spatial analysis of Edenfield, the following character areas have been identified within the neighbourhood.

### Character Area 1 Village Cores

The Village Cores character area represents the two cores of Edenfield; the traditional village core to the north of Market Street, and the more recent village core to the south of Market Street. Together, these areas serve the commercial, civic and educational needs of Edenfield, and are more mixed-use in nature than the rest of the village. The cores have similar spatial experiences and, while separated, exhibit similar characteristics to one another.

### Character Area 3 Piecemeal Domestic Development

More recent domestic developments have been delivered in a piecemeal fashion, with very little commonality in style or vernacular. While varying in appearance, these other residential developments are considered together in the Piecemeal Domestic Development character area, and provide a tapestry of character and architectural richness. There are some commonalities in building form, layout, and relationship to the street which allows some generalisations to be made about this group. The overriding character of this group is the smaller scale nature of the development parcels which build up to form a mosaic of vernaculars and styles.

### Character Area 2 Traditional Terraces

The Traditional Terraces character area captures the traditional Victorian terraced housing of Edenfield. This tends to follow a linear north-south trajectory down the village and includes both long and short terraced arrangements. This is the strongest principal character within Edenfield, and the one which most strongly reflects its historic character.

### Character Area 4 Rural Fringe

The Rural Fringe Character Area comprises the more rural aspects of the neighbourhood area, outside the settlement boundary edge and within the Green Belt designation. A number of buildings exist in this character area which is defined by its agricultural and countryside setting.



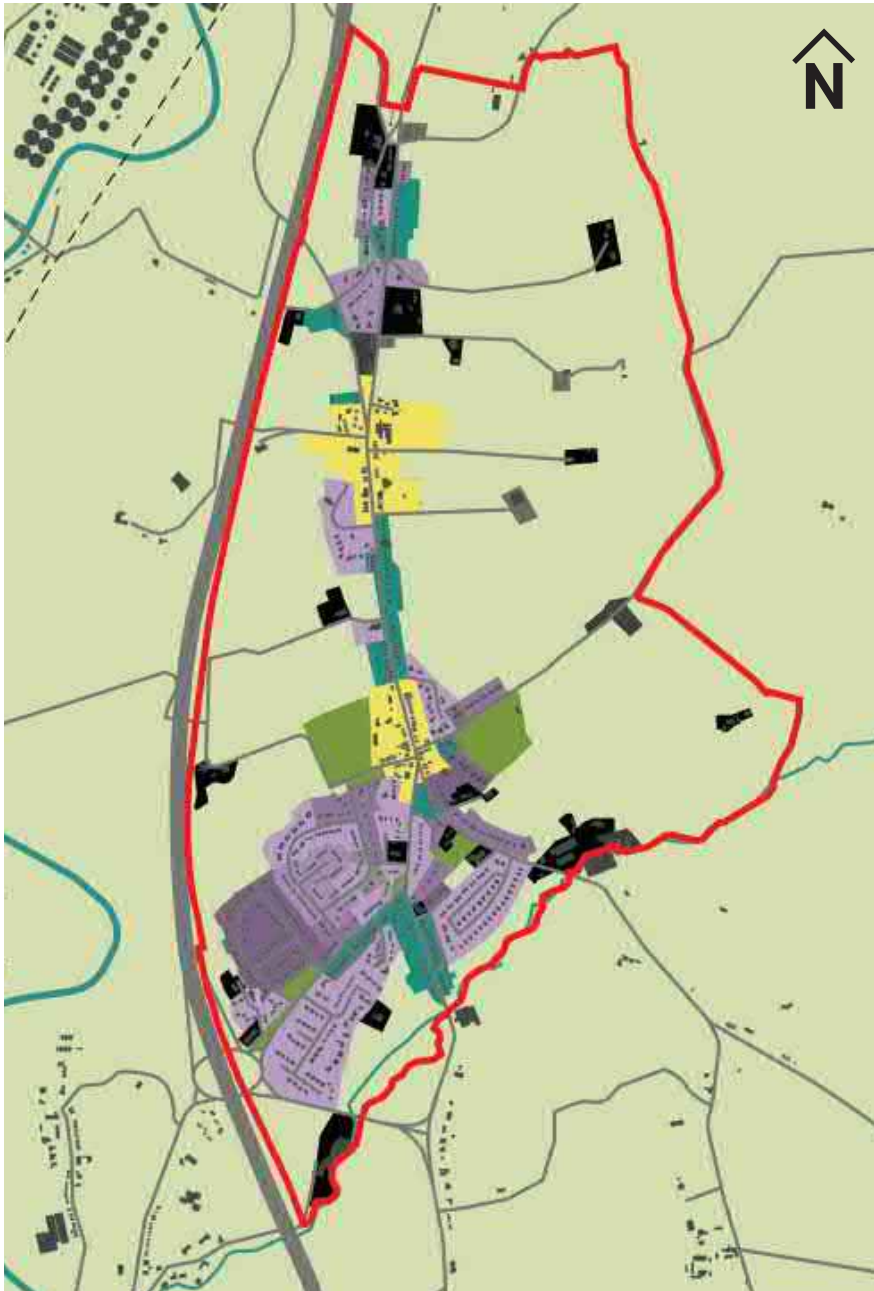


Figure 4.1: Existing mosaic of character area

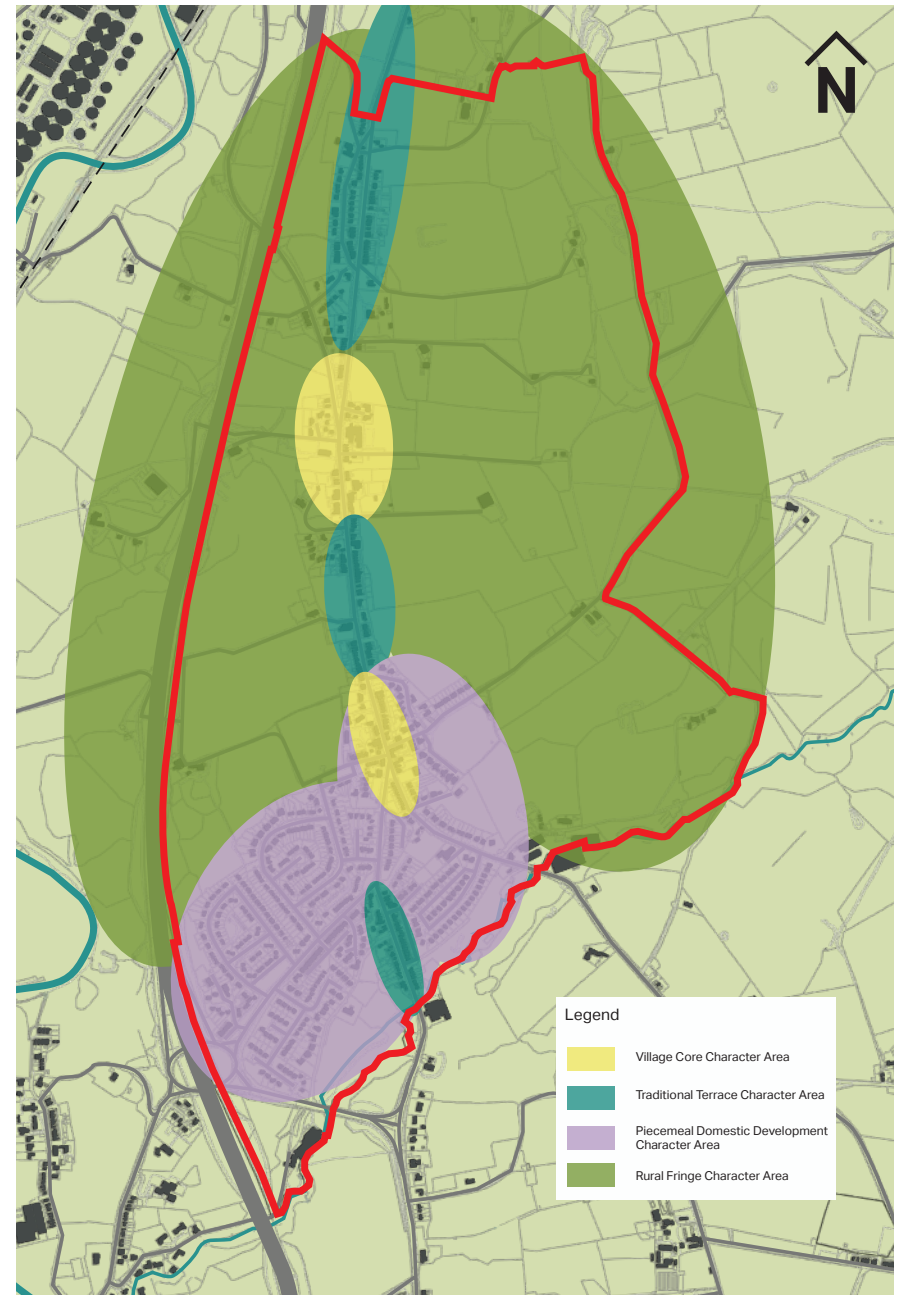


Figure 4.2: Character area for application of design codes

## 4.1 Character Area 1- The Village Cores

The Village Cores character area has mix of functions, with a combination of residential, commercial, civic and educational uses. There are two areas of concentration;

- **Village Core A:** Traditional core to the north of Market Street. This captures the Parish Church, Primary School, the Coach public house and employment land-uses.
- **Village Core B:** Community core to the south of Market Street which captures the various commercial units around the Bury Road, Market Street and Rochdale Road roundabout.

Although varied, commonalities can be seen across the two cores. Together, the Village Cores stand as hubs of social activity within the neighbourhood area. Residential units within these areas are a mixture between traditional terraced housing stock and more recent developments. Dwellings are also present above the retail units of the ground floor.

### Block structure, orientation and rhythm

The buildings in both village cores are orientated towards Market Street. Each core has a concentration of mixed-use functions, whereby residential units are interspersed with local services and open spaces which exist in relative proximity to each other. The variety of units and varied density provides a sense of rhythm when moving through the cores. The larger scale or height of certain units also helps to confirm the cores as being central to the village.



*Village Core A (north of Market Street)*

### Boundary treatments and gardens

Many units within the Village Cores character area face directly onto Market Street, with no boundary treatments or front gardens. This creates a close relationship to the street and a sense of enclosure.



*Village Core B (south of Market Street)*



## Parking and street scene

On-street parking is prevalent within this character area. There are also more instances of formalised parking facilities, highways management, and crossing points than apparent in other character areas. These exist to support the functioning of the various facilities and services which are concentrated here. Given the mixture of functions, it is likely that a number of different parking solutions will be required to support these activities.

The street-scape is animated with more street furniture than other character areas, including planters, crossing infrastructure, and areas of landscaping. However this is limited due to the narrow relationship between the residential units and the highways system.

## Access to views and open space

The buildings predominantly orientate towards Market Street rather than towards the views of the surrounding landscape. In this sense, the cores are quite internally facing, with the rear of buildings more commonly having exposure to the local views.

However, this is not the case with formalised open space. In comparison to the other character areas, there are more instances of formalised open/recreational space in the village core. In many cases these are located to the rear of the cores, and are strongly set in the landscaped surroundings.

## Materials and details

Whilst exhibiting different sizes and styles, buildings within the village core character area are typically constructed of the traditional Pennine stone. Commercial units are often differentiated with either a painted façade, painted detailing, or the presence of store front signage. This comes in the form of flat signs, extruding signage boards or traditional storefront awnings, indicating this non-residential use.



*Edenfield Parish Church, located in Village Core A*



*Edenfield Church of England Primary School, located in Village Core A*

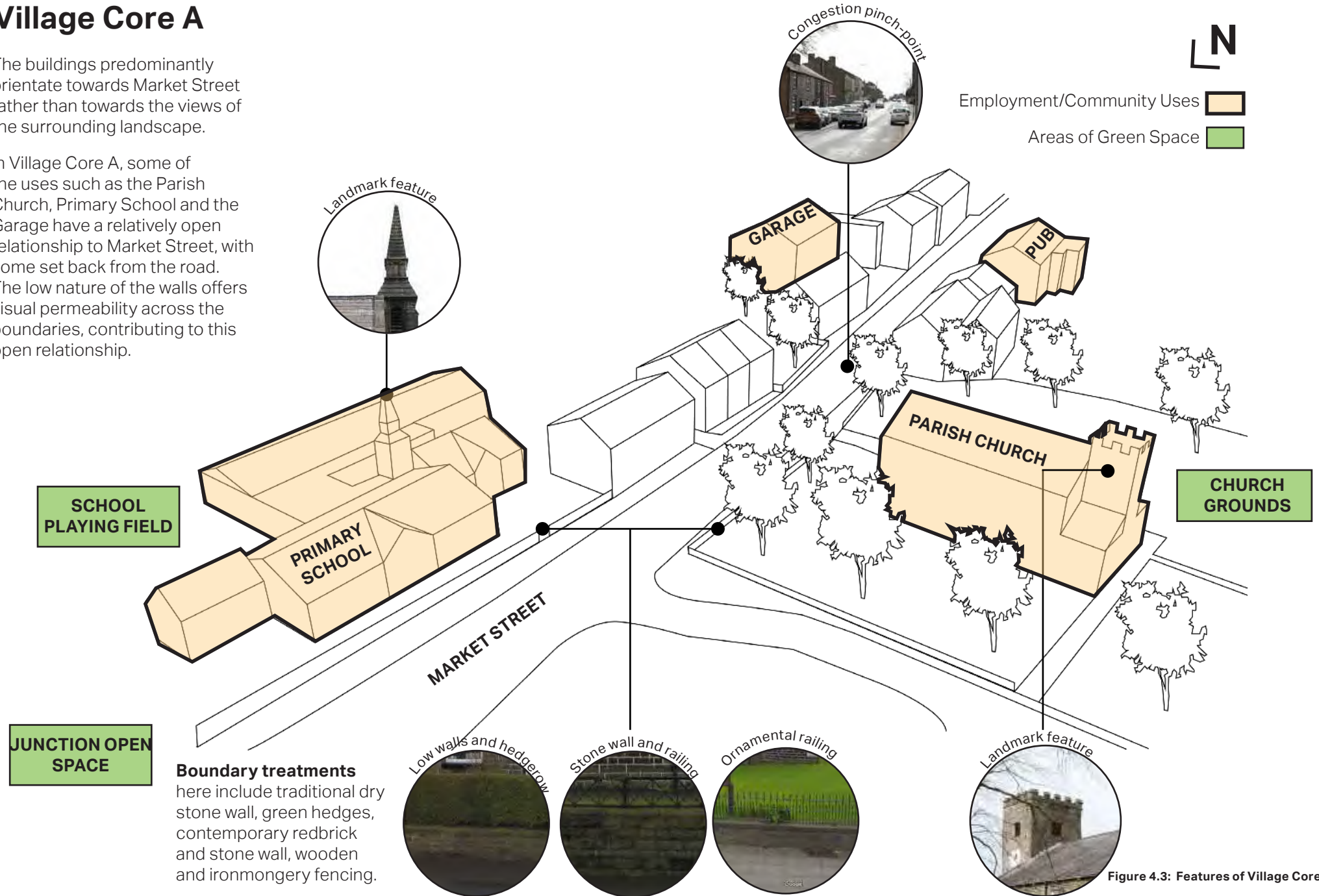


*Rostron Arms, located in Village Core B*

# Village Core A

The buildings predominantly orientate towards Market Street rather than towards the views of the surrounding landscape.

In Village Core A, some of the uses such as the Parish Church, Primary School and the Garage have a relatively open relationship to Market Street, with some set back from the road. The low nature of the walls offers visual permeability across the boundaries, contributing to this open relationship.



**Boundary treatments** here include traditional dry stone wall, green hedges, contemporary redbrick and stone wall, wooden and ironmongery fencing.

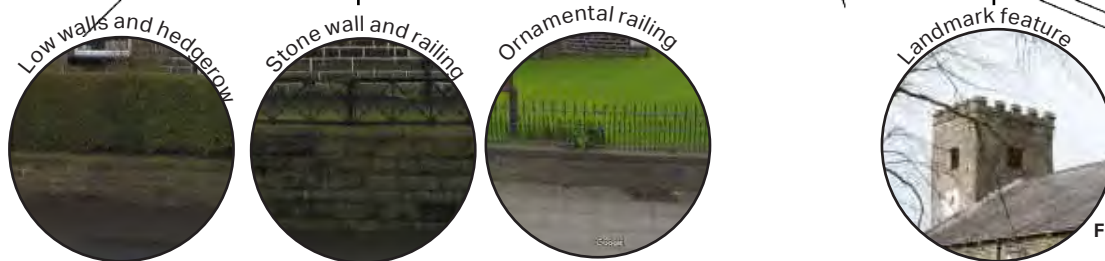


Figure 4.3: Features of Village Core A

# Village Core B

Within Village Core B, boundary treatment is varied, either in the form of low walling or hedgerow, or non-existent. Although there is some set back of units away from Market Street, this village core generally feels more enclosed than Village Core A, however it achieves openness through the accessibility of formal green space, at the grounds of the Community Centre and the Cricket Club. The Memorial Garden also offers a breathing space along the otherwise narrow stretch of development within this core.

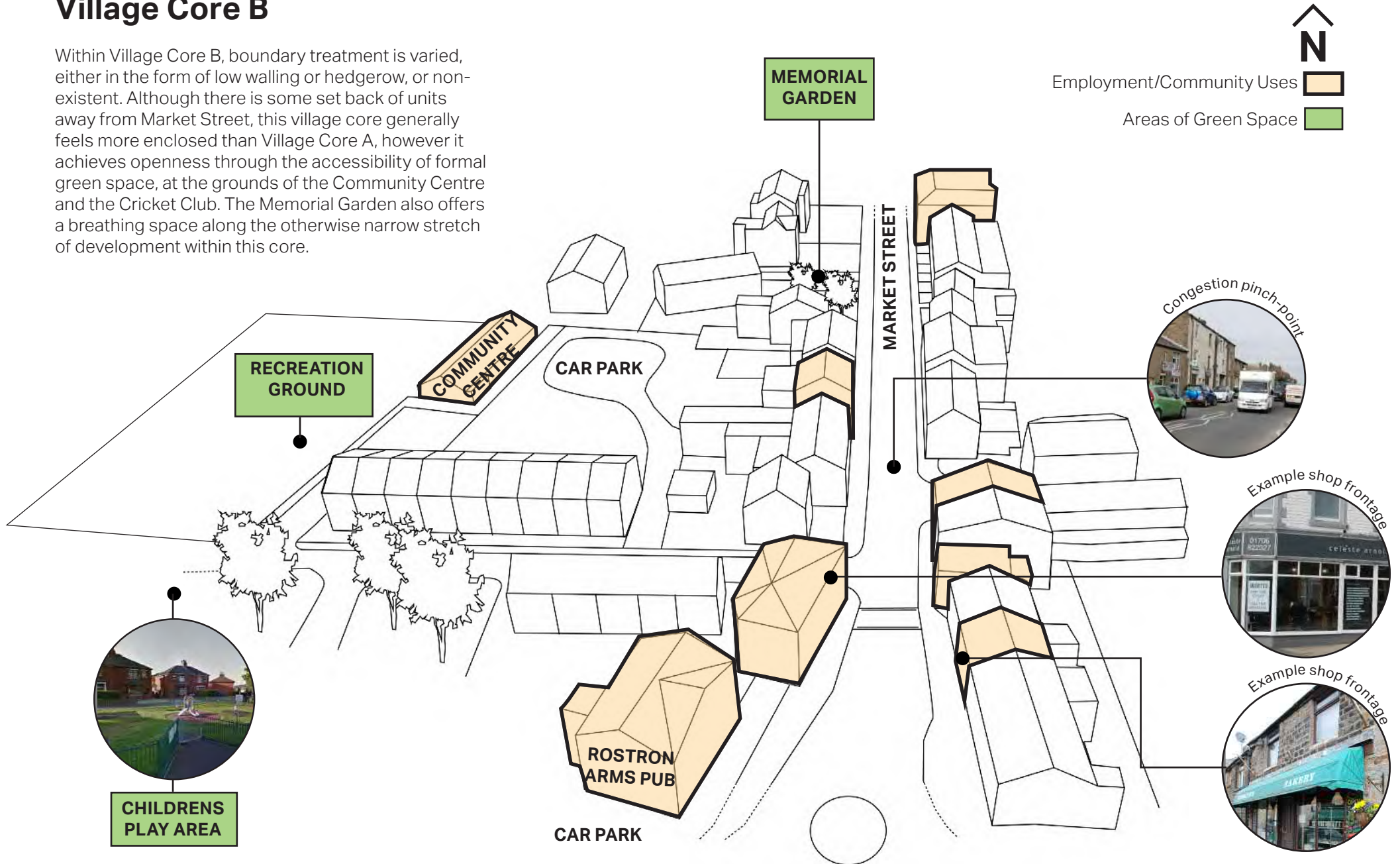


Figure 4.4: Features of Village Core B



## 4.2 Character Area 2- Traditional Terraces

The traditional domestic buildings of Edenfield are typically aligned in a terraced fashion, constructed of stone, and have a strong identity when considered as a whole. They appear in blocks of either long or short terraces, and represent the oldest form of housing within the village. They affront the primary routes of Edenfield and, in most cases, only extend one block deep on either side of the road. In some cases, these exist on adjoining access roads, such as at Moorlands View, Gincroft Lane, Exchange Street and Green Street/ Sarah Street. These units are considered to significantly contribute to the local character and heritage of the area, and are valuable in preserving the traditional identity of Edenfield.



*Traditional Terraces with low boundary wall and minimum setback*



*Traditional Terrace on sloped topography*



*Traditional Terraces facing directly onto the street*



*Traditional Terraces with varied facade and boundary treatment*



*Different coloured Pennine stone facade adding to the local character*



*Continuous row of traditional terraces along street*

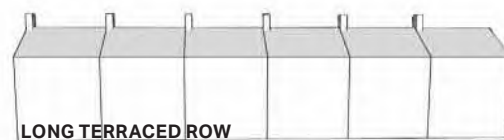
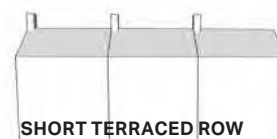
## Block structure, orientation and rhythm

The Traditional Terraces character area is of a higher density compared to the more recent residential developments of the village. All units are orientated towards the road, with little sideways references. Gable ends typically do not have much detail, and sit against the street or adjacent to the next block of terraces. There is typically a high level of enclosure between the units, with units facing each other across a narrow street. Each unit typically defined with a chimney, which provides a rhythm to the row.

The housing has a low roof pitch, with a continuous roof line which helps to define the terraces within a block. The roofline might step where it reaches the end of a row, which is also confirmed by misaligned gable ends. If the buildings are positioned on a slope the roofline will also slope, rather than step, down the units.



High density structure of Traditional Terraces



### Short terraced row

A local distinctive arrangement of the traditional terraces is the presence of a short terraced row, whereby three terraced units exist as a block alongside each other. These tend to be two storeys, of a low building height, with a narrow width.

### Long terraced row

More common than the short terrace row are the longer terraced rows of housing. Extending beyond the three units of a short terrace, these tend to be taller in height and vary between two and three storeys. The rhythm of these units is sometimes interrupted by gable ends which do not directly adjoin, and which indicate a new block of units.



Figure 4.4: Traditional-Terraces structure and features



## Boundary treatments and gardens

The traditional terraces have a close relationship to the street, in some cases facing directly onto it. Where boundary treatment does exist, it tends to be in the form of a low level stone wall with flat coping stones. Intermittent hedgerow, fencing or a small front garden creates some degree of buffering beyond this wall, and access to the units is achieved either through a short path or a small series of steps. Some units, although not all, have extensions to the rear, accompanied by a small courtyard garden.

## Parking and street scene

Given the close relationship to the streetscape, there is no forecourt parking within this character area. In some cases there are rear access points for parking (along Bond Street in the south and Louis Street in the north). Otherwise, these units are dependent on on-street car parking to the front of the property, which often narrows the pedestrian experience when walking along pavements. This closeness dominates the street scene.

The majority of streets within this character area affront onto primary routes. These are formal, tarmacked roads.

## Access to views and open space

Whilst in most cases the traditional terraces face onto other units within the character area, there is a stretch of un-mirrored units which face out over Market Street to the views in the west. These occupy an important ridgeline, and are visible in long views into the village from the west. Given the linearity of these units along primary streets and the lack of depth, it is common for the rear of these units to back directly onto the surrounding countryside. The relationship of these traditional units in proximity to this open space helps to build the rural character.

Despite the enclosed nature of the character area, the strong linearity of the traditional terraces helps to channel long views, rather than the visual interruption which could be caused by a more informal layout with varied building lines and roof lines. With a clear structure of rows, and little deviation from this lineage, views to the surrounding countryside are somewhat protected rather than blocked and undermined.

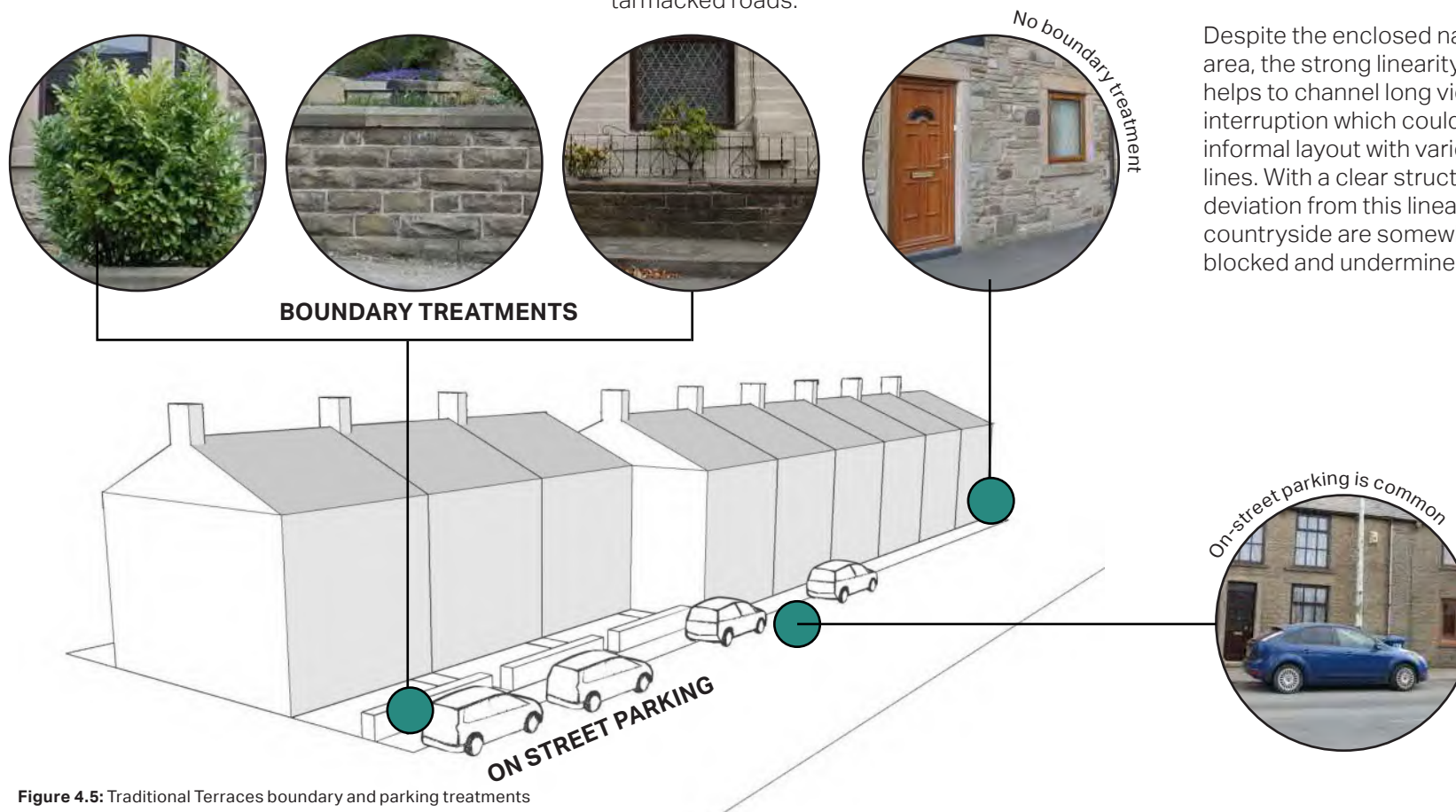


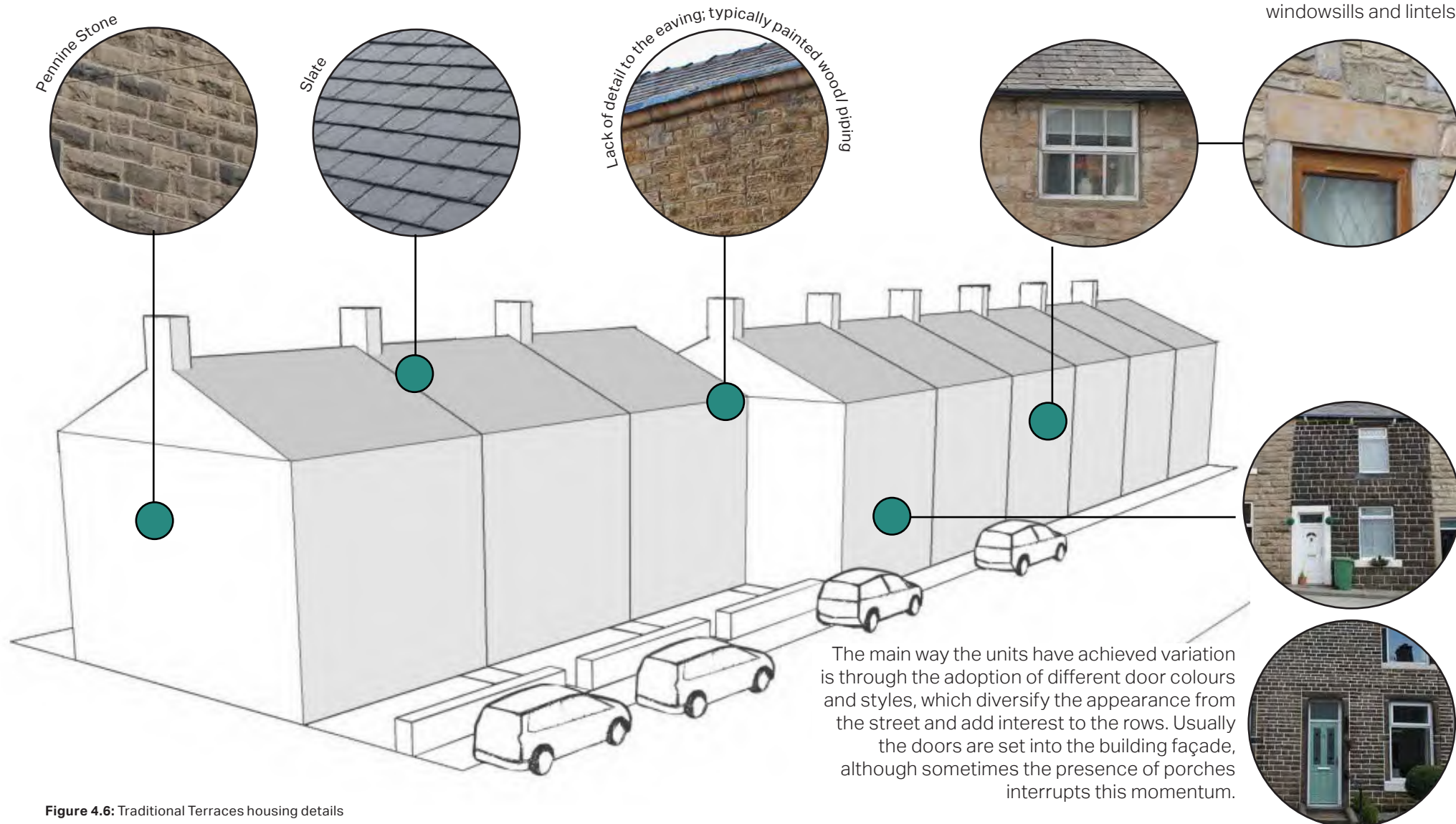
Figure 4.5: Traditional Terraces boundary and parking treatments



## Materials and details

The buildings in this character area are defined by the use of Pennine stone. No rendering exists, aside from a few exceptions where it detracts from the character of this typology. In all cases, the roofing is covered with slate which complements the stone.

There is a clear consistency to the arrangement of doors and windows on each unit, which builds the strong character. There tends to be one or two upstairs windows, and one downstairs window adjacent to a door. Given the small frontage of terraces, the arrangement feels close. Windows generally white or wooden framing, and are defined by simple stone windowsills and lintels.



The main way the units have achieved variation is through the adoption of different door colours and styles, which diversify the appearance from the street and add interest to the rows. Usually the doors are set into the building façade, although sometimes the presence of porches interrupts this momentum.

Figure 4.6: Traditional Terraces housing details

## 4.3 Character Area 3: Piecemeal Domestic Development

The village in the post-war era has been subject to a more piecemeal style of development. Clusters of residential units have been developed incrementally over time and in a relatively organic fashion. In many instances the developments have been delivered in blocks of up to ten units at a time, each with their own character and style which contributes to a mosaic of varying vernaculars and styles.

The differing, small-scale parcels of development create a rich built environment. Although each parcel of new development differs significantly from each other, the descriptions below outline the general characters of these more recent parcels and the commonalities they share.

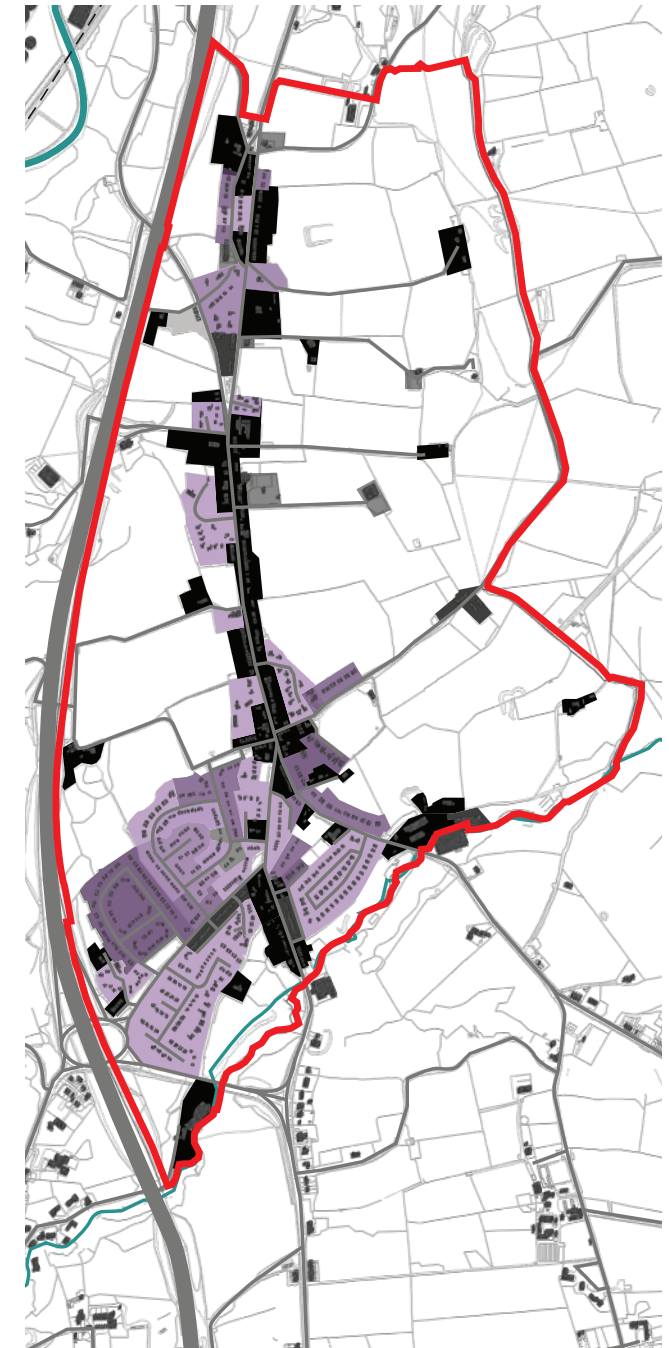
### Block structure, orientation and rhythm

The recent residential units are of a considerably lower density than the traditional terraces. They are often arranged in a cul-de-sac layout, and are either detached or semi-detached. They orientate around the roads which are used to access them, and also around the local topography, with no clear rhythm between the units. The infill nature of the developments mean there is sometimes an irregular relationship to the surrounding units.

In most cases the units are two-storeys high; however bungalows are also prevalent within this character area.



*Medium density structure of Piecemeal Domestic Development*



**Figure 4.7:** Map showing incremental parcels of domestic development within Neighbourhood Area based on period of delivery. 342  
AECOM





*Example of detached dwelling style*



*Post-war red brick semi-detached domestic development*



*Painted brick finish post-war domestic development*



*Post-war domestic housing style*



*White rendered housing*



*Render finish semi-detached housing*



*Detached development within domestic character area*



*Red brick domestic style with low levels of detailing*



*Different application of external material on first and ground floor facade*



## Boundary treatments and gardens

Unlike the Traditional Terraces character area, the units of this character area are set back from the road network, with a much clearer separation from the public realm. Boundary treatment is varied, and includes hedgerow, ornate planting, fencing and low level walls. Whether grassed or paved, front gardens exist and provide this clear separation of public and private space. All units also have access to a rear garden.

## Parking and street scene

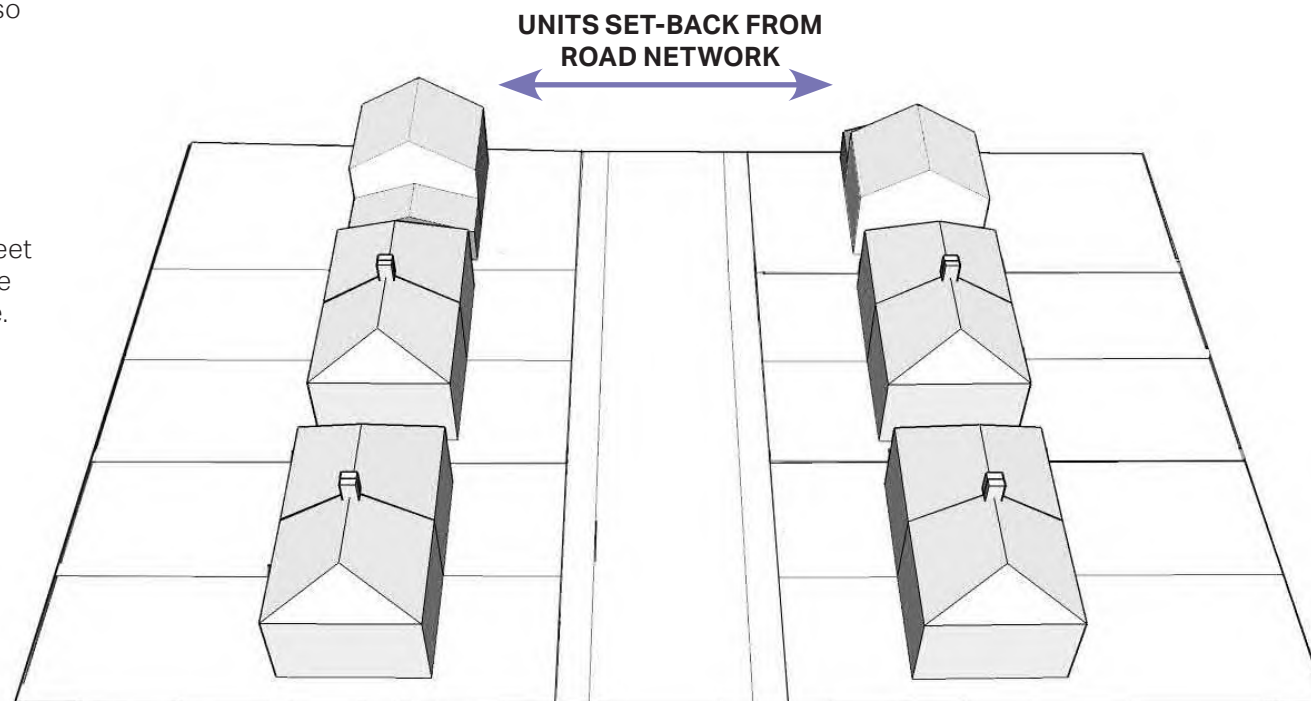
Parking is typically captured on-plot, either to the front or the side of the property, however some on-street parking does exist. This is varied and also includes garaged units.

## Access to views and open space

With orientation of the properties towards the street network, the rears of the properties generally have access to the views of the surrounding landscape. However, the lack of structure which defines the orientation of these units means that often views from the streetscape are blocked, unless the topography allows for visual permeability.

## Materials and details

A wide range of façade styles and features are prevalent across the character area. Materiality, roofing, windows and detailing are consistent to the parcel of development within which the building is located, but usually has little reference to the style of the surrounding built units. The result is an expression of many different styles and architectural vernaculars which appear in a piecemeal fashion. The rich variety between different the parcels is what defines this character area.



**Figure 4.8:** Enclosure of piecemeal domestic development character area

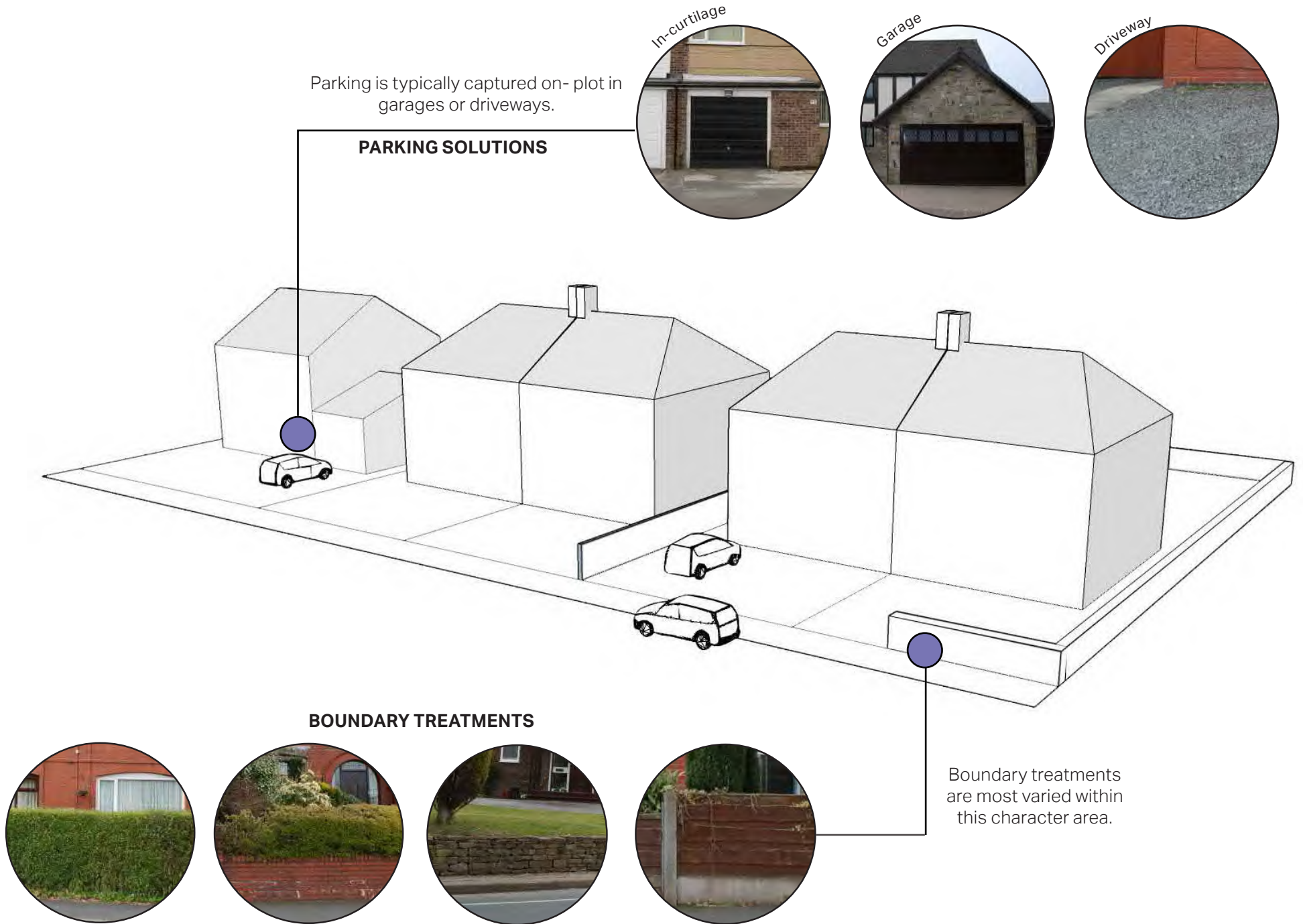


Figure 4.9: Piece meal domestic development boundary and parking treatments

## 4.4 Character Area 4: Rural Fringe

The Rural Fringe character area is almost in its entirety located within designated Green belt land. Landscape and topography dominate this character area, with only intermittent presence of buildings, which typically exist in the form of isolated units which are served by access tracks from the primary road network. The character area fades out to the surrounding rural landscape and is the focus of long views into the village.

### Block structure, orientation and rhythm

The structure of this character area is largely dispersed. Large scale buildings with their associated units exist in relative isolation within a low density landscape.

Other character areas generally have a passive relationship to the Rural Fringe, with the rear of properties and their domestic gardens backing onto the area. This results in a character area which isn't particularly activated from the street-scape. However it is settled in this landscaped setting, and exhibits the most rural character of the village as a result.



*Low density arrangement of Rural Fringe character area*

### Boundary treatments and gardens

Development in the rural fringe is limited to isolated units, typically of an agricultural nature, with each unit contained within its own plot and relatively enclosed by some degree of vegetation or formal boundary. Agricultural practices in some instances surround the unit and create some boundary to the contained farmstead units.

The character area itself bleeds out into the surrounding countryside and landscape. Some tracks and access routes cut across and define the landscape. Small pockets of woodland and vegetation provide some screening and definition to the area but otherwise this is a very open and non-enclosed character area.

### Parking and street scene

The road network in this character area is limited to long, narrow access tracks which serve each farmstead and dwelling unit. Many of these access tracks also serve as PROW. The quality is varied and informal. There is very little connection between these tracks, with most having only one access/ egress point onto the primary road system.



## Access to views and open space

The character area is defined by an expansive, predominantly open countryside with agricultural/ arable fields. There are many long and wide views out to the surrounding countryside, especially to the west given the nature of the local topography. Several of the identified Key Views of the village are located within this Character Area. Likewise, many of the views into the village have this character area as a backdrop.

Some treelines do exist but these are limited along the road network and some field boundaries. These provide some enclosure to the fields, but only intermittently.

Many PROW permeate this area and provide visual and physical access to open space, confirming the rural setting of the Neighbourhood Area.

The open nature of the character area allows various long key views to the west, although there is some interruption by the A56 which is present in some short views.

## Materials and details

Traditional style of housing, with listed (locally/ nationally) units present. Outlying farmsteads and agricultural buildings.



*Isolated, outlying buildings*



*Rural fringe character area with sparse buildings within green belt*









Design Codes

05

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## 5.1 The Code Guidance

The following design guidance has been produced to guide future development in Edenfield. The design principles in this section will apply to the neighbourhood area including future housing sites.

The guidance is based on the appreciation of the local character of Edenfield, the understanding gained in the baseline, and feedback captured in the engagement workshop. It is intended to align to the objectives of the Edenfield Neighbourhood Plan:

- 1. Heritage and Character (Code HC)**- this will detail appropriate design detailing to ensure that any new developments help to strengthen the traditional, rural character of Edenfield, rather than detract from it.
- 2. Urban Structure and Built Form (Code USB)**- this will detail appropriate layout, massing, scale and building heights appropriate within Edenfield.
- 3. Housing Densities (Code HD)**- This will provide guidance on appropriate housing densities that reflect and preserve the rural character of Edenfield.
- 4. Landscape Character and Open Space (Code LC)**- Provides advice to help preserve the landscape character of Edenfield.
- 5. Key Views (Code V)** - This provides guidance to protect, create and preserve the views of the open countryside and surrounding landscape.
- 6. Green- Blue Infrastructure (Code GBI)**- This provides guidance on inclusion of green -blue infrastructure to create sustainable developments.
- 7. Boundary Treatment (Code BE)**- Provides guidance on appropriate boundary treatments within the area.
- 8. Settlement Edges (Code SE)**- Provide guidance on the treatments and relationships of the settlement edge with its countryside to retain and enrich the rural character of Edenfield.
- 9. Movement Network and Street Typologies (Code MST)**- this will provide guidance on the different street typologies and the different types of street layouts appropriate to Edenfield.
- 10. Street Scene and Parking (Code SSP)**- this will illustrate the elements of design which have an impact on the street scene, and will demonstrate ways to include parking within the development to reduce the visual impact of the car.
- 11. Cycle Parking and Storage (Code CPS)** - guidance on the storage of cycle and waste within developments.



## 5.2 When to use the Codes

The table identifies when each of the codes should be used. A prefix has been created for each code to allow simple application of the design codes to the potential housing sites in the following section.

CODE	Prefix	Character Areas			
		Village Core	Traditional Terraces	Piecemeal Domestic Development	Rural Fringe
Heritage and Character	HC1	✓	✓	✓	✓
	HC2	✓	✓	✓	✓
	HC3	-	-	✓	✓
Urban Structure and Built Form	USB1	✓	✓	✓	✓
	USB2	✓	✓	✓	✓
	USB3	✓	✓	-	-
	USB4	-	-	✓	✓
Housing Densities	HD1	✓	✓	✓	✓
Landscape Character and Open Space	LC1	✓	✓	✓	✓
Key Views	KV1	✓	✓	✓	✓
	KV2	-	-	-	✓

CODE	Prefix	Character Areas			
		Village Core	Traditional Terraces	Piecemeal Domestic Development	Rural Fringe
Green- Blue Infrastructure	GBI	✓	✓	✓	✓
Boundary Treatments	BE1	✓	✓	✓	✓
	BE2	✓	✓	-	-
	BE3	-	-	-	✓
Site and Settlement Edges	SE1	✓	✓	✓	✓
Movement Network and Street Typologies	MST	✓	✓	✓	✓
	ST1	✓	✓	-	-
	ST2	-	✓	✓	-
	ST3	-	-	✓	✓
Street Scene and Parking	SSP	✓	✓	✓	✓
On-Street Parking	P1	✓	✓	✓	✓
Garage and On-Plot Parking	P2	-	✓	✓	✓
Shared Parking	P3	✓	✓	-	-
Parking Court	P4	-	✓	✓	-
Cycle Parking and Storage	CPS1	✓	✓	✓	-

## 5.3 Heritage and Character Codes (HC)

Well-designed places should have a positive and coherent identity, and a character which suits its context and history. The Edenfield neighbourhood area has a strong rural setting with a mix of architectural styles, age and treatments that help to form its local character. There are a number of listed buildings and local heritage assets which help to establish the historic character of the village, which is strengthened by the Traditional Terraced character area.

In addition to the early village development, the organic growth of the settlement has created a mosaic of architectural style, with these small scale developments also contributing to the local identity, albeit in a different way to the traditional terraces.

The codes in section seek to safeguard and enhance this local character.

### Code HC1- Conserving Character

Development should seek to;

- Respect and respond positively to local and nationally listed heritage assets, and to conserve and enhance their setting.
- Create areas of positive character by enhancing a sense of place and complementing architectural style.
- Be complementary in height, scale and massing of in relation to existing units within its proximity, and have an appropriate relationship with its surrounding context.

### Code HC2- Traditional Style

Frontages which face onto Primary routes within the village (see Figure 2.6) should seek to retain a traditional architectural style. Development here should;

- Support local distinctiveness through the use of locally relevant materials such as natural stone, slate, timber and architectural details that complement the existing vernacular of Edenfield.
- Traditional materiality and detail includes;
  - Pennine Stone
  - Slate Roofing
  - White or timber window frames
  - Chimney columns to define rhythm
  - Off-set gable ends to indicate new block
  - Small area of defensible space to front of property.

### HC3- Complementary Styles

Other development styles may be permissible on buildings which face onto Secondary and Tertiary routes, providing;

- The use of brickwork, masonry and other materials complements the buff /beige colour of the traditional natural stone.
- Use of artificial and synthetic material should be avoided unless there is compelling reason to move away from traditional, local materials. These might include on sustainably focussed, energy efficient buildings which require different material application.





Slate roofing is a traditional material to the local area



Chimneys help to add rhythm to the streetscape and are a key characteristic of the local area

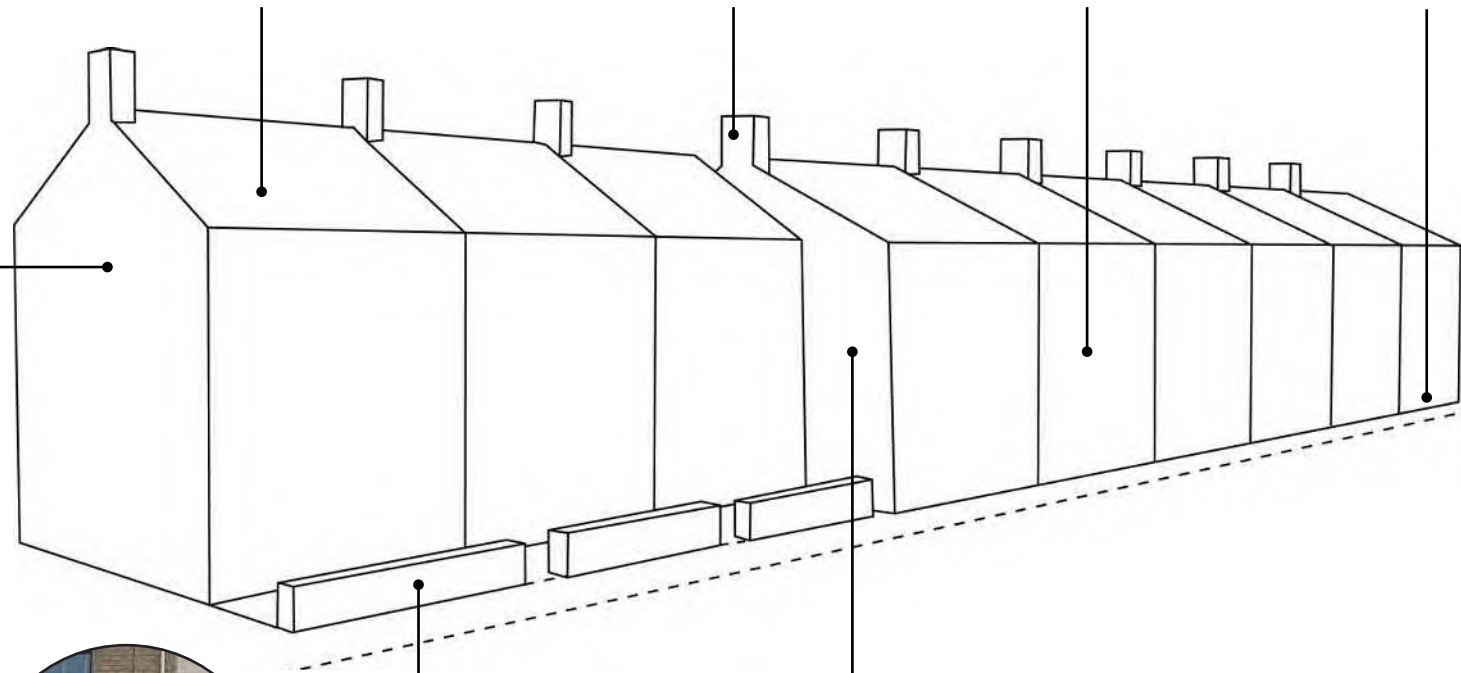


Size, proportion and style to closely mimic existing features



Windows and doors should seek to maintain the rhythm of the street.

Use the traditional material palette or material that complements the buff/beige colour of natural stone



Use appropriate boundary treatment of stone, hedges etc. Use dry stone wall or equivalent. Retain and enhance existing traditional boundary treatment.

Off-setting gable ends can help define the start of a new block of long or short terraces

Figure 5.1: Traditional terrace housing details to be adopted within character area

## 5.4 Urban Structure and Built Form Codes (USB)

Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place. The existing housing stock in Edenfield is predominantly 2-3 storeys high. Typology varies between long and short terraced rows, semi-detached and detached dwellings, and bungalows.

### USB1- Building Height

New development should;

- Have regard to the building height of adjacent units, and the position of the development in relation to local topography. Three-storey development should only be permitted where local topography and views have been accounted for. Building height shouldn't undermine the presence of landmark buildings, such as the Parish Church and the Primary School
- Support the varied building heights within the Village Core helping to maintain variety within these areas
- Retain an appropriate level of enclosure along Market Street.
- Land west of Market Street identified as site H66 in the Rossendale Local Plan 2019-2036. The greater part of this site is Area A identified

by Penny Bennett, Landscape Architects, in their Lives and Landscape Assessment for Rossendale Borough Council dated July 2015. Developments on Area A should be no more than two-storey to minimise the significant adverse affects on the landscape highlighted in the Assessment.

### Code USB2- Urban Structure

New development should;

- Respect the existing building lines with regards to continuity and setbacks. The rhythm and continuity of building line along the primary routes should be maintained, especially along Market Street.
- In the Traditional Terrace character area, respect should be given to the short and long terraced arrangements.

- Respect as far as possible the piecemeal, organic growth of the settlement and the existing village layout which has been created by this morphology. Small increments of growth are considered to contribute to the village character. Large scale developments justified in adopted Rossendale Local Plans should as far as possible take into account existing development styles.
- Be arranged in a legible layout which is permeable and complementary to the arrangement of adjoining development.
- Streets and public spaces should be overlooked to promote natural surveillance and feelings of safety.
- Be supported by infrastructure and service demands.

Developments should be incremental and integrate well with existing and future proposals.

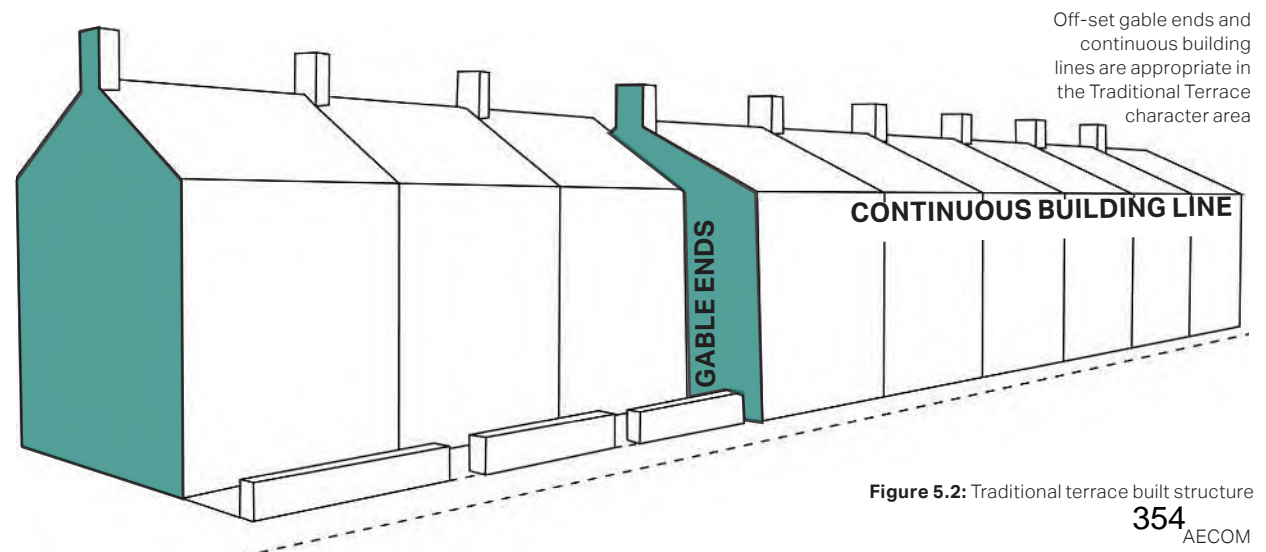
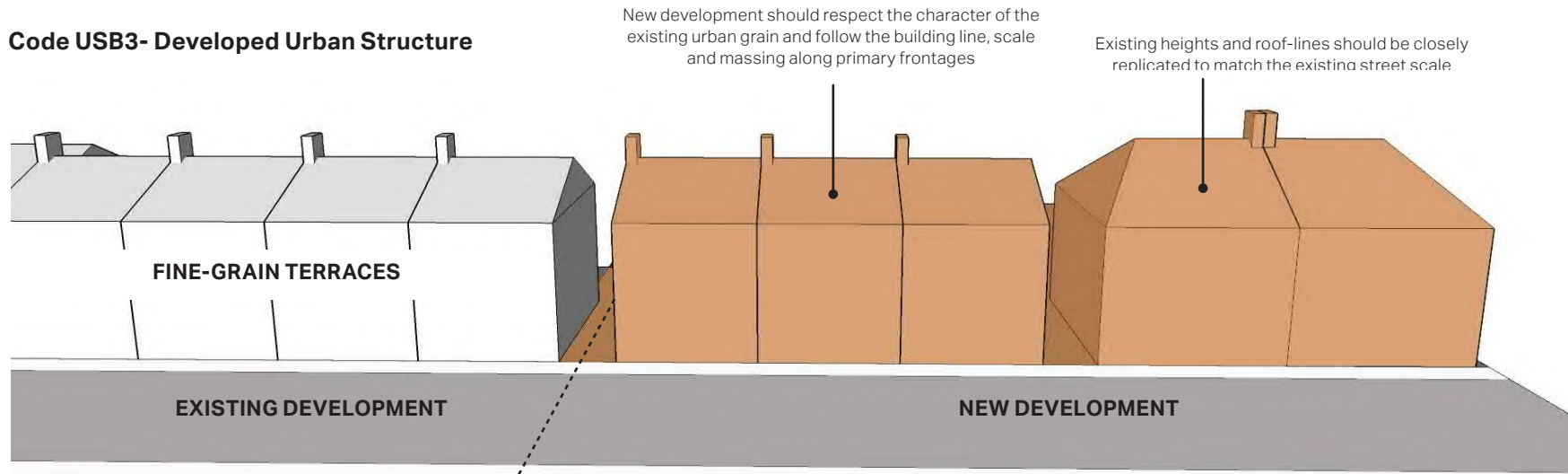


Figure 5.2: Traditional terrace built structure

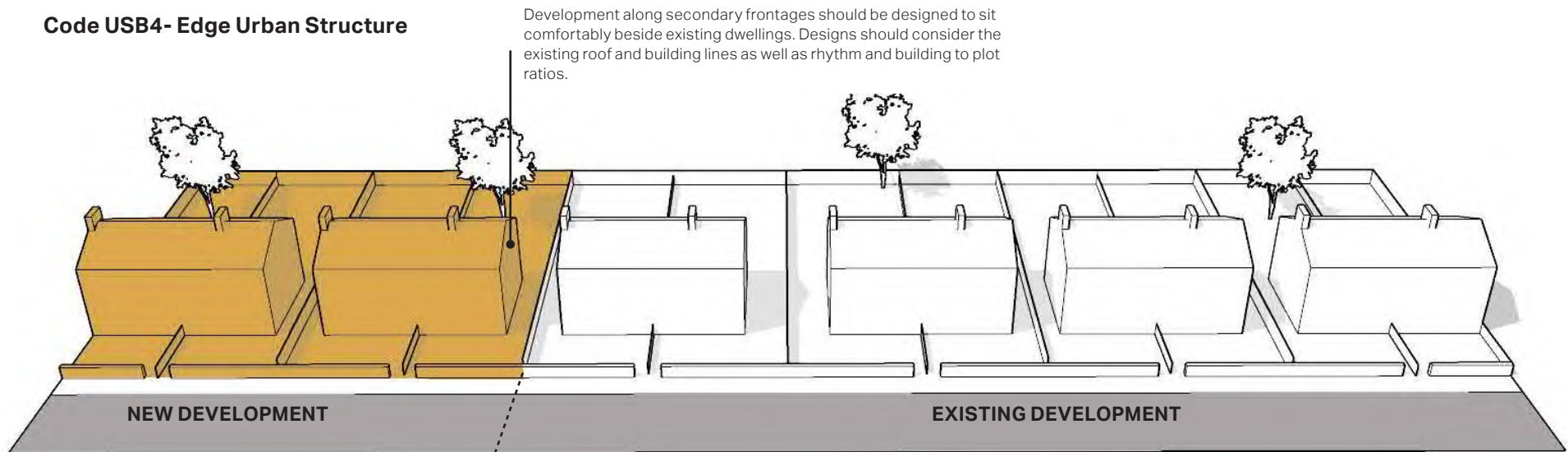


**Code USB3- Developed Urban Structure**



**Figure 5.3:** Example of development responding to Traditional Terraces structure

**Code USB4- Edge Urban Structure**



**Figure 5.4:** Example of development responding to Piecemeal Domestic structure

## 5.5 Housing Density Code (HD)

Housing density can play a crucial role in defining the character of a place. Density is an essential aspect of designing sustainable places. Typically, the core of settlements has a more compact, fine 'grain' with higher densities around key locations, public spaces, or where the mix and intensity of land use are high. Densities should be reduced towards areas of lesser activity with lower-densities along green corridors, settlement edges and against the countryside to assist with a soft transition.

### Code HD1- Housing Density

- Housing density must contribute positively to the character of the place and be appropriate to the context and location. Varied density is preferable to uniform densities across the neighbourhood area.
- Lower densities should be adopted near the settlement edge to effectively transition into the surrounding landscape.
- Development should respond to the density of existing development within its proximity and its character area.
- Infill development is preferable to large scale development.

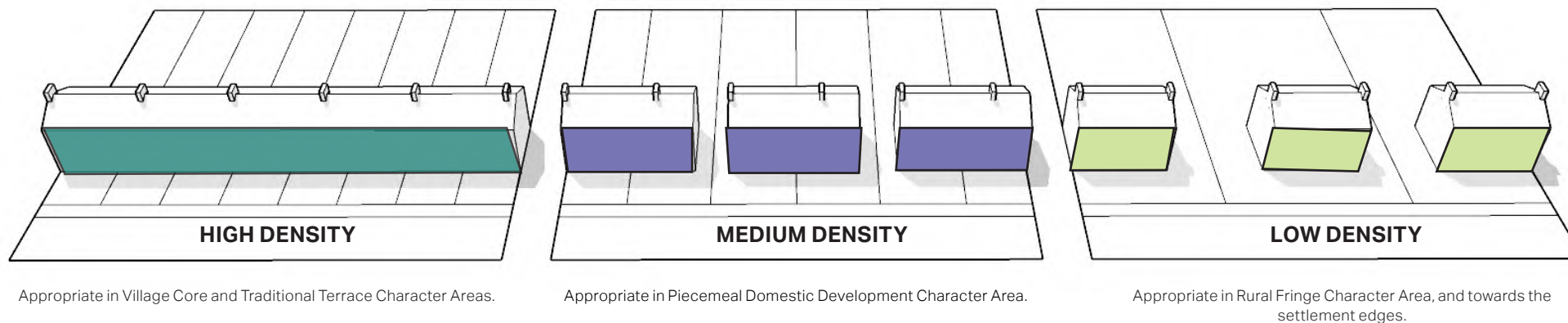


Figure 5.5 Application of density



## 5.6 Landscape Character and Open Space Code (LC)

The Lives and Landscape Assessment (2015) provides some guidance and recommendations on how to safeguard the local landscape character, and has informed some of the following codes.

### Code LC1- Landscape Character and Open Space

- Building on the Green Belt will undermine this designation as a resource and should be avoided where possible.
- Existing open/green spaces such as the recreational club/Cricket ground and children's park should be maintained to a high standard and enhanced where possible.
- Open spaces should be accessible to pedestrians and be well connected to the non-vehicular network.
- There should be a graduation in density of development in the Settled Valley character area, within which Edenfield falls. In the uppermost areas where scattered settlement is typical, and abutting the upland landscape character types only low density development is acceptable.
- Development in hillside locations should generally follow the contours horizontally around the hillsides.
- Landscape elements should be used to help screen development from long views, reducing visual impact and helping to complement the rural context of the settlement.



*Buildings should have regards to the surrounding landscape and blend into their setting.*



*Material and boundary treatments should integrate seamlessly into the rural character of Edenfield*



*Existing open spaces should be well-maintained and accessible*

## 5.7 Key View Codes (KV)

The settlement area of Edenfield is bound by Green Belt land. Its elevated position affords attractive views across the countryside and surrounding landscape. The physical and visual connections to the countryside are valued, locally distinctive, and should be preserved. It is essential that all new developments should retain, protect and enhance key views across Edenfield neighbourhood area.

### Code KV1 - Key Views

Development should;

- Retain as far as possible key views and vistas (as shown in Figure 2.5) and recognise these as key features within the design of layouts and building orientation.

- Recognition should also be given to short view corridors
- Appropriate spaces between building blocks should be provided in new developments to help secure views towards the rural landscape and countryside and help frame views out to the landscape
- Views to local landmarks, such as the Parish Church and the Primary School, should be retained
- Roofscape and building heights should enhance aspects and avoid blocking views.
- Buildings on slopes should be of appropriate heights and should not obscure views from adjacent units.
- Views to the Irwell Valley should be protected
- Views towards Peel Tower should be protected
- The roofscape, and its visibility on elevated development, should be well considered.
- Opportunities should be taken to exploit views from the road network as part of the overall consideration of development site locations.

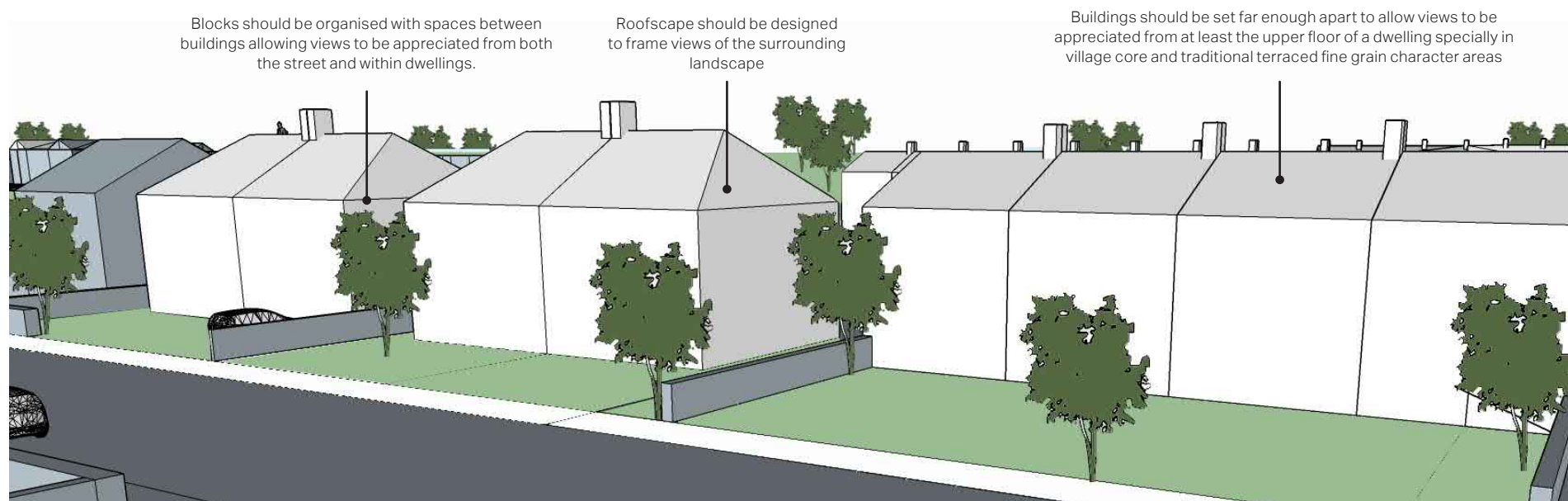


Figure 5.6 Diagram illustrating the enhancement and framing of views to surrounding landscape



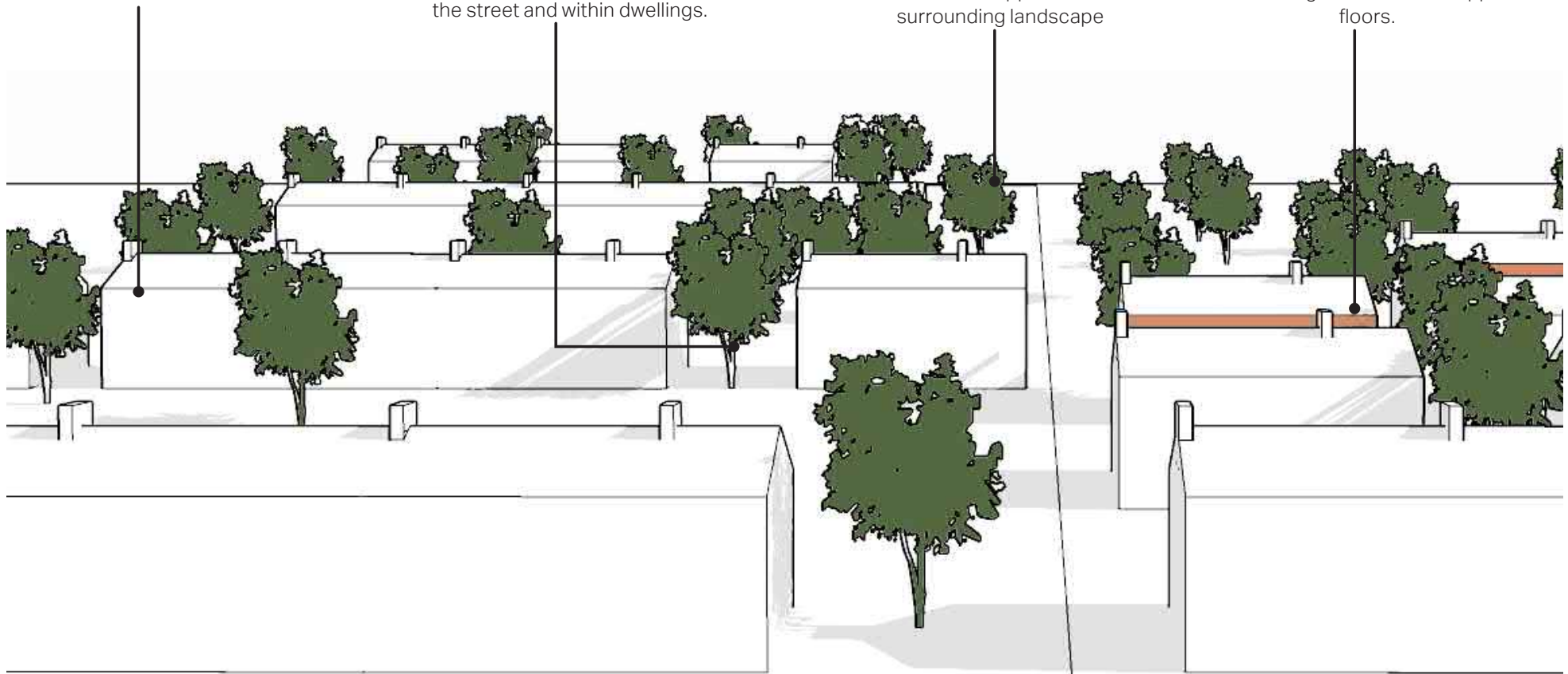
## Code KV2- Sloping views

Buildings on a slope should be orientated to face views of the surrounding landscape.

Blocks should be organised with spaces between buildings allowing views to be appreciated from both the street and within dwellings.

Buildings on a slope should be designed to appropriate scale and massing to allow views to be appreciated to the surrounding landscape

An example of when buildings are positioned closely to each other restricting views from the upper floors.



**Figure 5.7** Diagram illustrating the protection of views on a sloping site.

## 5.8 Green-Blue Infrastructure Code (GBI)

Green and blue infrastructure is the network of existing or new, natural and managed green spaces and water bodies, together with the linkages that join up individual areas as part of a more comprehensive network of green spaces, such as PROW, footpaths, cycle paths and bridleways. Understanding the local topography, including natural drainage paths, existing water bodies and potential infiltration areas, are essential for creating sustainable developments. Green-blue infrastructure should be an integral aspect of the layout planning and structuring of any housing development.

### Code GBI1- Green- Blue Infrastructure

- Development should have regard for the topography of Edenfield and ensure any drainage impacts are accounted for and do not cumulate.
- Natural assets such as mature trees, hedgerows or watercourses should be retained and enhanced.
- Provision of rain gardens, allotments, permeable landscape treatments and open/green spaces are encouraged to create sustainable communities and contribute to local SuDS provision;
- The use of brownfield land should be prioritised over greenfield land, and more efficient use the available sites and spaces are recommended.
- Development should contribute to the green infrastructure and support biodiversity through the integration of new wildlife habitats and open/green space provisions to support future needs.
- New development should not result in any net loss of natural assets and should seek to provide net gains.
- Where there is loss of natural assets, mitigation and compensation will be required.



Precedent examples of Green Infrastructure



# 5.9 Boundary Treatments Code (BE)

In addition to the settlement edges, appropriate boundary treatment within the village should be used to demarcate public and private spaces. These may vary based on context.

## Code BE1-Boundary Treatments

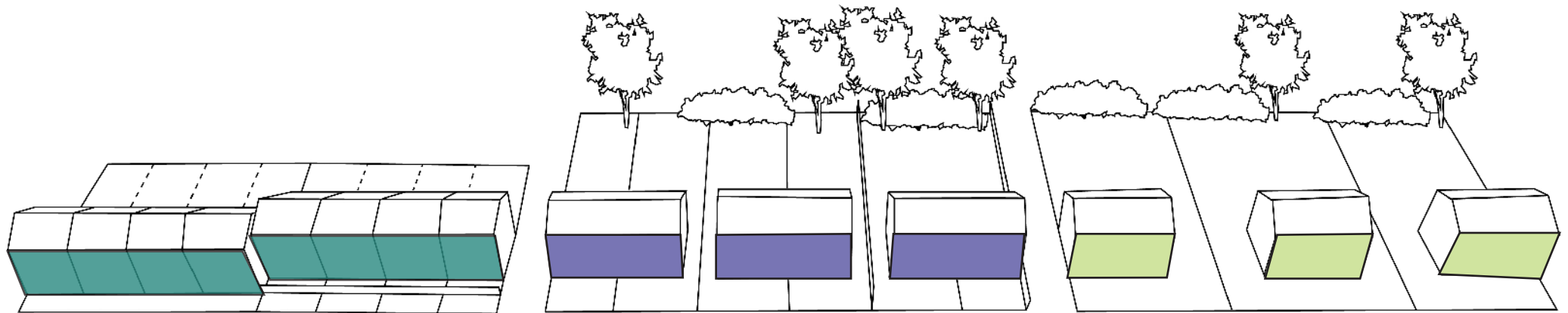
- Ensure the nature of any boundary treatment is appropriate to its rural character. Closed board fencing should not be used at the landscape edge or onto the public realm. This is appropriate for garden division only
- Retention of locally native trees and hedgerows along property boundaries is encouraged.

## Code BE2- Traditional Boundary Treatments

- Where traditional boundary treatment exists, such as stone walling, it should be retained and enhanced. This type of boundary treatment is encouraged within the Traditional Terraces Character Area. Local materials should be adopted where appropriate.
- Boundary treatments facing Primary streets and public areas should reflect the best examples of Edenfield Village and be visually permeable; for instance, they could be low walls made of stone or bricks, or hedgerows or a combination of these.

## Code BE3-Elevated Boundary Treatments

- Good quality drystone walls as boundaries fronting the highway may be more successful than planting at higher elevations.



**TRADITIONAL TERRACES AND VILLAGE CORE**

**PIECEMEAL DOMESTIC DEVELOPMENT**

**RURAL FRINGE**



**Figure 5.8:** Example boundary treatments

## 5.10 Settlement Edge Code (SE)

Edenfield is largely rural, and its setting within the countryside is fundamental to village character. The relationship between the settlement edge and the landscape is therefore essential in retaining this rural character.

It is important that new developments should create a positive relationship with the surrounding countryside, providing an appropriate transition between the built and natural environment. Housing layout should be designed to retain, enhance and integrate key views and vistas, and also soften the edge between the built and natural landscape.

### Code SE1- Settlement Edges

- Appropriate transition along settlement edges should be an essential consideration for any development.
- Incorporate landscape buffer areas that are proportionate to the scale of the development and provide a smooth transition to the countryside.
- Hard edges onto the landscape are considered inappropriate, especially those of a suburban character which do not complement the landscaped setting.
- There is opportunity to use the settlement edge to reflect the traditional character of Edenfield. Adopting the style of the Traditional Terraces is considered appropriate. If not adopting this vernacular, low density development should be prioritised.

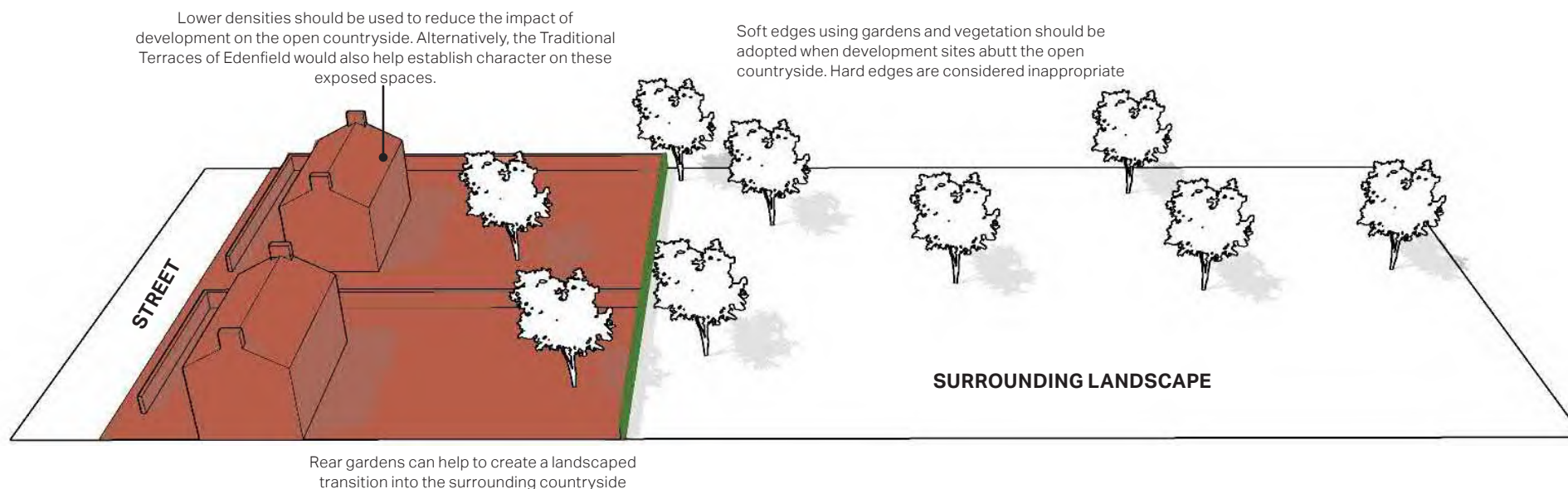


Figure 5.9: Settlement edge treatment



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## 5.11 Movement Network and Street Typologies (MST)

The movement network provides the skeletal framework around which the development can be formed; it contributes significantly to making high quality places and defining local character. Traffic and congestion issues are prevalent along the primary route network and Market Street in particular. Traffic flow in and out of the village is a vital issue within the neighbourhood area.

Further development has the potential to increase pressure on the existing highways network and parking, and exacerbate problems of congestion. Street layout and design should be an essential consideration for any new development and should include the impacts on existing infrastructure and highways and mitigate appropriately.

The movement network should identify and prioritise streets and define a street hierarchy, with different streets having a specific character linked to their role and function. A clear layout and hierarchy helps people to find their way around.

There is some sense of hierarchy across the village, however many of the streets provide access-only functions to the residential units they serve. An appropriate street hierarchy should be created, with street typologies identified in proportion to the scale of development. The hierarchy should contribute to the sense of place and facilitate all types of movement, rather than a hierarchy that is determined primarily by traffic capacity. Rochdale Road, Bolton Road, Burnley Road, Blackburn Road, Bury Road and Market Street form the primary routes within the village, connecting to the wider areas. Residential streets should not be seen merely as a conduit for traffic, but as places in their own right and reflect the context and character of the townscape.

### Code MN1- Movement Network

- Street layout and design should be an essential consideration for any new development. Development should consider any impacts on existing infrastructure or highways and mitigate appropriately;
- Developments should consider an appropriate hierarchy of street typology based on its context and location;
- Street designs should adhere to guidance provided in Manual for Streets and other relevant Highways Codes.
- Walking and recreational opportunities are encouraged within the NP area, and provisions should be made to connect pedestrian and cycling routes to a wider green network. Existing cycle and pedestrian links should be improved and extended where possible.
- The street network should be safe and accessible for all, and should take into account the diverse needs of all potential users. It should prioritise pedestrian and cyclist safety.

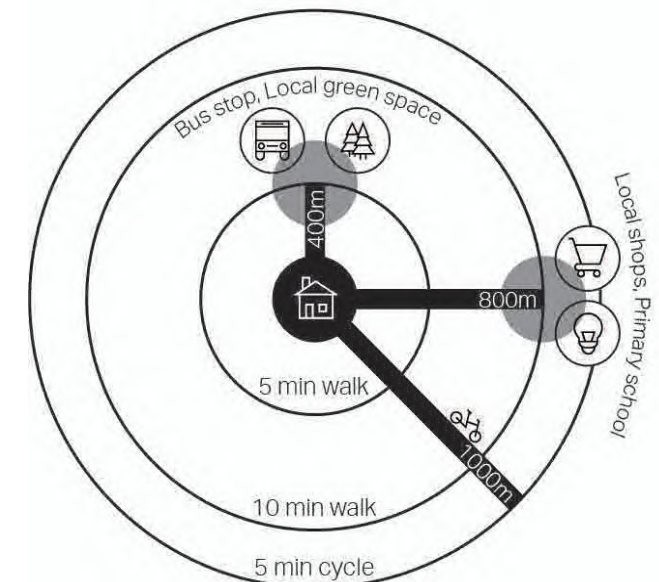


Figure 5.10: 'Walkable neighbourhood' Diagram



The following street typologies are relevant to Edenfield neighbourhood area:

**Code ST1- Primary Street (ST1)**

Primary streets are the main roads through the village area. They are affronted by both residential and commercial uses. Primary streets should be designed with wider carriageways to accommodate heavier traffic flows and should have wider pavements where possible. On-street parking should be well defined and suitably positioned and should not hinder traffic flow or create pinch points.

Parking should have regard to the street scene and where possible use street furniture, lighting and soft landscaping to break the visual monotony of the street. The streets should be designed to consider impacts on existing infrastructure and future demands.

Primary Street should be designed with wide carriageway and comfortable pavements to allow pedestrian flow. On-street parking should be within designated spaces and avoid creating pinch point or dominate the street scene

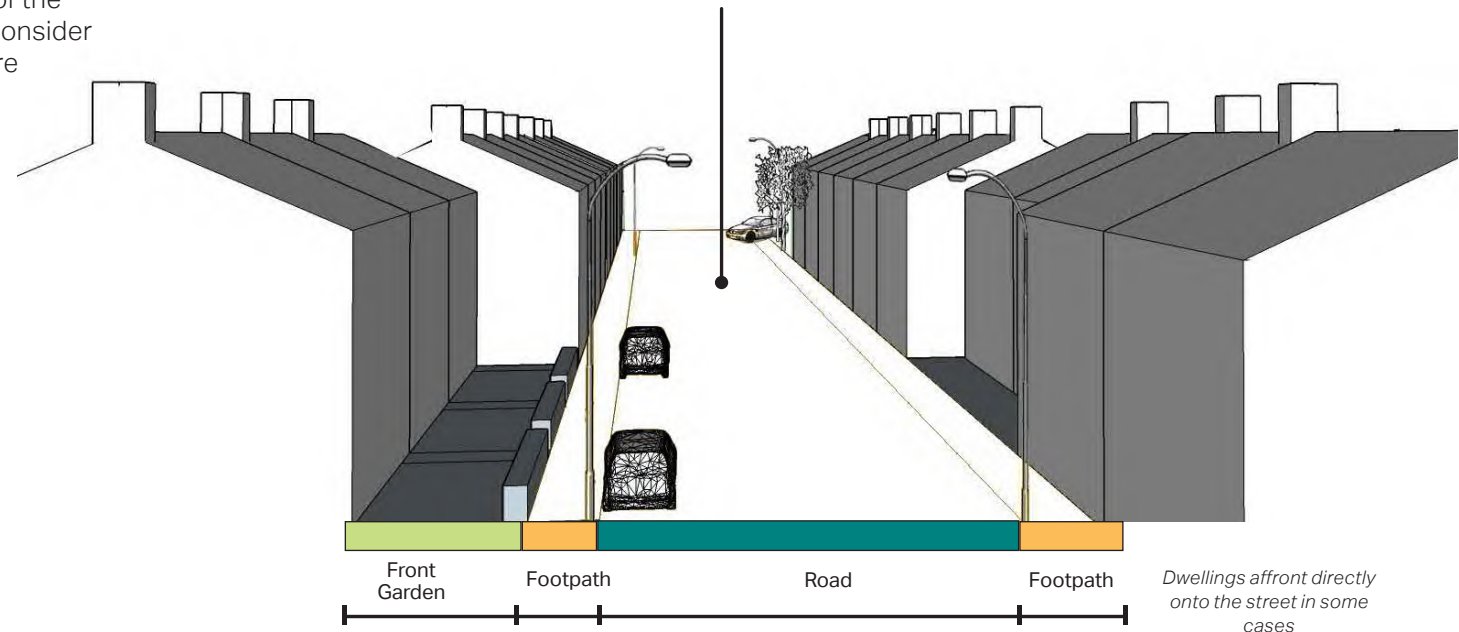


Figure 5.11: Primary street diagram

## Code ST2- Secondary Street (ST2)

Secondary Streets should have wide carriageway and comfortable pavements to allow pedestrian flow. Traffic calming should be used to help reduce speed. On street parking should not dominate street scene. Street design should include visitor parking requirements. Soft landscaping and street furniture should be used to break the visual monotony of the street

Whilst supporting less movement than the Primary Routes, Secondary Routes should be of a high quality, and still maintain notions of pedestrian safety. There should be a comfortable transition between the different route typologies, despite their design differences, and users should feel invited to explore the route network.

These routes have been designed with sufficient width for vehicular traffic to pass in either direction and footpaths either side of the carriageway. The routes will provide residential frontages which respond to the carriageway, with gardens offering semi-private/private transition space between the dwellings and the route corridor.

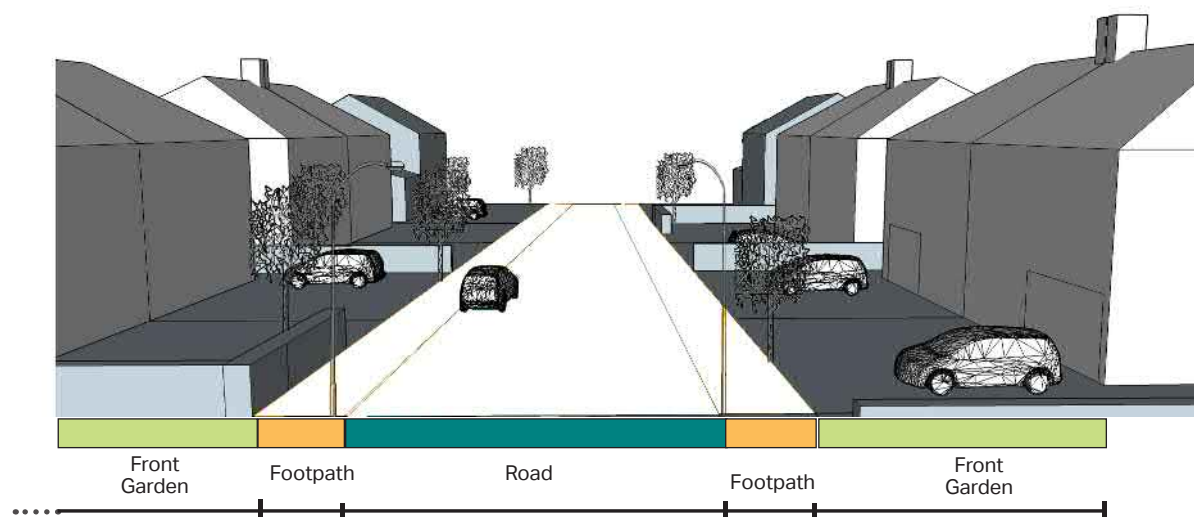


Figure 5.12: Secondary Street Diagram

### Code ST3- Tertiary Streets

Tertiary Routes generally serve a smaller number of units and consequently can be of a more intimate scale. With limited vehicular use, these streets work well as shared spaces, and invite use by both pedestrians and cyclists. There is less of a requirement to formalise the use of these spaces. This is especially the case where residential development is accommodated on both sides of the street. Tertiary Routes could also accommodate residential development only on one side, with green space reflected on the other. This helps to integrate with the landscape context. All Tertiary Routes should be designed to enable the access and egress of waste collection vehicles.

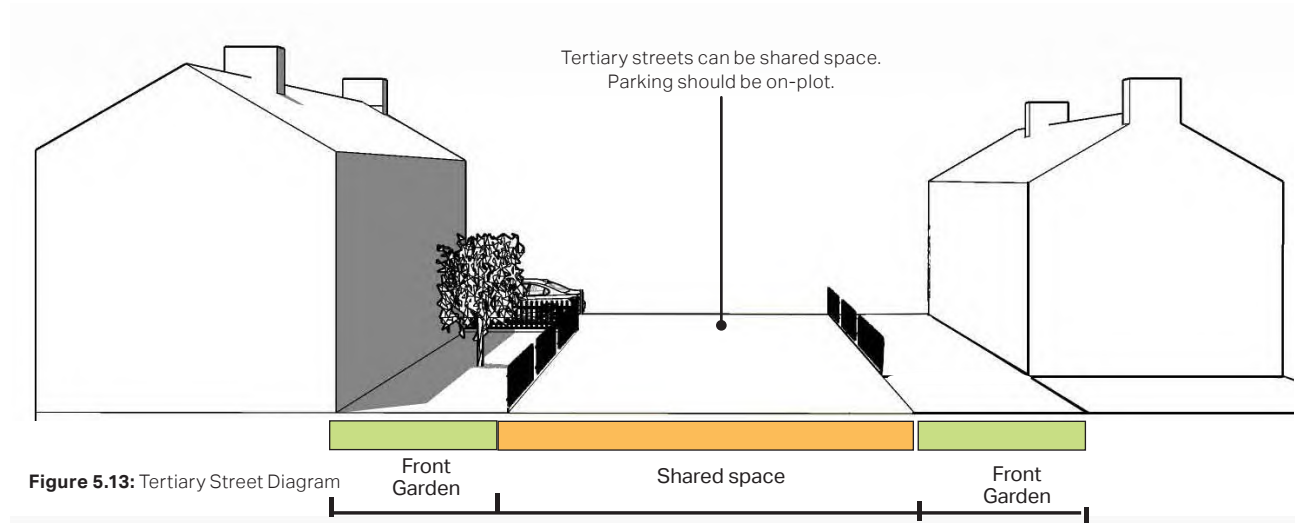


Figure 5.13: Tertiary Street Diagram

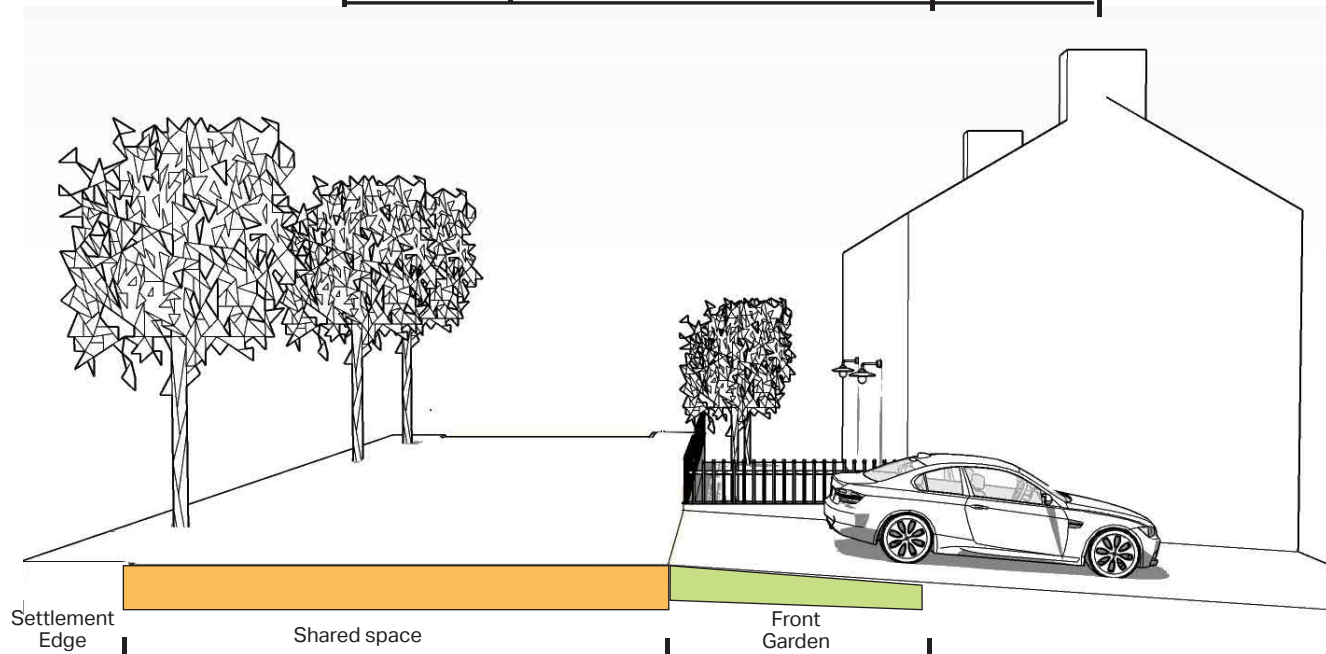


Figure 5.14: Tertiary Street Diagram 02



## 5.12 Street-scene and Parking Code (SSP)

All parking strategies should seek to integrate well with the existing landscaped context of Edenfield, and have a minimal impact on the environment and local character. Provision should facilitate a balanced mix of parking solutions that are well-integrated into the design and layout of proposals. Parked cars dominate the street scene along several streets in Edenfield, including Market Street, where the presence of parked vehicles causes traffic congestion at identified pinch points.

In providing car parking, consideration must be given to the amount required, and how and where it is accommodated. Designs need to reconcile the need to provide attractive streets that include adequate parking, but without detracting from the character or visual quality of the street. New developments should ensure sufficient parking is provided for both residents and visitors.

### Code SSP1- Street-scene and Parking

- Parking solutions should have regard to impacts on traffic flow and should seek to avoid exacerbating congestion and pinch points.
- Explore restricted or timed parking arrangements to allow more flexible use of parking spaces. This, along with shared parking, could work well within the Village Core character area;
- Integrate parking into the design/layout of new development without detracting from the character of the area which it is located;
- The use of soft landscaping or tree planting can help in breaking the visual monotony of parked cars. These elements should be incorporated into parking solutions to help create an attractive street-scene and reduce the visual impact of parked cars. Appropriate landscaping and permeable paving is encouraged which can also help to intercept surface water-run off and actively contribute to sustainable drainage.
- All car parking provision should seek to be compliant with Appendix I Parking Standards of the Rossendale Local Plan 2019-2036.
- New developments should encourage 'active travel' and include pedestrian/ cycle infrastructure and create a 'walkable neighbourhood', helping to reduce the demands of parking.



*On- street parking creating pinch points and dominating street scene*



*On- street parking creating pinch points and dominating street scene*

### Code P1- On-street Parking

- Streets should be designed in such a way to enable on-street parking, should it be required. Where on-street parking is delivered, it should be provided in small groupings to reduce its impact and presence on the street-scape. Landscape features and SuDs should be provided intermittently to help integrate it into the street-scene.
- Demarcation of on-street parking should be sensitive to the local setting, with white lines being avoided where possible in favour of more subtle and appropriate methods, such as changes in hard landscaping materials. Where possible, tree planting or other gaps between parking bays should be incorporated after every 5 continuous bays of parallel parking. Parking on footpaths, grass verges and tandem parking should be avoided.
- Timed on-street parking arrangements could work well to help control this type of parking within the Village Core. Visitor parking needs to be particularly considered within the Village Core.

### Code P2- Garage and On- Plot Parking

On-plot parking includes parking spaces which are within the ownership boundary of residential dwellings. The spaces are reserved only for private access, and can be presented in several forms: private garage, front and side parking and private drive. On-plot parking offers an alternative to on-street parking, and when designed sensitively can help to reduce the visual impact of cars and provide better safety and supervision for the vehicles.

- On-plot parking should consider the character of the street and be sited to avoid dominating the street scene. Driveways and garages should be located to the side of the house wherever possible to minimise visual impact. Garages should be designed so as not to dominate the main elevation of the property.
- Parking in front of dwellings should maintain the extent of the front boundary and provide a clearly defined edge to the private space and enclosure to the street. Parking on the plot (front, rear or side) should also consider adequate amenity space, and access (to front and rear of property).
- Uninterrupted banks of frontage parking should be avoided to help mitigate the impact of any parking on the street-scene, with landscaping adopted where appropriate.



*On-street parking with landscaping*

### Code P3-Shared Parking

- Shared parking could help optimise parking spaces, especially in the Village Core character area.
- Private parking owners like pubs are more likely to be conducive to shared parking, which could help to capitalise on these spaces when not in commercial use. This could help to minimise the on-street parking of the area, and help to enhance the streetscape from its current congestion. Shared parking should be safe, secure and convenient to use and appropriately located to facilitate natural surveillance and ownership.

### Code P4- Parking Courts

- Provisions for parking courts provide off-street parking located internally within a development block, which can help reduce the visual impact of vehicles parked on the street. Within Edenfield these can be seen at the properties on the Burnley Road/ Blackburn Road junction. Where possible, parking courts should be located in overlooked locations so as to benefit from natural surveillance, and be supported by appropriate lighting.
- High quality and subtle use of materials, integrated landscaping and trees will assist in softening the visual impact and must be incorporated into the design of the parking court to create attractive spaces. Parking courts should be easy to access.

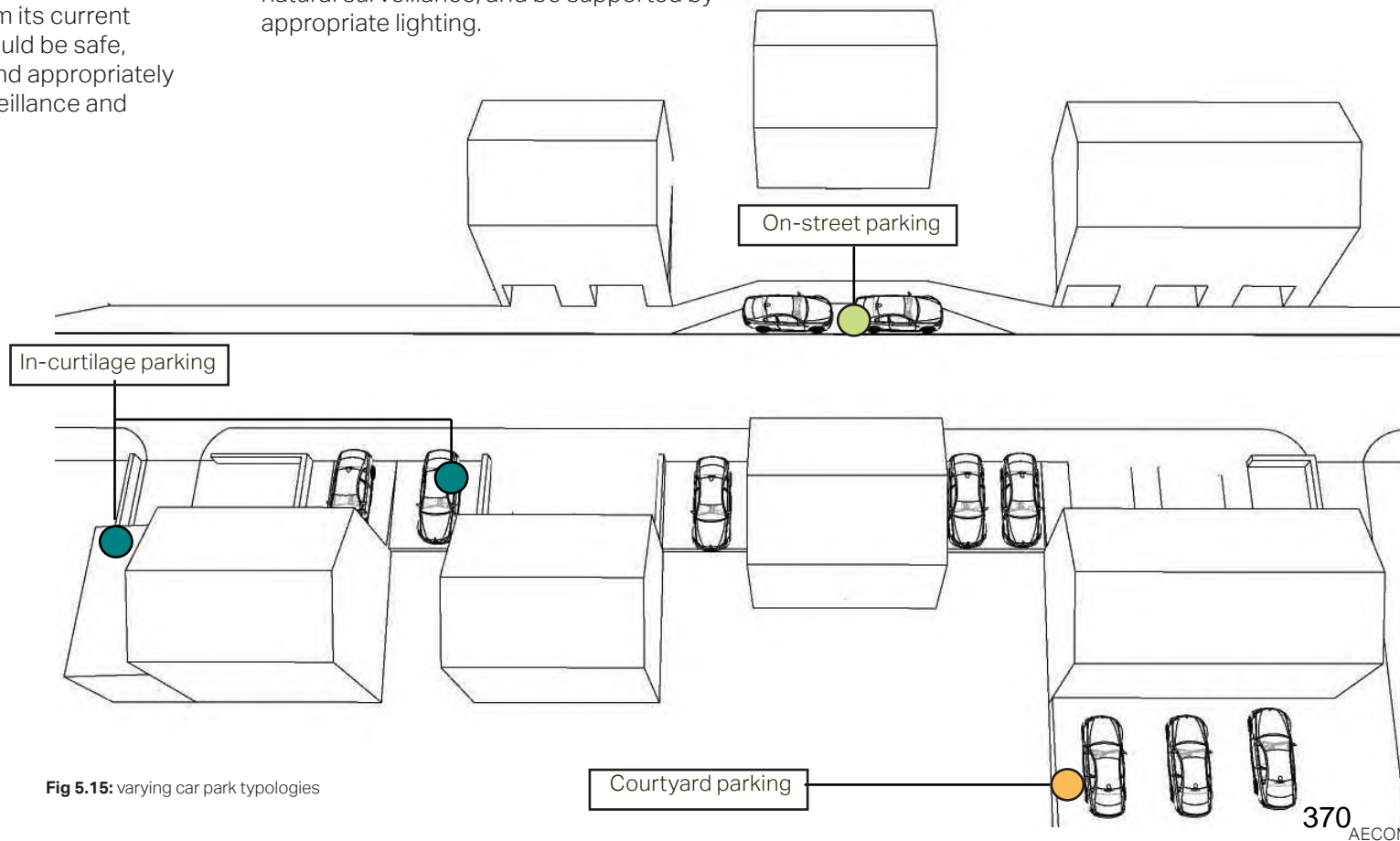


Fig 5.15: varying car park typologies



## 5.13 Cycle Parking and Storage (Code CPS)

### Code CPS1- Cycle Parking and Storage

In order to encourage cycling as an active mode of transport, cycle storage needs to be considered alongside car parking. Opportunities for private cycle storage in curtilage and communal cycle parking should be provided in suitable locations. Areas with high pedestrian footfall that are easier to access with natural surveillance should be considered, for example within the Village Cores.

Any refuse storage should be sensitively designed so as not to detract from the street-scape, and should be considered within the plot design of units. Domestic refuse storage should be provided on plot, either to the rear or the side of properties.

The movement and removal of waste is important in maintaining environmental health. The road layouts needs to support this movement, and ensure there is adequate room and access for waste collection vehicles. Waste collection vehicles are expected to be able to access and egress all Primary, Secondary and Tertiary Routes, with turning heads accommodating this movement. Car parking should also respond to the spatial requirements of this servicing, and be careful not block or hinder such vehicle movements.



*Precedents for external cycle and refuse storage*









## Next Steps

# 06

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## 6.1 Next Steps

This report aims to identify the key design features present in Edenfield to retain and enhance the rural character of Edenfield Neighbourhood Area. It provides a set of guidance which aligns to the objectives of the Neighbourhood Plan and the ambitions of the community group for Edenfield.

It is recommended that the group should use this document to embed design policies within the Neighbourhood Plan.

It is important to note that the design details which have been stated in this report should be carefully interpreted and any future development should adhere to the guidance provided within the Design Codes and look to enhance the rural character and setting of Edenfield Neighbourhood Area.

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## **Edenfield Community Neighbourhood Forum**

### **Land West of Market Street, Edenfield**

#### **Planning Application 2022/0451 and Masterplan and Design Code**

Edenfield Community Neighbourhood Forum (ECNF) has submitted representations on both the Masterplan and Design Code for Land West of Market Street (Allocation H66) and Planning Application 2022/0451.

ECNF has received confirmations of support for these representations from 650 individuals who reside in Edenfield and from 121 individuals who reside outside Edenfield. The names and addresses are listed on the pages below.

#### Edenfield residents:

- Confirmations submitted manually      pages 2-7
- Confirmations submitted electronically      pages 8-35

#### Resident outside Edenfield:

- Confirmations submitted manually      page 36
- Confirmations submitted electronically      pages 37-46

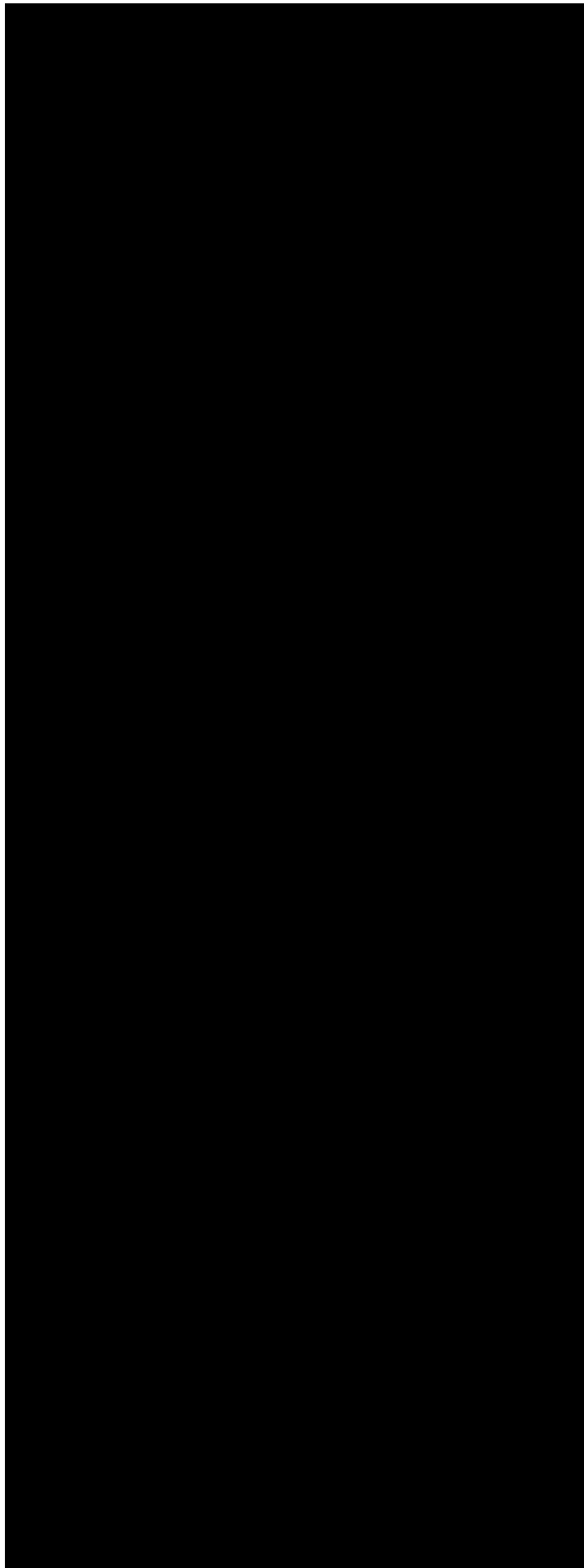
Surname	Christian name	Address - street	Post code	Town
Aquino	Judith			
Arpino	S			
Arpino	B			
Ashworth	Angela			
Ashworth	Jennifer			
Ashworth	Alan			
Ashworth	Carol			
Ayers	John			
Bailey	Jodie			
Barlow	L			
Barlow	C			
Barlow	Roger			
Barlow	Helen			
Barnes	Adam			
Barnes	Katie			
Barrow	Granville			
Barrow	Patricia			
Battersby	Ingrid			
Battersby	Nick			
Battersby	Michael			
Beaney	Tom			
Bentley	Alison			
Biggs	Bradley			
Bishop	Christine			
Bishop	Chris			
Bispham	Margaret			
Borkus	P			
Bowden	Joseph			
Bowden	Paula			
Bowden	Gerard			
Bowden	Hilary			
Bowden	Denise			
Bowden	Morgan			
Bowden	Clive			
Brace	Jacqui			
Brace	Robyn			
Brace	Richard			
Brace	Finlay			
Brimelow	Andrew			
Brooks	Jean			
Brooks	Stanley			
Brooks	Susan			
Brown	Edna			
Bruty	David			
Bruty	June			

Buggie	Dominic
Burke	Conan
Bury	Nicholas
Butterworth	S
Butterworth	K
Byrne	Kath
Byrne	Matt
Byrom	J.S.
Byrom	C.M.
Caldwell	Steven
Caldwell	Alison
Callaghan	John
Callaghan	Margaret
Callaghan	Andrew
Cassell	Matthew
Cassell	Moira
Cassell	James
Caudwell	C.M.
Caudwell	K. N.
Cavanagh	Cheryl
Christian	Heath
Clegg	Linda
Clegg	Neil
Clegg	David
Clucas	Kathryn
Clucas	David
Cohen	Anthony
Corless	Karen
Cottam	Sarah
Cottam	Ben
Crossley	John
Crossley	Susan
Crossley	M
Davies	John
Davies	Jodie
Davies	Jean
Davis	Audrey
Davis	Kenneth
Dawber	Phillip
Dawber	Lynda
Dawson	Gerry
Dearden	Stuart
Desprez	J.P.L
Desprez	Janet
Diack	Claire
Diack	Kevin
Dodd	B.J.
Dodd	Paul

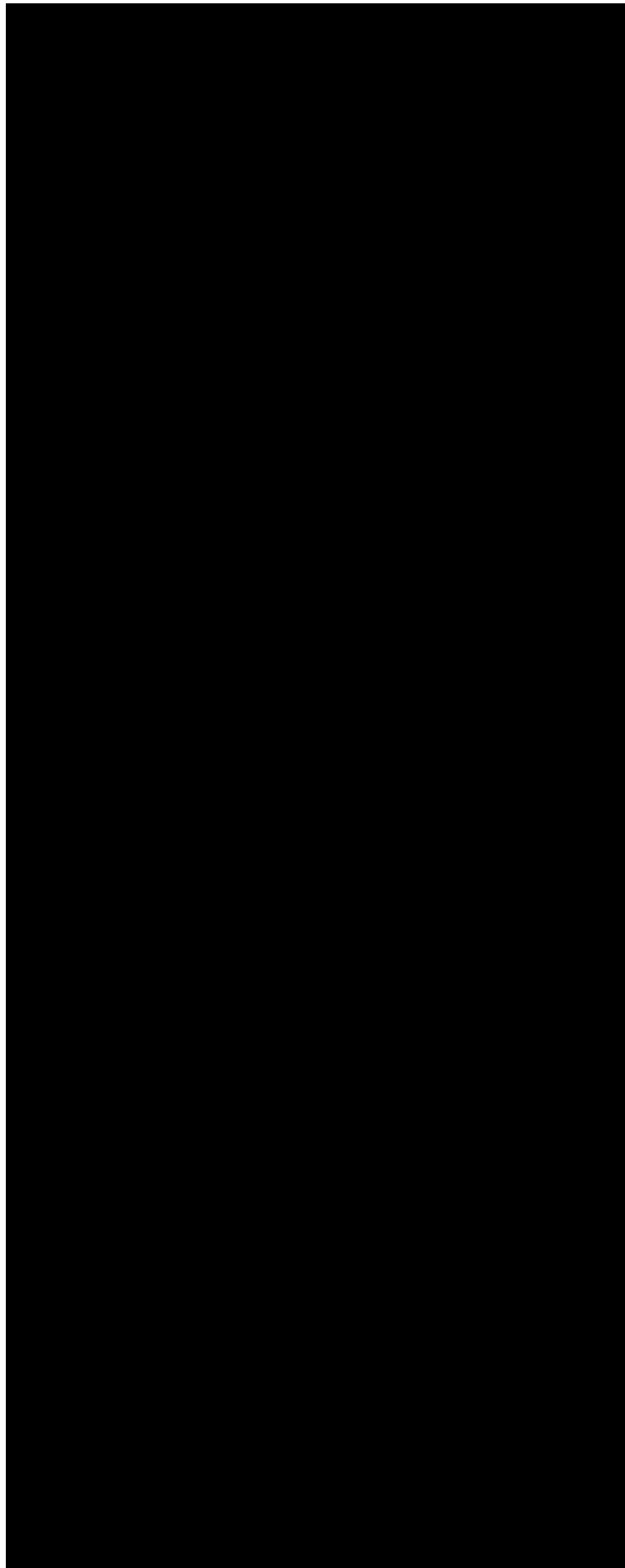




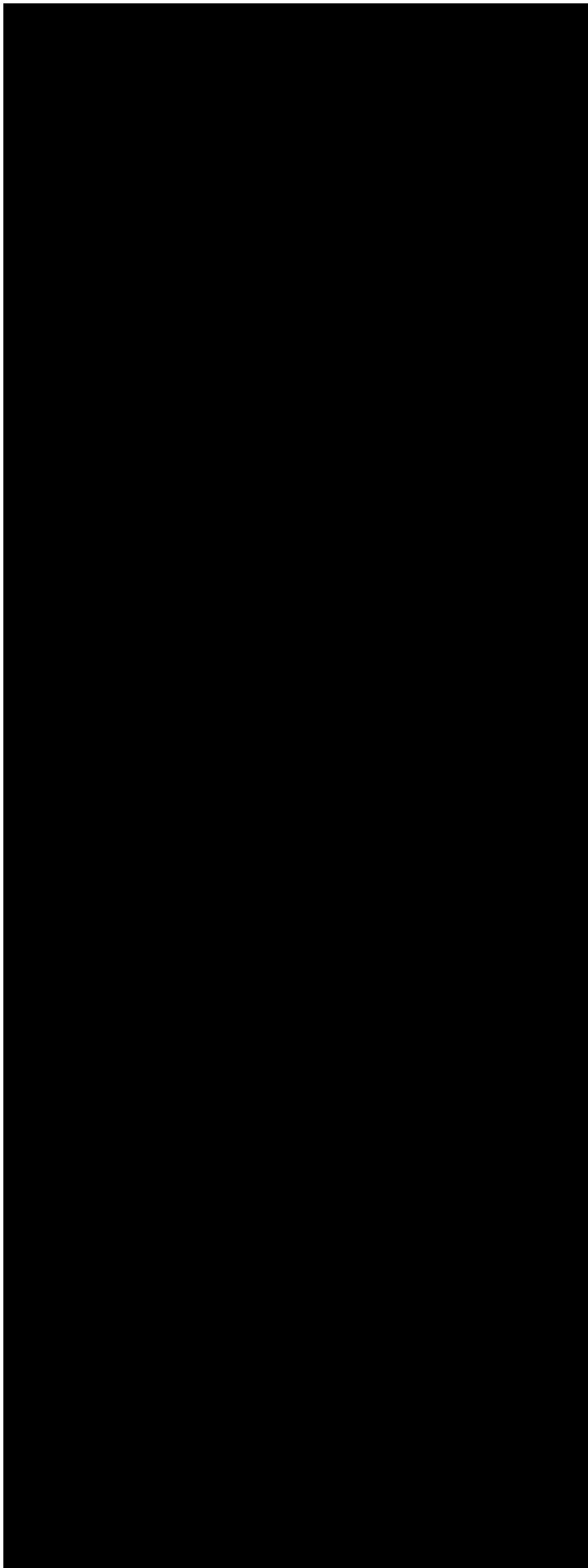
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Ellis	Olive
Ellis	Christian
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Ellis	C.B
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Feeney	Vicky
Fielding	Roy
Filkins	Margaret
Finney	Tracy
Finney	William
Finney	Kieron
Flatley	M
Flawith	Janet
Forrest	Kristina
Forrest	Alicia
Forrest	Mark
Forrest	Jack
Frankish	Sarah
Frankish	Jonathan
Frearson	Douglas
Giles	Brian
Giles	Jill
Ginty	Joanne
Goodchild	Susan
Goodchild	Reece
Griffin	Megan
Griffin	Linda
Griffin	John
Griffiths	David
Grindrod	Irina
Grindrod	Philip
Hackett	Laura
Hamblett	William
Hamblett	Beverley
Hanby	Paula
Hanby	Alicia
Handley	Rodney
Handley	Elizabeth
Hanson	C.G.
Hanson	A.L.
Hanson	C.A
Hargreaves	Bill
Hargreaves	Jennifer
Harrison	Susan



Hastings	K
Hastings	S
Heffernan	J
Heffernan	T
Hewitt	N.J.
Hewitt	G.C.
Hill	Simon
Hodgkinson	Maureen
Holden	Kenneth
Holden	Barbara
Holden	Daphne
Holden	Roy
Hope	Tim
Hope	Ben
Howarth	Hilda
Hoyle	Gillian
Hoyle	Christopher
Hudson	D. J.
Hudson	R.M.
Hutchinson	Kathleen
Jary	Carol
Jary	Steven
Jewell	G
Jewell	C
Johnson	Phil
Johnson	Elaine
Johnson	Chloe
Johnson	Dorothy
Johnson	James
Jones	Dorothy
Kan	Fong-Kau
Kelbie	M
Kenyon	Deborah
Kenyon	June
Knott	H. F.
Kushner	Barbara
Kushner	Philip
Lang	David
Lang	Sandra
Laycock	Di
Leeming	C.S.
Leigh	Daniel
Leonard	Ayesha
Littlewood	Corinne
Low	Martin
Lumb	Adam
Lumb	John
Lumb	Annabelle

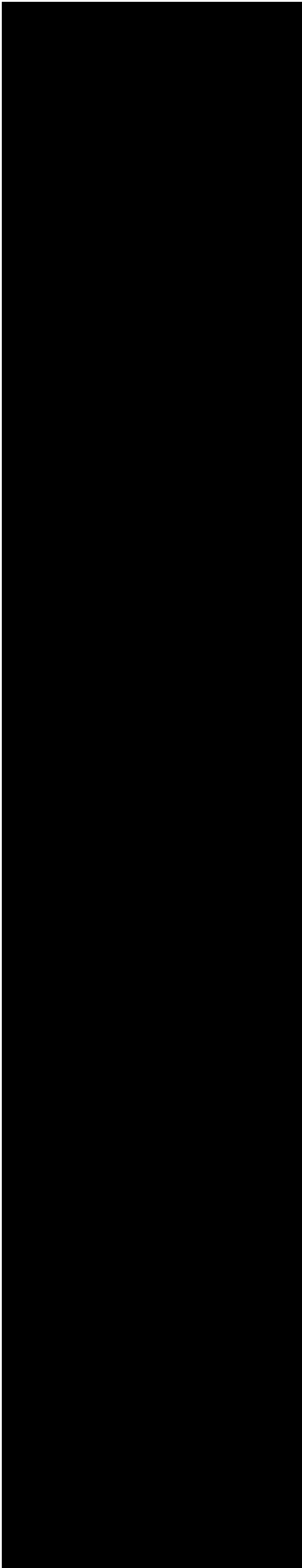


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Manning	U.L.
Marsh	Alex
Marsh	Sandra
Marsh	Neil
Marsh	Victoria
Martin	James
Martin	Kathleen
McAuley	Amy
Monaghan	Marc
Monaghan	Sarah
Moore	Katy
Moore	Thomas
Moore	Jennifer
Moss	Angela
Mounfield	Lisa
Mounfield	Mark
Mounfield	Anya
Munro	Paula
Munro	Lee
Murray	Louise
Murrell	Christine
Murrell	Michael
Noon	Joe
Noon	Jacey
Openshaw	Keith
Palmer	Lynda
Parkes	Kenneth
Parkes	Gaynor
Partington	J
Preston	Amy
Preston	Tim
Quigley	F
Quigley	J
Race	Jade
Raw	Alan
Rawcliffe	David
Riley	A
Riley	G
Riley	C
Robertson	Anthony
Robinson	James
Rogers	Peter
Rogers	Josh
Rostron	Sheila
Saggerson	R. G.
Scanlon	Alexandra
Scanlon	Matthew





Simpson	Katie
Slater	Joanne
Stanley	V
Stanley	K
Stelfy	Martin
Stephenson	Ann
Stephenson	Linda
Stopford	Joyce
Swain	S.A.
Swain	G.D.
Taylor	Peter
Teague	R
Teague	T
Temple	Gail
Trippier	Rosemary
Trippier	Steven
Trippier	Keith
Trippier	Tina
Varlow	Michael
Wallwork	Richard
Walsh	Darren
Walsh	Wendy
Wesoloski	Clare
Wesoloski	Michael
Wheeler	N
Whittaker	S.G.
Whittaker	J
Whittaker	Leila
Whittle	Eric
Whittle	Helena
Wilcox-Wood	Arnold
Wilcox-Wood	Gareth
Wilcox-Wood	E
Wilcox-Wood	B
Williams	Sarah
Williams	Ron
Wilson	David
Wilson	Renee
Worden	Charlie
Worden	Clive
Woroniuk	Helene
Worth	Gordon

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>
Armstrong	Margaret	
Ashton	Dorothyanne	
Ashton	Shaun	
Axon	Justin	
Axon	Thomas	
Bailey	Kathryn	
Ball	Lorna	
Ball	Mathew	
Bardney	Natasha	
Barlow	Kate	
Barnes	Liam	
Barnes	Terri	

Bates Russ

Bates Sheila

Beard Caron

Beard Colin

Beard Daniel

bennett matthew

bennett Pamela

Bentley Ben

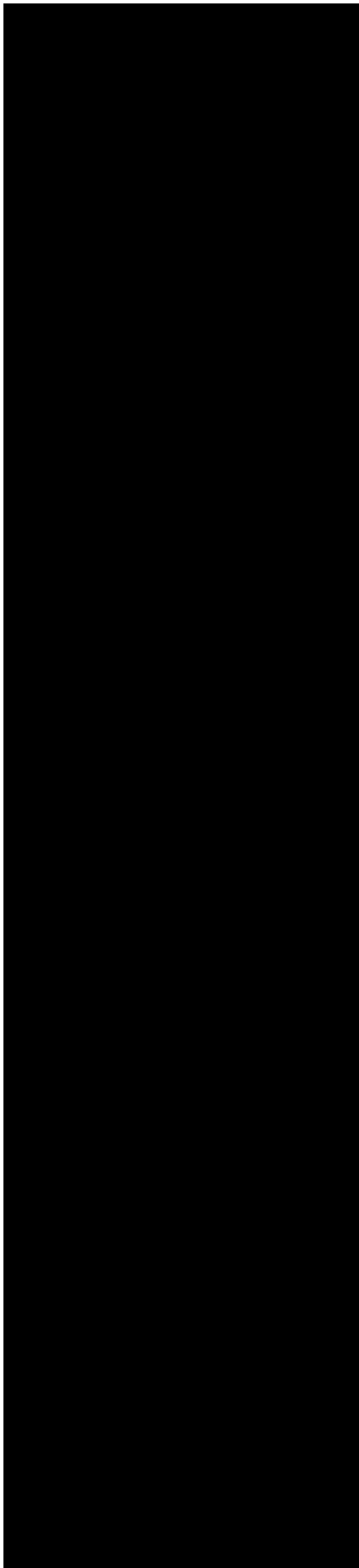
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Binns Neil

Bishop James

Bishop Richard

Bishop Sarah





Blair Lindsay

Blow Christine

Blow Geoff

bostock janet

Bradburn Angela

Bradburn Paul

Brady Emma

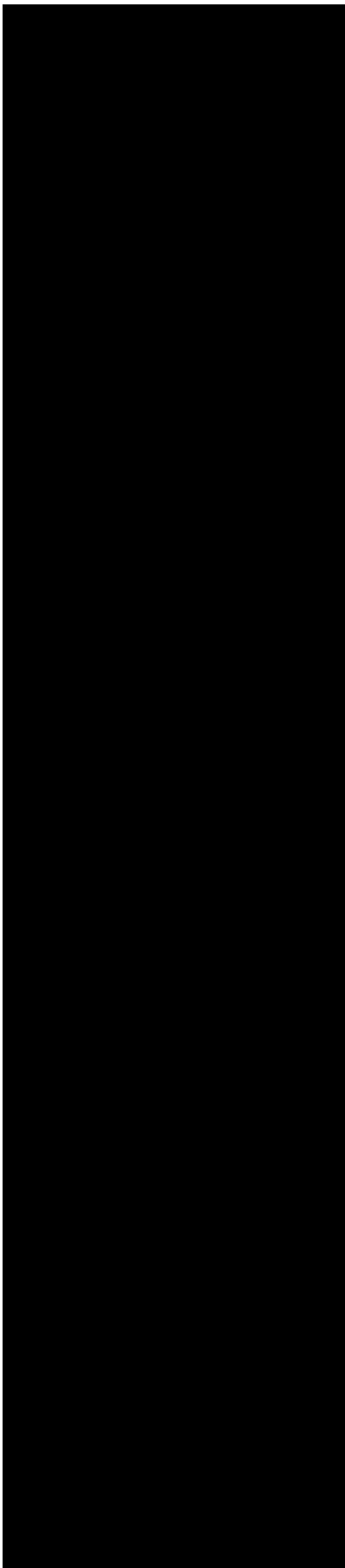
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Brady Stephen

Brady Vincent

Brooks Janet



Brooks Steven

Brown Harry

Brown Lauren

Brown Pamela

Burns Anthony

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Butterworth Jack

Butterworth Julian

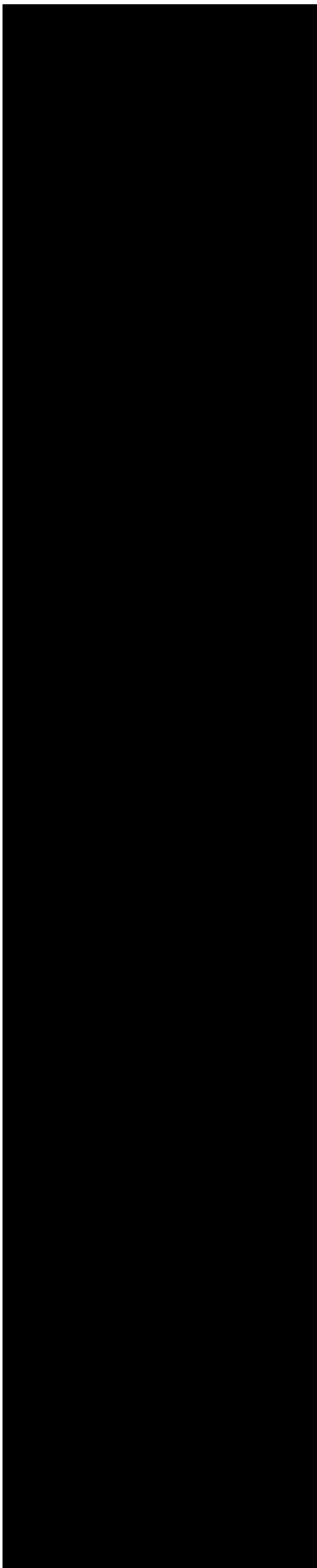
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Butterworth shirley

Cain Roy

Callaghan Daniel



Callaghan Margaret

Cameron Alistair

Cameron Sandra

Campbell Colin

Campbell Janet

Cheetham Anne

Clayton Ruth

Cooke Peter

Coop Benjamin

Coop Sophie

Cotton Matthew

Cotton Sarah

Coulson Joshua

Coyne AM



Coyne Michael

Cuddy Grant

Cuddy Natasha

Cunniff Christopher

Cunniff Rhea

Darcy Andrew

Davey Kathleen

Davies Alwyn

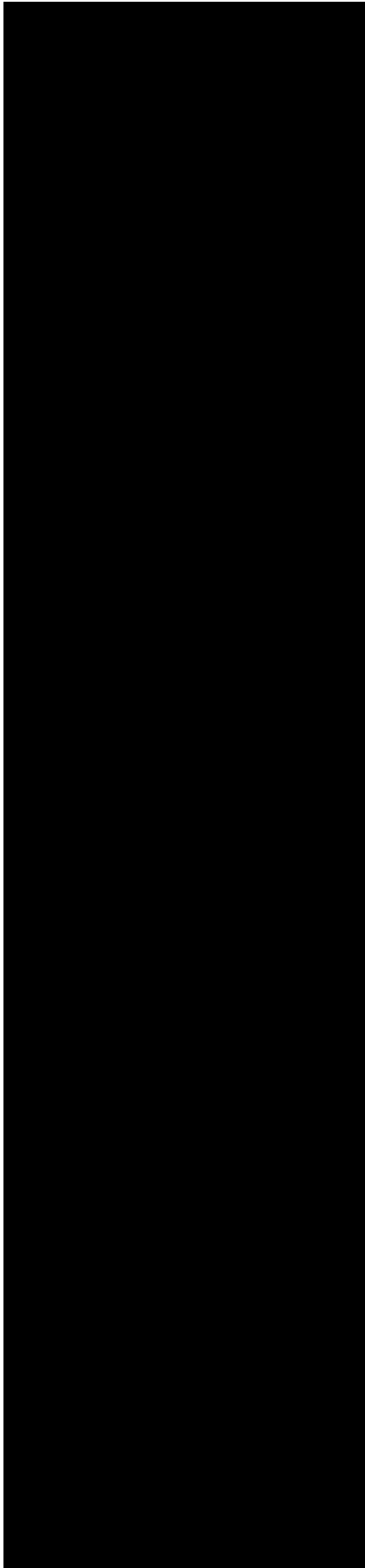
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Denton Barbara

Denton Karl

Dewhurst David

Dos-Santos claire



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Dudley Sarah

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Dugdale Paul

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Dunne Robert

Durie Ann

Duxbury Anna

Duxbury Craig

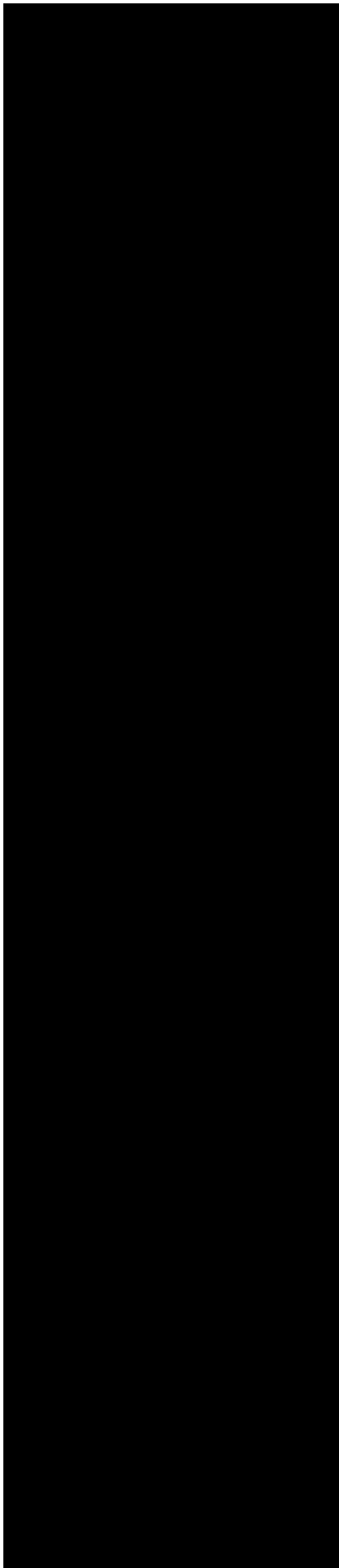
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Duxbury Mia

DYSON Beth

Eckersall Vivien

Edden Alexandra



Edden Morgan

Edwards Chay

Edwards Elizabeth

Elliott Antony

Elliott Rebecca

Entwistle Jill

Entwistle John

Entwistle Peter

Farnworth Rebecca

Farnworth Susan

Farrell Joanne

Finn Craig

Finn Katie

Finnerty Adele



Finnerty Emma

Finnerty Eric

Finnerty Ryan

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Fisher Barbara

Fisher David

Fisher Gerard

Fisher Sandra

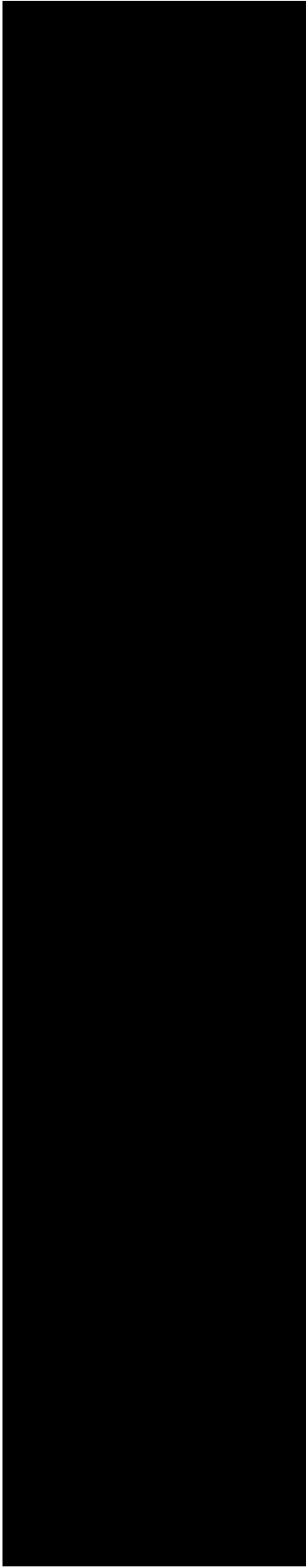
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Fletcher Nicola

Formby Emily

Gallagher Ann



Garner Anthony

Garner Charlotte

Garner Joseph

Garner Oliver

Garner Paul

Garner Sandra

Giblin Amy

Giblin David

Gibson Susan

Gibson Sylvia

Glover Carol

Glover Richard

Golby Simon

Gore Lewis

Grah Mary

Graham Lynn

Gray John

Green Joshua

Green Matthew

Green Michelle

Green Paul

Greenhalgh Jenny

Gregson Owen

Gregson Rebecca

Griffiths Joyce

Griffiths Steven



Halstead      alistair

halstead      angela

halstead      ian

Hamilton      Andy

Hanson      Carol

Hardman      Stephen

Harrap      Heloise

harrison      susan

HARTLEY      Frances

Hastings      Leanne

Haworh      Sophie

Haworth      Janet

Haworth      Karen

Haworth      Lucie

Haworth Nicola

Haworth Peter

Haworth Peter

Haworth VALERIE

Hayden Carl

Hayden Heather

Hayden HM

Henderson Robert

Hillel Gill

Hillel Richard

Holmes Fabian

Holmes Jenny

Hopwood Estelle

Hopwood Paul

Howard Jane

Howard Lois

Hulston Sarah

Iggulden Helen

Irwin Jamie

Jacques Jane

Jenkins Daniel

Jenkins Rebecca

Jones Margaret

Jones Simon

Kayley Elle

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Keir Fiona





Kelly Chris

Kelly Helen

Kelly Paul

Kenny Daniel

Keough Rachael

Khan Asma

Khan Ibrahim

Khan Zainab

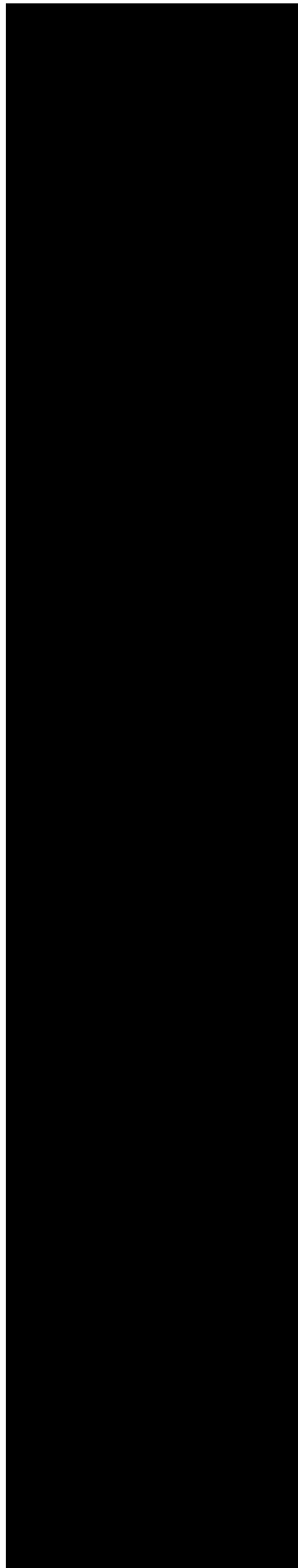
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Kirven Zoe

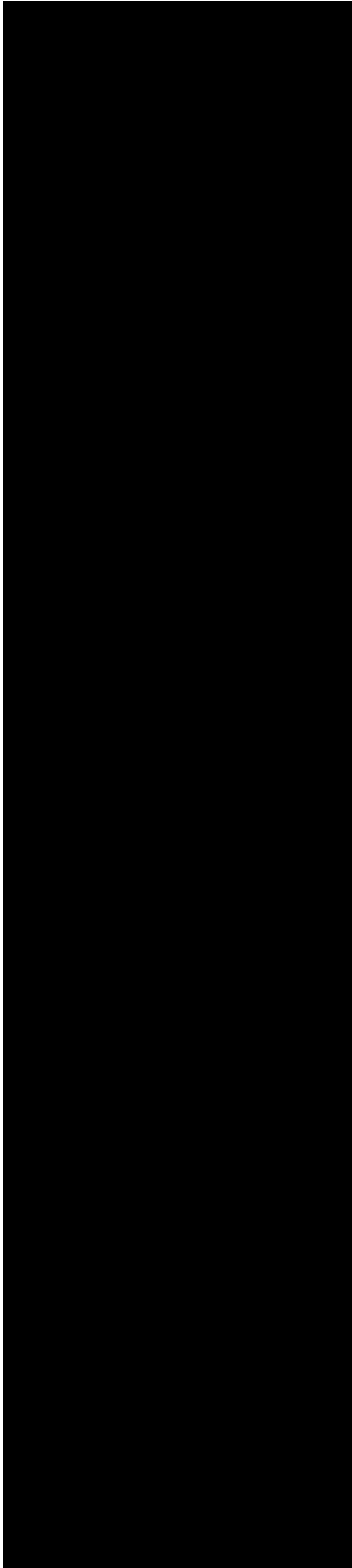
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Langrish Denise

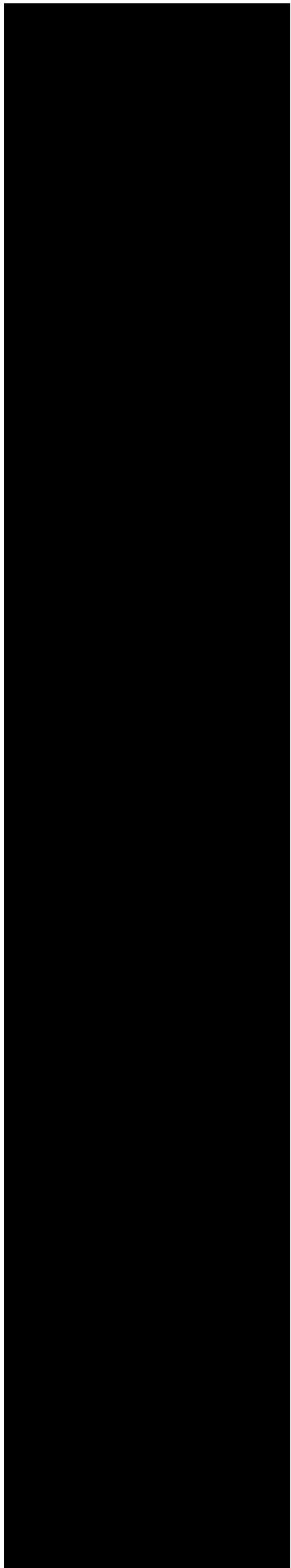
Langstaff Ian



Langstaff	Julie
Latham	Elizabeth
Latham	Trevor
Leak	Ashley
Leak	Julie
Leak	Kiera
Leak	Paul
Leake	Philip
Leake	Susan
Lester	Karen
Lester	Richard
Letchford	James
Letchford	Michelle
Littlewood	Bonnie



Littlewood	Joe
Littlewood	Pauline
Lomax	Allan
Lopez	Mike
Lord	Barbara
Lord	Geoff
Lord	Ian
Lord	Nancy
Lucas	Chris
Lucas	Doug
Lucas	Ivy
Lumsden	Alan
Lumsden	Sue
MacDonald	Bethany





Macdonald David

MacDonald Jacqueline

Maddocks Adrian

Manley Andrew

Manley Carol

Manning Jason

Manning Kim

Marley Cath

Marley Ron

McAllister Ian

McDonald Eileen

McDonald Graeme

McGowan Katie

McIntyre Robert

McKeown Gillian

McKeown Yvonne

McVey Callum

McVey Helen

Mead Angela

Mead Matthew

Miles Carol

Moores Anne

Moran Heidi

Morgan Sharon

Munro David

Munro Julie

Neave Lara

Neave	Rob
Newall	Richard
newall	yvonne
OGarr	Gary
OGarr	Sharron
Openshaw	Jordan
Openshaw	Susan
Padgett	Barry
Padgett	Glennis
Petterson	Christine
Petterson	Paul
Pillitteri	Erena
porter	daniel





Procter Michelle

Pyett Valerie

Quigley Ian

Quigley Joanna

Quigley Lesley

Quinton Daniel

Quinton Helen

Rathmill Dominic

Rathmill Ellie

Rathmill Liam

Rawling Steve

Reid Jackie

Reid Kristian

Reid Thomas

Ridehalgh Alan

Roberts Kim

Robinson Amy

Robinson Brenda

Robinson Katie

Robinson Lee

Robinson Terence

Rodgers Andrew

Rostron Denise

Rostron John

Rothwell Morgan

Rushton Alistair

Rushton Maria

Sanderson Guy

Sanderson Victoria

Saunders Eleanor

Saunders Vincent

Scott Skye

Scott Stacey

Scott Susan

scully Lucy

ShipleY Bronwyn

Simpson Jo-Anne

Smith Michelle

Sorfleet Karl



Spurrell Lesly

Stacey Nigel

Stockdale Andrew

Stockdale Catherine

Stockton Jill

STRACCIA CLARE

Strange Jodi

Sweet Alastair

Sweet Geraldine

Tattersall Amelia

Tattersall Coby

Tattersall Gary

Tattersall Laura

Terry Rachel

Thomas-Hui Julie

Tickl Garth

Tomlinson Sara

Tweedale Mark

Veale Jill

Veale Michael

Vizzard Henry

Vizzard Jen

Vizzard Joe

Wall Grace

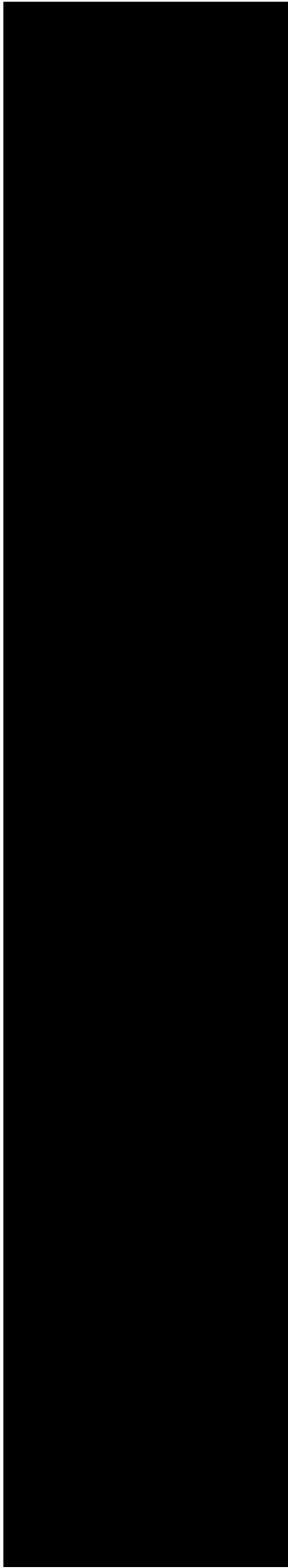
Wall Stuart

Waller Joe

Waller Louise



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Warburton	Neil
Watson	Alexandra
Watson	Charlotte
Watson	David
Watson	Stephen
Watson-Hoy	Kevin
Watson-Hoy	Richard
Webb	David
Webster	Anna
Webster	Greg
Webster	Oliver
wheeler	Matthew
White	Alexandra
White	Russell





Whitehead Clare

Whitehead Ellie

Whitehead Ethan

Whitehead Mark

Whitehead Max

Whitehead Paul

Whitehead Susan

Whittaker Matthew

Wilcock Claire

Wilcock Paul

Willenbrook Natasha

Willetts Brenda

Willetts Graham

Willetts Mrs

Wilson Stephen

Wolfe Emma

World Gemma

World Stephen

Wylie Karen

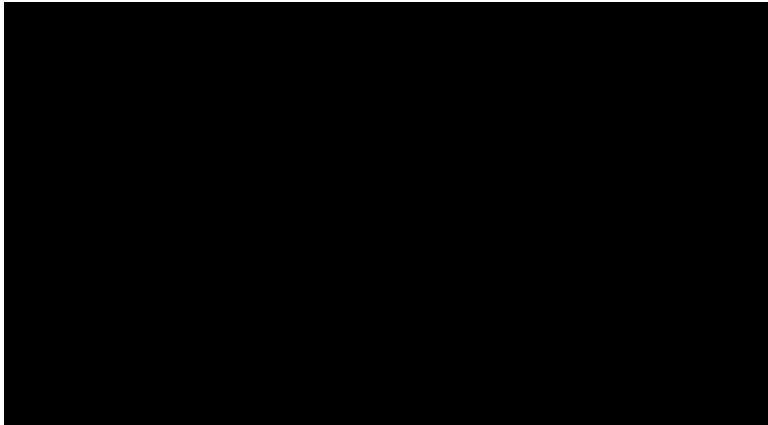
Wynne Eleanor

Wynne Sarah

Yates Bradley

Yates Jamie

Surname	Christian name	Address - street	Post code	Town
Langrish	Xanthe			
Wright	Martin			
Bennett	M.N.			
Bennett	K			
Chadwick	T.D.			
Chadwick	Y			
Barnes	Ian			
Barnes	K			
Wilcock	Diane			



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>
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Adams	Karen	
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Adams	Karen	
-------	-------	--

Adams	Philip	
-------	--------	--

Adams	Philip	
-------	--------	--

Adshead	Julie	
---------	-------	--

Adshead	Julie	
---------	-------	--

Andrews	Evie	
---------	------	--

Andrews	Evie	
---------	------	--

Andrews	Samuel	
---------	--------	--

Andrews	Samuel	
---------	--------	--

Andrews	Stephen	
---------	---------	--

Andrews	Stephen	
---------	---------	--

Arpino	Alex	
--------	------	--

Arpino	Alex	
--------	------	--

Arpino	Grace	
--------	-------	--

Arpino	Grace	
--------	-------	--

Arpino	Victoria	
--------	----------	--

Arpino	Victoria	
--------	----------	--

Ash	Gemma	
-----	-------	--

Ash	Gemma	
-----	-------	--

Ashworth	Timothy	
----------	---------	--

Ashworth	Timothy	
----------	---------	--

Ashworth	Victoria	
----------	----------	--

Ashworth	Victoria	
----------	----------	--

Bailey	Derek	
--------	-------	--

Bailey	Derek	
--------	-------	--



Bailey Gareth

Bailey Julie

Bailey Margaret

Barlow Helen

Barnes Lindsay

Batchelor Dera

Batchelor John

Bleakley james

Blyth Nicole

Bond Phillip

Boxall Annette

Boxall Raymond

Brennan Colin

Brennan Pamela

Campbell Hilary

Campbell Paul

Clegg Joanna

Clegg Lynn

Clephane Arran

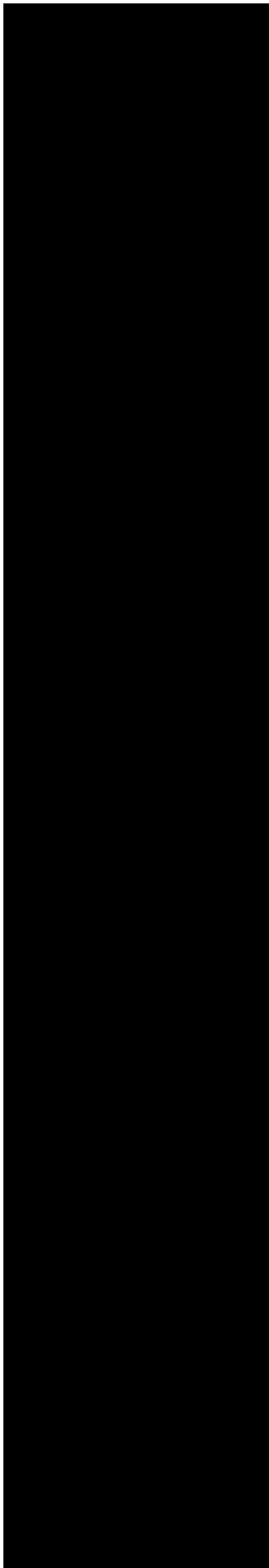
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Cooke Ruth

Coulton Marie

Crawford Jacquie



Crawford Robert

Crossley James

Dalby Andy

Dalby Natalie

Dawson Thomas

Dippenaar Katy

Dodd Heather

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Downham Zoe

Edwards Joanna

Edwards Rhys

Foxcroft Hannah

Foxcroft Jonathan

Foxcroft Sue

Gale Jose

Gornall Kay

Hanson Jahn

Haworth Julie

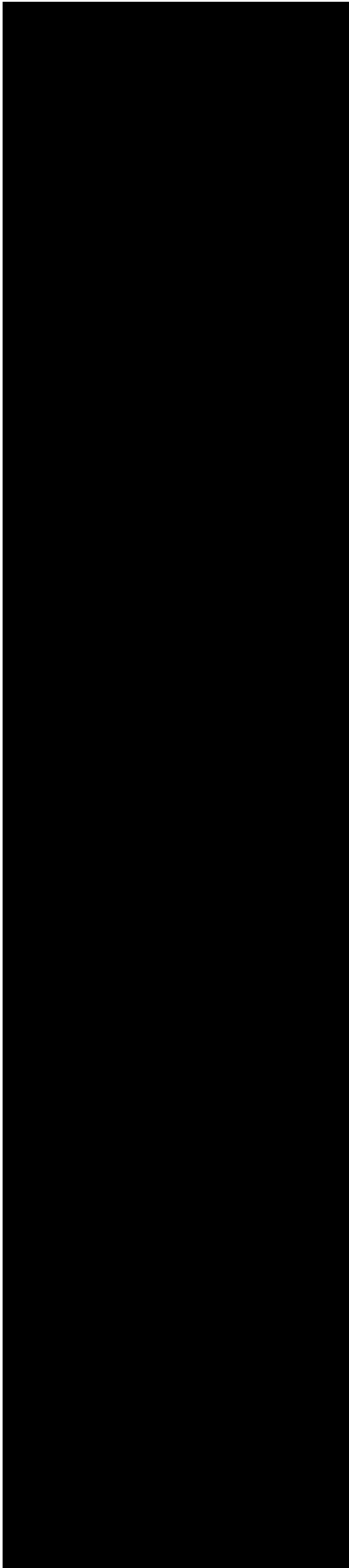
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Ingham Jordan

Kirkwood Maureen

Layton Hannah

Lovick Hannah





Lovick

Ryan

Macdonald

Nicole

Mangham

Catherine

Mason

Diane

Mason

William

McCandlish

Amy

Meachem

Caroline

Meachem

David

Mellish

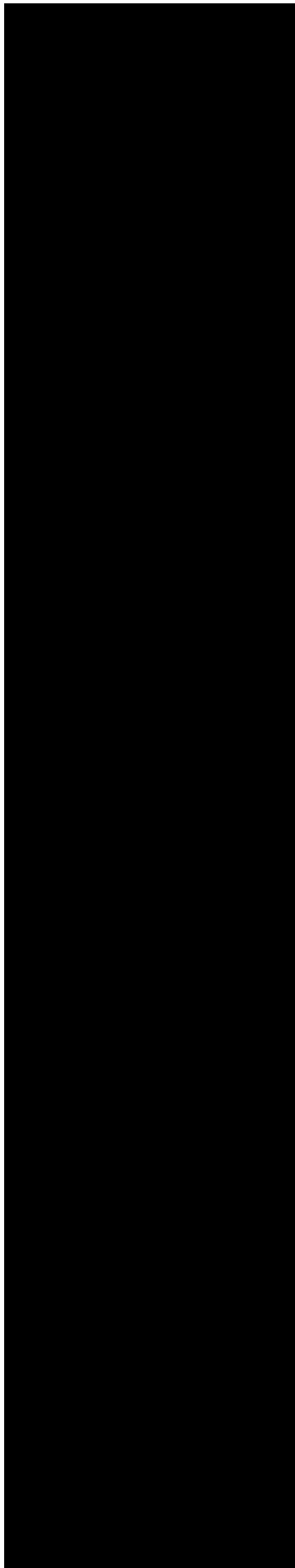
Derryth

Mellish

Stephen

Morrison

Brian



Morrison      Roisin

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Neave          Dave

Neave          Louise

Nuttall        Anne

Onley          Rebecca

Onley          Tom

Openshaw      Steven

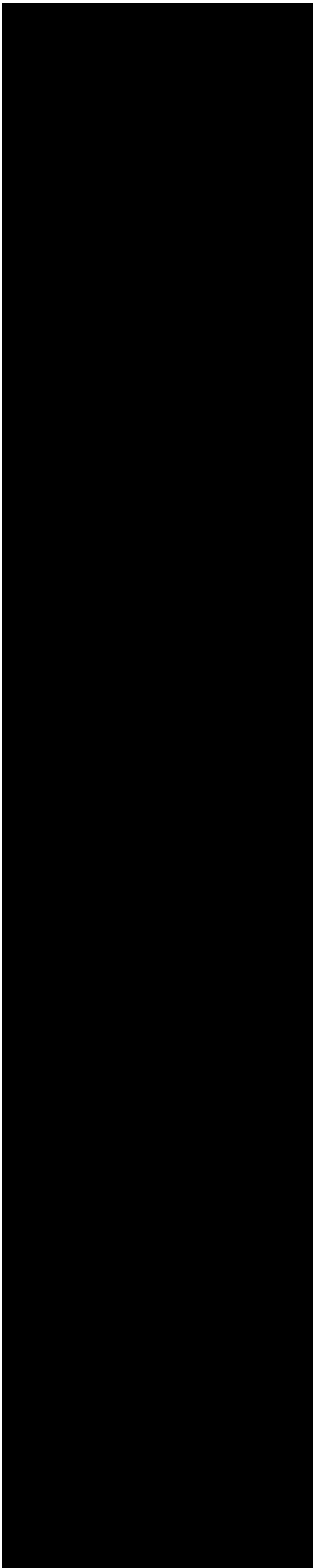
Openshaw      Thomas

Paintin        Natalie

Paintin        Simon

Parker         Stephanie

Perry          Deborah



Perry

Mark

Pickup

Lucy

Pollard

Claire

Pollard

John

Riley

Deana

Riley

William

Robinson

Catherine

Robinson

Gemma

Smethurst

Adam

Smith

Andy

Smythe

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Stewart

Dorothy

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Tattersall Graham

Tattersall Susanne

Taylor Caitlin

Taylor Kirsty

Tickle Archie

Tickle Bradley

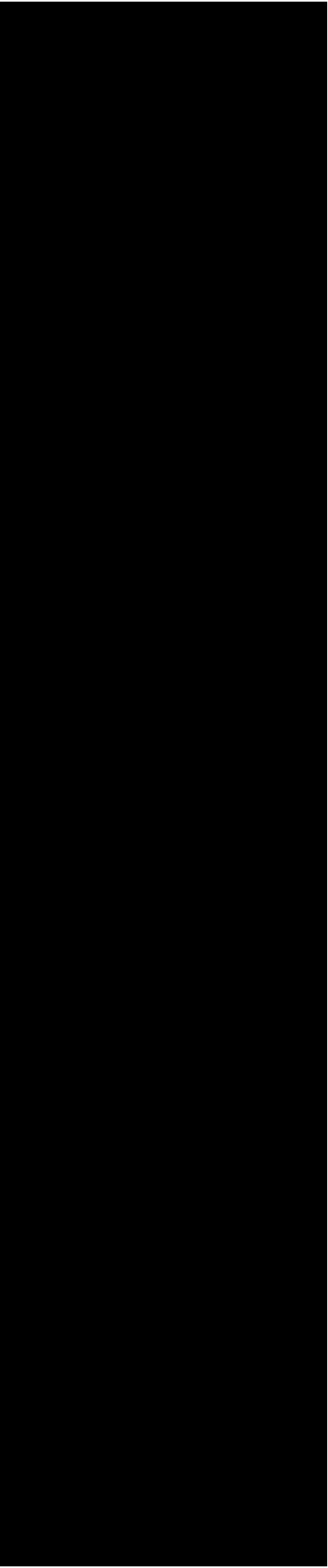
Tickle Donna

Walden Kelly

Walker Lucy

Walker Simon

Waterfall-Hallam Clare





Wilkinson

Elizabeth

Wilkinson

William

Wilkinson-Smith

Jayne

Wolkowski

Sarah



Dear Sirs

I write to raise the following objections to Taylor Wimpey's "Edenfield Masterplan."

There is no consideration of parallel developments which would add to the strains on general infrastructure and damage to the character of the community posed by this development.

A full impact assessment of traffic on Edenfield in its entirety is not included.

Infrastructure concerns are largely ignored for: roads; general practice and other health services; education; drainage; flood risk; ecology and environmental.

The Masterplan does not conform to the requirements of the Local Plan.

The scale of this development is not in keeping with Edenfield - consideration should be given to the Edenfield Community Neighbourhood Forum's Design Code.

The character and proposed density do not fit with Edenfield - consideration should be given to the Edenfield Community Neighbourhood Forum's Design Code.

As a final comment, I confirm that I completely support the position of the Edenfield Community Neighbourhood Forum with regard to the Edenfield Masterplan.

A Donkin

██████████  
██████████████████  
██████████  
██████████

Hello

We would like to register our objection to the Edenfield Masterplan and Design Codes. We believe that both the Masterplan and the planning application should be rejected for the following reasons:-

Neither the Masterplan nor the planning application meet the requirements of the RBC Local Plan

The Masterplan does not include the whole site as all developers are not represented

Concerns over the phasing/how the development will be built have not been adequately addressed

There is no comprehensive traffic assessment for the whole of Edenfield

The road infrastructure required for development of the whole site is not adequately addressed

The Design Code produced by ECNF with the support of RBC has not been considered

The scale, density and character of the development is not in keeping with the village

Concerns on ecology, drainage and flood risk are not adequately addressed

There is no detail on provision of local services required to supplement the development

Sufficient school places to support the development are not adequately addressed

Concerns regarding the environmental impact are not adequately addressed

Please register this email as two objections.

Regards

Elizabeth Latham

Trevor Latham

██████████  
██████████  
██████████

Dear forward planning and planning teams,

I am writing to express my objections to the Taylor Wimpey Master Plan and the planning application 2022/0451 for housing development in Edenfield.

Firstly, I am concerned about the significant increase in traffic that this development will bring. The council's plan to build in Edenfield may alleviate traffic problems in other areas of Rossendale, such as Rawtenstall, but it will simply push the traffic issues down the road towards Bury. Furthermore, there is no plan in place to increase accessibility to public transport, which will only exacerbate the traffic problems.

Secondly, the proposed plan relies heavily on the use of a large pond for drainage, which poses a risk to the A56 and may not be sufficient to drain the waterlogged fields. Additionally, there are known issues with sewer capacity in the area and it is not clear that there will be sufficient capacity for the new development, particularly when considering the need to pump waste uphill to the sewer under Market Street.

I have lived on Market Street in Edenfield for over 20 years and I am familiar with the current issues of lower water pressure and inadequate gas supply. Increasing demands on these services is likely to compound these issues, particularly when considering that low gas pressure causes problems at times of high demand, such as cold winter days.

Furthermore, there are already insufficient school places at primary and secondary level in the area and the proposed plan fails to address this issue. Other services in the area, such as healthcare are also at capacity. Most occupants of the new houses will have to use their cars to access these services, which conflicts with national guidance related to developments.

Lastly, I believe that the development is completely disproportionate, increasing the size of Edenfield by 50% and using building materials and designs which fail to take into account the character of Edenfield.

I urge the Planning Authority to reconsider this proposal in light of these concerns and consider alternative options that will not have such a negative impact on the local community and environment.

Yours Sincerely,  
Sarah Bishop

[REDACTED]



Brian & Denise Langrish



.....

Mr Brian Langrish & Denise Langrish (Objects)

We strongly object to the proposed building of high numbers of houses on the green belt land, to the West of Market Street Edenfield.

We have lived in Edenfield since 1986 and chose to do so because it was a small village. The proposed development of a large number of houses will completely spoil the character of Edenfield, ruining the views looking West from Market St, and be an eyesore when looking towards the East, from Holcombe Moor.

The current development of houses on Pilgrim Gardens is an examples from the other side of the Valley, they are totally out of keeping with the existing houses. It will be unsightly when traveling along the A56. The proposed houses will be an invasion of privacy to the houses along the border of Alderwood Grove, being both too close to them and towering above them, the effect of which will not only be a loss of privacy but they will block light from them and effectively take away the open views they have, which spans from Peel Tower to Musbury Tor.

The land upon which it is proposed to build, is I believe unsuitable for building on. The top layer of land consists of spoil deposited when the A56 bypass was excavated and is not consolidated. it sits on clay and during heavy rain the land becomes waterlogged and floods, I do not believe this matter has been addressed.

When the development at Pilgrim Gds was being built I understand this was an issue there. The developers had to Pile the foundations, which caused a prolonged period of unacceptable noise, disturbance and damage to nearby dwellings. The water table at this small development was affected and as a result there is now a constant stream emanating from the site, which runs down the lane at the side, past Mushroom House and floods the track where it runs North to South, parallel with the A56 Bypass. I can only imagine the flooding situation will be much worse if this development is allowed to proceed.

The land upon which this development is proposed, is a home for a lot of wildlife, I have often seen Barn Owls hunting on these fields during the day for their young, along with a pair of Common Buzzards, and Red Kites. Foxes and Deer are also regularly seen on this Greenbelt land.

Market Street currently has two major Pinch points, one near the Church and one near the Chemists, which effectively reduce Market St to single lane. Drivers often ignore this fact, not giving way and this results in a traffic jam blocking the road through the village. This will only get worst as there will be some four to five hundred more vehicles in the village from this development alone.

As the terraced houses along Market Street have had new owners move in a large number have had two and sometimes three cars, these cannot be parked along the Market St frontage, which has resulted in an ever increasing number being parked down side roads and on double yellow lines, placed to create safe views for vehicles turning out onto Market St. This situation will only get worse and inevitably a serious accident will occur.

The local schools do not currently have the capacity to cope with the extra influx of children, most of whom already get taken to school by car, the drivers of whom cause parking issues

when dropping off and collecting school children. The addition of a large number of extra vehicles joining this twice daily event, without the provision of parking areas for them will inevitably lead to a severely increased chance of accidents involving a child, this applies to both Edenfield CofE school and Stubbins.

The existing health services in the area are unlikely to be able to support the increased number of people seeking to use them.

The proposed size of this development is totally out of keeping with the village of Edenfield and will destroy the village community as it stands. The impact of this development, should it be granted, will have a totally negative impact, in both the short and long term. Throughout any development such as this the impact of developers vehicles, delivery vehicles etc will lead to unacceptable congestion on the approach roads, which will become rivers of mud, caused by vehicles leaving the site, for the duration of the development.

There is no need to build on Green Belt land as there is I believe sufficient brown belt sites available to provide building opportunities.

Dear Sir/Madam,

As residents of 122 Market Street Edenfield we are emailing to object to the Edenfield Masterplan, a plan perversely and insulting referred to as 'community-led'. No-one in the village is supportive of this proposed development.

This plan will destroy our village as we know it, creating pollution, gridlocked roads, an increased flood risk, overwhelmed local services including schools and healthcare facilities, and a devastating threat to our local wildlife.

Market Street itself, with two choke points at either end of the village (the junctions of Exchange Street and East Street respectively) is already overly `busy at peak times, and there can be long queues on the road through Shuttleworth to the M66, which is bound to get worse with current housing development projects in Shuttleworth and Ramsbottom. 400 extra houses in Edenfield will mean around 600-700 additional vehicles per day travelling through Edenfield, many of which would be attempting to join stationary traffic heading south along Whalley Road/ Manchester Road to Bury and the M66.

The proposals do not take into account the character of our village, and the local resources and infrastructure we have. Stubbins Primary and Edenfield Primary schools do not have sufficient provision for the huge number of extra children the development would bring. Further afield, local high schools similarly would not be able to absorb the enormous increase in the teenage population.

Many of the people living in my row of houses have young children, known to be more prone to asthma in polluted areas. Others of us are older and with multiple long-term health problems. Please can you tell me how we are supposed to manage, if unable to park in front of our own homes? Struggling with small children on busy roads, or trying to carry bags of shopping with arthritic hands?

This development cannot be allowed to go ahead. It will cause immense damage to the area, to our quality of life, to our sense of wellbeing. There are other options available that do not involve tearing up our beautiful green belt.

Best wishes,

Dr Sue Bellass & Ms Sam O'Farrelly, [REDACTED]

Dear Sirs,

I wish to object to the proposed Masterplan and Design Codes submitted by Taylor Wimpey, in relation to their planning application 2022/0451.

I refer you to the official objection letter issued to yourselves by the Edenfield Community Neighbourhood Forum for full details (Ede 0451 Mas.pdf).

Kind regards,

Mr. Ben Bentley

[REDACTED]  
[REDACTED]  
[REDACTED]

**Ben Bentley BSc(Hons) FGS**  
**Director – Bentley GeoSolutions**

[REDACTED]  
[REDACTED]





Dear Sir/Madam,

Name: Elizabeth Lawton

Address: [REDACTED]

I am writing to object to the proposed building development in Edenfield along Market Street.

As a former resident of Edenfield and now a resident of a local village, I strongly object to the proposed developments. Please see below:

1) Traffic; At present, the village struggles to cope with the levels of traffic, especially at peak times. The proposed access to the site is totally unrealistic for the number of houses. The village was not originally built to cope with the levels of traffic as it stands today and the proposal to create a lane for traffic to turn, results in no parking for current residents. This in itself is going to cause additional congestion. Another concern is the bypass. I travel from Waterfoot into Bury and on wet days, the bypass is often subject to flooding and can be closed due to this. The only other way for me to travel is through Edenfield. With the proposed development, if the bypass is ever closed, this means many people commuting from around Rawtenstall will go through Edenfield, bringing levels of traffic and subsequent pollution to unmanageable levels.

2) Environment; The proposed building is on what was classed as greenbelt land. I am confident that this was greenbelt for a reason and to build on it is immoral. There are plenty of other brownbelt land in the surrounding areas. The land currently floods when it is wet and this in turn floods the bypass. (See concerns above with regards to this). The field is currently home to a variety of wildlife, where deer and owls have been spotted, amongst other animals. In an age where we are trying to salvage and protect our wildlife, it seems building on a greenbelt site contradicts this.

3) Drainage/Flood Risk; As previously mentioned, there is frequent flooding on this site. To cover this site in concrete and brick is significantly going to increase this risk and not only impact on the local residents but the wider community. This is going to make the bypass impassable on wet days. For local residents who's houses are linked to this land, their properties will be at significant risk of flooding and cause substantial damage to their properties.

4) Amenities; The local schools are currently at full subscription. Any new families moving into the area will not be able to get a local school for their children and this will result in them having to use their car, at peak times, to travel to out of area schools, thus placing more stress on the infrastructure as well as pollution of the environment. There are currently no NHS dentists taking on within a 10mile radius, as well as GP's being stretched. Without providing any additional, basic, amenities, this development is not feasible. With regards to shops, the local shops are not fit to deal with extra residents, which will again result in more traffic as people will have to commute out of the village to purchase basic supplies.

5) Transport; The public transport links within Edenfield are currently very poor, as they are across the whole of Rossendale. For anyone who commutes for work, it is not possible to rely on public transport, thus meaning there will inevitably be a large increase in the number if

cars on the road from this development. The price of the houses will rely on the purchasers having employment, which means many of them will need to commute for work. Therefore there will be a significant increase in the number of cars as public transport is not fit for purpose. Buses through the village have previously been stopped from running as the commute time was too long through Edenfield as it was often gridlocked. This is quite clearly going to be exacerbated by this development.

6) Type of housing; The housing that is being proposed will not impact on the housing shortage. These houses will not be affordable for those who need it and will simply push those in need further away from affordable housing. The proposed houses are not in keeping with the style of the village and the density of them is very out of keeping with the village. These houses will be an eyesore and remove the only green space of land directly within the village with these generic, characterless, over priced, small houses.

As a former resident (for 30 years), when looking for a new home, I specifically chose not to purchase a house in Edenfield due to this development. This is going to ruin the village feel and create so many environmental negative impacts.

Given the current state of our planet, building such a large development in such a small place, on greenbelt land, seems very much against many people's attempts to protect our planet. With climate change continuing to place stresses on our local environment, this development simply feeds into this destruction.

I thank you if you have taken the time to read this and act on any of the points that myself and many other have raised.

Kind regards

Liz Lawton.

Sent from [Outlook for Android](#)

Dear Sir/Madam,

Name: Ben Lawton

Address: [REDACTED]

I am writing to object to the proposed building development in Edenfield along Market Street.

I strongly object to the proposed developments. Please see below:

1) Traffic; At present, the village struggles to cope with the levels of traffic, especially at peak times. The proposed access to the site is totally unrealistic for the number of houses. The village was not originally built to cope with the levels of traffic as it stands today and the proposal to create a lane for traffic to turn, results in no parking for current residents. This in itself is going to cause additional congestion. Another concern is the bypass. I travel from Waterfoot into Oldham and on wet days, the bypass is often subject to flooding and can be closed due to this. The only other way for me to travel is through Edenfield. With the proposed development, if the bypass is ever closed, this means many people commuting from around Rawtenstall will go through Edenfield, bringing levels of traffic and subsequent pollution to unmanageable levels.

2) Environment; The proposed building is on what was classed as greenbelt land. I am confident that this was greenbelt for a reason and to build on it is immoral. There are plenty of other brownbelt land in the surrounding areas. The land currently floods when it is wet and this in turn floods the bypass. (See concerns above with regards to this). The field is currently home to a variety of wildlife, where deer and owls have been spotted, amongst other animals. In an age where we are trying to salvage and protect our wildlife, it seems building on a greenbelt site contradicts this.

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cars on the road from this development. The price of the houses will rely on the purchasers having employment, which means many of them will need to commute for work. Therefore there will be a significant increase in the number of cars as public transport is not fit for purpose. Buses through the village have previously been stopped from running as the commute time was too long through Edenfield as it was often gridlocked. This is quite clearly going to be exacerbated by this development.

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When looking for a new home, I specifically chose not to purchase a house in Edenfield due to this development. This is going to ruin the village feel and create so many environmental negative impacts.

Given the current state of our planet, building such a large development in such a small place, on greenbelt land, seems very much against many people's attempts to protect our planet. With climate change continuing to place stresses on our local environment, this development simply feeds into this destruction.

I thank you if you have taken the time to read this and act on any of the points that myself and many other have raised.

Kind regards

Ben Lawton.

Sent from [Outlook for Android](#)



## Objections to the Edenfield Masterplan

We reject the application on the following points below:

- the approved masterplan and planning application do not meet some of the requirements of the Rossendale Borough Council Local Plan.
- Not all developer proposals have been included in the masterplan.
- Market street is already gridlocked at peak times and worse when there are works happening on the A56
- The design code of the new properties has not been kept in keeping with the rest of the local properties.
- No consideration has been taken in to account for services such as GP's, dentists, Schools.
- Sufficient school places, access to GP's or dentists to support the development are not adequately addressed
- There is no comprehensive traffic assessment for the whole of Edenfield.
- No consideration for any properties on the village roads that have no off road parking.
- No traffic report from LCC when they have had the time to present one for the scheme. Is this because the traffic issues make the concerns realistic and therefore not viable for the new development.
- Danger to children. The development will bring more cars onto a road that has a primary school. The idea of having a park right next to a busy road as a parent just screams further danger to life.

- With the rain that we've had this week alone, and the rain that this county is renowned for, no consideration has been taken into account for the water running off the moors and down into the valley. What safety measures have been considered for the residents of Irwell Vale, Strongstry and Chatterton?
- There has been no proper consultation with the community
- - It does not consider the needs of the community, including the demographic (elderly) and bears no relationship to the wider plans for regeneration for other areas of Rossendale which are focussed elsewhere.
- A common sense approach doesnt not seem to have been taken into account with accessibility of the development, i.e one entrance to the development on a busy road (not only from moving vehicles but of those parked up)
- No plan has bene made for the residents of market street in regard to parking availability.
- The damage to roads caused by the weight of construction lorries as well as the congestion, gridlock and pollution caused by the increased traffic would be indefensible and dangerous.
- Have emergency services been contacted for what is considered a 'shortcut' from Rawtenstall to Bury or the otherway round.

Regards

Sheila Hope

[REDACTED]

[REDACTED]

Sent from my iPhone

## Master plan

### H66 Edenfield

#### Masterplan does not satisfy Local Plan

1. The consultation masterplan falls short of the requirements of the Rossendale Local Plan. The Local Plan requires a masterplan for the entire site reference H66 land west of Market Street, Edenfield which is estimated to yield 400 homes. The consultation masterplan lacks any detail about the land in H66 in other ownerships. The Local Plan is quite specific that the masterplan must be for the entire site. Rossendale Borough Council have pledged that they will work in partnership with key landowners and key stakeholders, including Edenfield Community Neighbourhood Forum, to ensure that such a masterplan is prepared (Local Plan, page 56, paragraph 121).

#### Lack of information

2. The consultation says 235 homes will be built in the developers' first phase but omits the crucial information about the number of homes in their second phase (Chatterton Hey site). It emerged from the webinar that the second phase would yield some 90 dwellings. At the very least, the masterplan should indicate how many dwellings will be built and where and when.

3. Without this information it is impossible to have a comprehensive Transport Assessment.

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#### Traffic

4. A major concern is the impact on traffic of a 50% increase in housing in a village which already has significant traffic problems. This was recognised in the Local Plan which states that development will be supported provided that a Transport Assessment is provided demonstrating that the site can be safely accessed. It will need to address issues arising from the proposed accesses from Blackburn Road, Market Street and Exchange Street, including the consequent reduced availability of on-street parking, as well as the impact of the inevitable increase in local traffic on the Market Place roundabout and at the beginning and end of the school day in the vicinity of an enlarged Edenfield CE Primary School. There is no indication in this consultation about when this Assessment is going to be prepared and when the highway authority will be involved in the process, but it is crucial to any consideration of the masterplan.

5. At the webinar it was admitted that the new Market Street access would require a ghosted right- turn lane. The consultation leaflet and website are silent about this but should have disclosed the information.

6. Although the consultation documents show the highway access to the Chatterton Hey site from

the foot of Exchange Street, the highway authority has stated that Exchange Street would be unsuitable for this purpose. The consultation ignores the highway authority's suggestion that vehicular access to this area should be through the estate to connect to the proposed access from Market Street, with only pedestrian and cycle links to Exchange Street - see Local plan.

7. In the webinar it was claimed that access to the Chatterton Hey site from Exchange Street and Highfield Road would be all right as only 90 houses were involved. However, at the time of Lancashire County Council 's comments the estimated yield from that area, according to the Strategic Housing Land Availability Assessment, was only 70.

8. It would clearly be undesirable for motor traffic resulting from the development to use the existing public footpaths (which are also private vehicular rights of way serving Mushroom House, Chatterton Hey and Alderbottom/Swallows Barn). The masterplan is not clear how estate traffic would be segregated from those footpaths.

#### Community involvement

9. Edenfield Community Neighbourhood Forum has been working over the years to bring forward a Neighbourhood Plan and has involved the community, stakeholders and the local planning authority in the process. The masterplan consultation claims that the scheme will be community- led, although this is hard to reconcile with the fact that local residents are overwhelmingly opposed. If the developers are serious in this claim, they must commit to ensuring that the development will be in accordance with the emerging Edenfield Neighbourhood Plan and its design codes. In the webinar it was stated that the Taylor Wimpey houses would be mainly two-storey but with a few at 2.5 storeys. We are concerned that any houses more than two storeys high would have a seriously detrimental effect on views across the site to the other side of the valley. Those views are part of the distinctive character of the village and are highly valued by the community.



## Green spaces, sports provision, landscaping and biodiversity

10. The new green spaces to be opened up are all located on the western and northern periphery of the consultation site. Apart from these, the masterplan depicts a development that will be a mass

H66 Masterplan Page 12 of 16 ECNF representations January 2023

of, to use the wording of the leaflet, “just bricks and mortar.” There is no provision for green spaces or landscaping with hedgerows within the development.

11. Far from being ‘long-lasting’ as claimed, some of those green spaces will be short-lived if National Highways proceeds with a scheme to widen the A56.

12. It would benefit both existing and new residents if green spaces were provided on the eastern flank of the consultation site. A green buffer on this side would mitigate any clash between the styles of existing and new development.

13. The green space deficiency might be ameliorated to a small degree by keeping open the field between Market Street and Mushroom House. This area could be used for a parking area for the benefit of existing residents whose access to on-street parking is going to be diminished.

14. The consultation website refers to ‘Providing generous areas of public open space and outdoors sports provision’, but, even if the green spaces are included, the open space provision is far from generous and, discounting the locally equipped area of play (LEAP), the outdoor sports provision is non-existent.

15. In the Masterplan layout, the LEAP is poorly located, adjacent to the junction of busy B6527 Market Street and the main site access.

16. We note that the illustration on the website pages between the sections 'Our Proposals' and 'Masterplan' suggests that it will be houses, not a LEAP, in this position. That illustration shows also a path across a grassed area adjoining Market Street and the estate road, but that path is not marked on the masterplan. These inconsistencies immediately cast doubt on the reliability of any of the information provided.

17. In view of the prospective requirements in the Environment Act 2021, the masterplan should demonstrate how the biodiversity value attributable to the development will exceed the pre- development biodiversity value of the onsite habitat by 10%.

18. Cycle route provision is perfunctory. It is not clear what it connects with. It should be included as part of the green spaces and as part of a wider cycle scheme.

19. It is surprising that the sustainable drainage system (SUDS) features so prominently in the consultation, after National Highways has indicated that it is likely to be problematical. The Local Plan expects consideration to be paid to the suitability or not of sustainable drainage systems on the boundary adjoining the A56, but there is nothing in the consultation to show that this has been done.

#### Heritage

20. The paragraph about Heritage in the Virtual Exhibition misrepresents the listed status of Edenfield Parish Church. It is in fact Grade II\* listed, not merely Grade II. We do not agree that it is not visible from the development site or that it is so well screened by existing tree cover that the development would have a negligible impact on its setting.

#### Green Belt

21. The consultation does not state what compensatory improvements will be made in the remaining Green Belt to compensate for the proposed development on former Green Belt land.

Martin Dearden

[REDACTED]

[REDACTED]

[REDACTED]

To whom it may concern

Feedback on Masterplan and Design Code for Edenfield/Market Street

16th January 2022

Name: Dave Webb

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Below is my feedback on the Masterplan and Design Code for Edenfield:

This is not a Masterplan and Design Code for the village of Edenfield it is a masterplan for Taylor Wimpey's (TW) planning application and does not meet the requirements of Rossendale Borough Council (RBC) local plan and on this basis should be rejected.

The inspectors who agreed to the release of greenbelt identified 11 principles which had to be met for the greenbelt to be released, subsequently RBC adopted these in the local plan. The masterplan and design code proposed does not adequately address these principles and consequently should be rejected on this basis.

In summary the reasons for this are: -

- The initial inclusion of Peel logo was dishonest by TW and hence it should have been rejected immediately until all developers had input to the masterplan
- The fact that the developers Peel or Richard Nuttall had no input into the masterplan means that it is not a comprehensive masterplan for Edenfield as was promised in RBC local plan
- It is merely a tick box exercise quoting documents with no substance about how traffic, road infrastructure, facilities, schools etc. are going to be addressed
- Concerns of existing residents are not being adequately addressed – TW quoted having a consultation however this was rushed in the height of summer with no feedback to emails or social media enquiries. I raised questions with them on both email, Facebook and Facebook messenger but with no response
- The masterplan/design code refers to the plan relating to the comprehensive development of the whole site but as mentioned this cannot be the case as all developers have not been involved
- The phasing proposal is inadequate and does not meet the requirement of RBC local plan. The phasing proposal is that TW and Anwyl proceed first with their development with Peel and Richard Nuttall second. This makes assumptions that Peel and Richard Nuttall would be happy to wait, which would seem unlikely with Richard Nuttall already having planning approved, however a judgement cannot be made as they have not been involved in the phasing, Peel particularly stating how they had no involvement in the writing of. Until all developers are involved in the phasing process the masterplan should be rejected otherwise there will be no suitable phasing and Edenfield will be subject to years of chaos, noise and traffic disruption which will have a negative effect on the whole of the village and those that neighbour and commute within the village
- RBC in their local plan promise a traffic assessment for the whole site which demonstrates how all users can safely and suitably access the 4 sites planned for development, the masterplan does not adequately address this and on this basis should be rejected until a safe



traffic plan for the whole site is produced and agreed

- As a resident who lives just off Market Street and has to cross daily the flow of traffic to exit my cul-de-sac, it is already dangerous as visibility is restricted, the increase in traffic will only make this more dangerous
- The masterplan states that improvements to market street need to be made for development of 400 plus houses but does not address what this should be, until this is adequately addressed, presented and agreed the masterplan should be rejected
- The masterplan states that compensatory improvements need to be made but does not adequately address what these are, until these included in the masterplan with sufficient detail the plan should be rejected
- The proposed green play space is inadequate and unsafe. Being at the lower end of the development next to the A56 it will be subject to waterlogging and hence unlikely to be accessible for a significant part of the year. It is also unsafe for young children being directly next to the A56
- The fact that the greenspace is at the edge of the development means that the development is dense rather than broken up by green space, the masterplan should ensure adequate useable green space that reduces density of houses to meet the requirement of RBC local plan and hence until this can be suitably addressed the masterplan should be rejected
- The design code is not in keeping with the current village, it ignores the design code produced by Edenfield Community Neighbourhood Forum in conjunction with RBC, particularly the inclusion of 2.5 storey houses, and should be rejected on this basis
- The masterplan states that there needs to be provision for schools but does not adequately address what this should be, hence until this can be presented and agreed in a more comprehensive masterplan for the whole site involving Lancashire County Council and including all the developers the current masterplan should be rejected

Overall the masterplan omits any mention of arrangements for current residents of Edenfield something that you would expect RBC would require it to take account of.

From an overarching point of view it is expected that masterplan addresses the issues of transport, parking, facilities, noise, pollution, green space, ecology and schools for existing residents as well as the development and hence would ask that RBC take this into account by rejecting the current Masterplan which appears to be done in a tick box approach with no substance and only TW's needs considered until a full comprehensive masterplan can be developed and approved that would go some way to meeting the promises set out by RBC in their local plan and providing reassurance and suitable arrangements for existing residents as well as the development, ensuring that the 11 points upon which the release of Greenbelt was agreed are adequately addressed.

Furthermore it is proposed that on this basis, until a comprehensive masterplan adequately addressing the 11 points detailed in the local plan is produced and agreed, that any planning applications are rejected.

In addition the response above, I would ask that in further considering the future comprehensive masterplan for Edenfield and in deed Rossendale as a whole, consideration be given to the new more recent planning proposals put forward by government and ask that the council reconsider its plans completely for the H66 site and seriously consider Brownfield site development and/or significantly reducing the number of houses proposed on the site, particularly as it is clear from the proposed masterplan that the road and facilities are not sufficient for the size of development being proposed.

Dave Webb

[REDACTED]

[REDACTED]

To whom it may concern

Please accept this email as notification of my objection to the proposed development of the erection of houses in Edenfield.

Edenfield is unable to support the additional traffic these properties would generate. The main road already suffers badly when the bypass is closed and traffic becomes gridlocked. The access point on Market Street will create ridiculous amounts of congestion. There are also not enough schools, doctors or dentists to take on the additional numbers the houses would generate.

I object strongly to the proposed plans:-

Mrs Elizabeth Dalby, [REDACTED]

along with:-

Miss Emma Dalby, [REDACTED] Mr Matthew Dalby, [REDACTED]  
[REDACTED]

Sent from my iPhone

Re Planning Application Taylor Wimpey 2022/0451 West Market St.

We have lived in Edenfield since 1988

We have had numerous small developments over the years that have enhanced the village and made good use of the land.

Except, the Pilgrim Way development were the Horse and Jockey once stood. For some reason this development went ahead with no thoughts of the impact on surrounding properties. These houses are far too high and a complete contrast to those around. The height has completely obliterated any winter sun on the East side of Market St across from the development. Leaving the area dark.

This is the problem. Not much thought goes into what is happening around when developers move in. its always about cramming as many houses in as possible and making as much money from the site

Jake Berry mentioned in recent communication that it was not necessary to build in Edenfield there were other sites available in the Rossendale Valley.

Edenfield is not a Posh little village. Its infrastructure such has Shops, Surgeries, Schools etc is minimal really. It has a main road through with small developments off. The Bypass was built many years ago to scale down the traffic through the village. Its roads and drains are fragile and one can already feel the impact of heavy traffic as the house vibrates during rush hour periods. We are told that there would be no direct access to the Bypass from the development. Therefore at least another 250-500 cars to accommodate. The thoughts of the daily disruptions, noise, vibration and pollution, for years to come, will be too much for some, to bear.

The biggest ruination of this project is the taking away of the open space. People come from all around Rossendale and Bury to enjoy Edenfield. They Mountain bike, cycle, walk and jog and just enjoy the openness and feeling of fresh air away from the towns and cities without having to drive miles to the Lake District Etc... You see the locals admiring the view over to Holcombe on their way to School, Church, shops etc. All ages. Please respect people's health and well-being. This development will affect a lot of people. Not just locals. Once this area is ruined it is ruined forever. There are very few breath-taking views in this area, and they should be preserved for the generations to come.

Please listen and respect the natural land that was given to us ALL, to enjoy.

Thankyou Pat Turck



I wish to lodge my objection to the plan in a whole, traffic wise it's not possible, health care not enough, roads are not suited, schools cannot cater, increased pollution to the area and destruction of local wildlife. Thanks cjwilliams

Sent from my iPad

Hello

We would like to register our objection to the Edenfield Masterplan and Design Codes. We believe that both the Masterplan and the planning application should be rejected for the following reasons:-

Neither the Masterplan nor the planning application meet the requirements of the RBC Local Plan

The Masterplan does not include the whole site as all developers are not represented

Concerns over the phasing/how the development will be built have not been adequately addressed

There is no comprehensive traffic assessment for the whole of Edenfield

The road infrastructure required for development of the whole site is not adequately addressed

The Design Code produced by ECNF with the support of RBC has not been considered

The scale, density and character of the development is not in keeping with the village

Concerns on ecology, drainage and flood risk are not adequately addressed

There is no detail on provision of local services required to supplement the development

Sufficient school places to support the development are not adequately addressed

Concerns regarding the environmental impact are not adequately addressed

Please register this email as two objections.

Regards

Elizabeth Latham

Trevor Latham

██████████  
██████████  
██████████

**RE: Masterplan and Design codes from Taylor Wimpey in association with planning application 2022/0451**

Dear Sirs,

**We strongly object to the Masterplan submitted by Taylor Wimpey alongside their planning application 2022/0451 relating to Land West off Market Street, Edenfield, Lancashire.**

We also wish to agree with all the valid objections made by other concerned residents to this plan. We also have submitted planning objections all of which are relevant to this masterplan and we are therefore repeating them to you in a condensed form.

The proposal to build 238 new houses on land off Market St should be rejected by Rossendale Borough Council due to the following:

The application applies to only part of the H66 site. It cannot be satisfactorily determined without reference to a detailed Master Plan for the whole of the H66 site. **No such Master plan has been submitted.** The document described as 'Master Plan' by Taylor Wimpey, as part of their application, is self evidently no such thing, it is their own glorified version of heaven! Or hell for us residents.

It does not comply with Local Development Plan. Housing Policy H66 in the Rossendale Local Plan 2019-2036 adopted on 15 December 2021 states that development for approximately 400 houses would be supported provided that it meets 11 conditions. This application quite clearly does not comply with many of those conditions and as such the development should not be supported.

It has not considered the design code produced by Edenfield Community Neighbourhood Forum.

**The scale, density and character** of the proposed development would transform the character of Edenfield village and is not in keeping with the existing style of the village. An additional 238 houses will have a negative impact for existing residents particularly in the construction years and then forever after. Would have been far more suitable to use small pockets of land and existing brown field sites to increase housing stock with more inkeeping varied housing than this wholesale affront to the village.

**The scale** is hugely disproportionate in relation to the existing number of dwellings in Edenfield and is far in excess of the Borough's targets.

**Housing density** has been TW's primary concern in their application. Of course more houses means more profit for them. However, that should not be a driving force for development.

**Local services & infrastructure** are already at capacity. Outdoor play areas for children are dated and limited already.

**Doctors**, dentists and other health services are presently inadequate, particularly for those that do not drive such as the elderly. Lack of bus services is also apparent.

**Schools** ; the Master Plan states that there needs to be provision for schools but does not address what this provision should be. Until this can be presented and agreed in a more comprehensive Master Plan for the whole site involving Lancashire County Council and including all the developers, then the current Master Plan should be rejected. Edenfield and Stubbins Primary schools are at capacity. The proposed solution to provide more buildings on some of the playing areas will not only cause significant disruption for the children currently attending these schools, but in the future would mean even less outdoor space and add even more building work in the village.

Where is **the mixed tenure** approach for new local businesses and the inclusion of community space and usable green space?

How the development will be built, construction phasing, including site access and exits, the road infrastructure required for the development of the site and the management of construction traffic are not adequately addressed. **The construction phase of ten years** will bring immeasurable damage regards to noise, construction traffic chaos, dust, pollution and increased CO2 emissions. Not to mention the physical and mental effects on the existing residents. No-one appears to have resolved the issues of access to the site, there is certainly no suitable route for normal traffic into that site, let alone for the heavy duty construction traffic that will be requiring access.

We can see no satisfactory solution with regard to the access points to and from the proposed sites.

**Traffic and transport;** The traffic assessment provided does not take into account properly the traffic in or flowing through Edenfield or consider the impact on the wider local road network.

No solution has been provided to the question of traffic in the village or neighbouring areas that would arise from the development. We already have traffic jams on a regular basis where roads become gridlocked

Market Street and Bury Road Bolton Road West nor Rochdale Road are clearly not capable of taking the level of traffic that the proposed plans would generate. (After all..The bypass was built to relieve the pressure on our roads that resulted from us being a transport HUB of 4 roads joining together )!

There is also going to be extra traffic coming through the village due to the new housing developments being done now between Edenfield and Shuttleworth. The traffic survey commissioned by TW appears to be woefully inadequate, particularly in relation to traffic numbers and accident frequency.

TW's application includes **10 car parking places** alongside the new road into their site. That is to put it mildly, laughable. Bearing in mind that the main road of this village is mainly lined with Victorian terraced houses mostly with no front gardens or driveways, nor any rear entrances or garages and now most of the houses have at least 2 people needing cars for work etc , then where will they go? This is nowhere near enough to provide parking for those on Market St who will lose their on Street parking in the vicinity of the new junction (ghosted right turn). A proper lane/parking area behind those terraced houses is required at the very least.

**Flooding** is already an issue in the Rossendale valley, with climate change inevitably increasing the risks. The land to the west of Market street absorbs significant amounts of rainfall, which has been quite evident in recent weeks in particular. For such large areas to be covered in concrete & tarmac, the impact on surface water run-off will be immense.

Consequently, the *A56 Edenfield bypass* (which already has surface water issues that causes aquaplaning and RTA's regularly), *homes, businesses and farm land to the lower slopes beyond Edenfield*, and beyond to *Irwell Vale, Strongstry, Chatterton and Ramsbottom* will all be put at extreme risk.

Some of these areas are already recognised as Flood Risk Zones, therefore any development in Edenfield will make the problems far worse.

There is a mention of **a spring to the central western part....** no-one has mentioned that a spring from up the hills comes under the recreation



field, indeed it fed the memorial stone water trough on the edge of the field on Exchange St, although it has been dry for some years now probably because some culvert has been blocked further up. It has however been noticeable that the bottom of the recreation field has been much wetter in recent years...co-incidence... I think not. But the same will happen ... build on that land, fill it with concrete and water only has one way to go...down.. so down the hill to bypass and below will get wetter still.

Theres also been little debate re the sewers... a whole argument could be raised re that.

The application shows the proposal of a SUDS in the south west of the site, in very close proximity to the A56 Edenfield bypass. I would strongly question whether such a 'solution' to the inevitable increased surface run off would be sufficient to manage the amounts of water such a development would cause. I would also question the siting of such a facility so close to the A56 cutting from a safety perspective. It is already a fact that sections of the A56 cutting and valley slopes are actively failing, with mitigation measures in place along some stretches.

**Ecology and environmental impact** have not been addressed. The application clearly shows a net loss of green space and habitats. Other people have made comments regards these protected species, namely orchids that are present in these fields, and this needs to be addressed.

The application does not comply with Local Development Plan. Housing Policy H66 in the Rossendale Local Plan 2019-2036 adopted on 15 December 2021 states that development for approximately 400 houses would be supported provided that it meets 11 conditions. This application quite clearly does not comply with many of those conditions and as such the development should not be supported.

**The proposals are contrary to paragraph 130 of the National Planning Policy Framework in most respects.**

In particular, proposed building types/styles employing inappropriate materials which are unattractive and unsympathetic to the local character of the village should not be allowed. TW proposals appear to be have been 'cut and pasted' from previous **urban** developments. We are not Urban. Use of stone type houses would be far more appropriate,

such as types done all over West Yorkshire and with different style/sizes of houses with decent gardens.

**Paragraph 134 of the National Planning Policy emphasises that ‘development that is not well designed should be refused’.**

This application has arisen from a now withdrawn Government directive to increase the volume of available housing. Edenfield is not the place for an urban style development such as this and as such the application should be rejected. Moreover, it is not supported by our MP either.

**Alison Bentley**

**Keith Openshaw**

**Both of:** [REDACTED]

[REDACTED]

Mrs Nicola Hopkins  
Head of Planning  
Rossendale Borough Council

████████████████████  
██  
Your ref: H66 / 2022/0451  
Our ref: MH/RT/KM  
Date: 17 January 2023

[forwardplanning@rossendalebc.gov.uk](mailto:forwardplanning@rossendalebc.gov.uk)

Dear Mrs Hopkins,

**Edenfield Masterplan - Land West of Market Street Edenfield (Allocation H66)  
Masterplan and Design Code**

Thank you for consulting Lancashire County Council on the above planning document. I provide the following comments and hope they are of assistance. The below services have responded and their responses are in the pages that follow.

1. Lead Local Flood Authority
2. Schools Planning
3. Active Travel

I hope that you find these comments valuable and should you wish for further information or clarification on the contents of this letter please contact me at the email address provided. Once again I would like to thank you for the opportunity to respond to this latest consultation and also for the continued cooperation received.

Yours sincerely

████████████████████

Marcus Hudson  
Acting Head of Planning and Environment (Planning and Transportation)



## Lead Local Flood Authority

The Lead Local Flood Authority is a statutory consultee for major developments with surface water drainage, under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Lead Local Flood Authority has the following comments:

### Summary

The submitted masterplan does not meet the expectations of the Lead Local Flood Authority or constitute water-sensitive urban design. The Lead Local Flood Authority does not believe the submitted masterplan complies with Policy ENV9 of the adopted Rossendale Local Plan, the National Planning Policy Framework, the Flood Risk and Coastal Change section of the Planning Practice Guidance or the National Model Design Code.

The detail contained within the masterplan is inadequate and will not enable development that is resistant and resilient to flooding, both now and in the future, nor will it enable the provision of high-quality multifunctional sustainable drainage systems.

### Lead Local Flood Authority Expectations

Strategic masterplan sites present significant opportunities to support sustainable flood-resilient development that better protects both businesses and communities from flooding. When considered from the beginning, they present opportunities for the implementation of high-quality, multifunctional sustainable drainage systems, contributing to the wider blue-green infrastructure of a site and wider environmental targets including biodiversity net gain, as well as enabling flood resistant and flood resilient design.

Early engagement with the Lead Local Flood Authority during the master planning process through our [Planning Advice Service](#) is critical in ensuring these overarching expectations are met.

The Lead Local Flood Authority require relevant policies, guidance and standards for managing surface water flood risk and the design of SuDS, or any future replacements of the following, to be complied with when designing for and managing surface water during the masterplan process:

- [Lancashire SuDS Pro-forma and associated guidance](#) (sets out the requirements and expectations of the Lead Local Flood Authority for SuDS in Lancashire)
- Rossendale Local Plan, relevant Neighbourhood Plans and Supplementary Planning Documents
- [National Planning Policy Framework](#)
- [Planning Practice Guidance](#)
- The [National Model Design Code](#)
- [The SuDS Manual](#) (C753)

## Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD



- Defra [Technical Standards for Sustainable Drainage Systems](#)
- [The natural flood management manual](#) (C802)

Chapter 7 of the SuDS Manual (C753) provides a conceptual overview of the implementation of SuDS during master planning. The masterplan process should take a 'SuDS first' approach, ensuring the protection of existing flow paths, preventing surface water runoff by maximising planting and permeable surfaces, utilising source control to manage runoff close to its source, site-control SuDS to manage surface water across a site through a series of SuDS components and regional control, managing runoff across the whole masterplan area.

Early design consideration is critical to building SuDS into multi-functional spaces and creating a network of SuDS components that manage runoff close to its source, avoiding the need for large storage areas. Designing green spaces with SuDS that work well when both wet and dry can provide valuable community recreational space and blue-green infrastructure. Sports pitches, squares, courtyards, playgrounds, landscapes around buildings, urban parks, green corridors and woodlands are all popular types of open space that can be integrated with SuDS. This has not been achieved in the submitted masterplan, with landscape design principles regarding multifunctional public spaces conflicting with the provision of end-of-pipe attenuation ponds, which are not integrated with the wider development.

The National Model Design Code (N.2.i, N.2.ii and N.2.iii) should also be taken into account in the preparation of the masterplan and sets out how working with water, sustainable drainage and flood risk should be considered early in the master planning process. In addition, paragraph 019 of the Planning Practice Guidance sets out how flood risk should be considered in the preparation of local design codes. The design code should consider how flood risk from all sources, both now and in the future, will affect the design considerations, adopting an avoid–control–mitigate hierarchical approach to addressing flood risk.

### Surface Water Flood Risk

With regards to flood risk, Policy ENV9 of the adopted Rossendale Local Plan States:

*All development proposals will be required to consider and address flood risk from all sources. A sequential approach will be taken and planning permission will only be granted for proposals which would not be subject to unacceptable flood risk, or materially increase the risks elsewhere, and where it is a type of development that is acceptable in a Flood Risk location. Assessment should be informed by consideration of the most up-to-date information on Flood Risk available from the Environment Agency, the Strategic Flood Risk Assessment (SFRA), the Lead Local Flood Risk Authority and the sewage undertaker. Developers will be expected to provide appropriate supporting information to the satisfaction of the Local Planning Authority, such as Flood Risk Assessments for all developments in Flood Zones 2 and 3 and as required by national policy and any local validation requirements. Site-specific mitigation measures should be clearly identified.*



Paragraph 161 of the National Planning Policy Framework requires plans to take "a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by:

- a) *applying the sequential test and then, if necessary, the exception test as set out below;*
- b) *safeguarding land from development that is required, or likely to be required, for current or future flood management;*
- c) *using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding, (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management); and*
- d) *where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations."*

The submitted masterplan provides no assessment of existing and future flood risks and does not seek to direct development to areas at the lowest flood risk, contrary to the National Planning Policy Framework and Planning Practice Guidance. In addition, it does not identify any opportunities to reduce the causes and impacts of flooding, contrary to the National Planning Policy Framework and Planning Practice Guidance. This has not previously been considered within Rossendale's Strategic Flood Risk Assessment as this pre-dates recent and significant updates to the National Planning Policy Framework and Planning Practice Guidance with regard to flood risk and sustainable drainage. All sources of flooding, including from ordinary watercourses, surface water and groundwater must be considered throughout the master planning process to ensure compliance with the above policies.

Specifically, the sloping topography of the allocation results in the generation of multiple surface water flow paths, as shown on the Environment Agencies [Long Term Flood Risk Map](#). The surface water flood risks resulting from these flow paths, both now and in the future taking into account climate change, must be considered in the masterplan as these could affect, or be affected by design considerations, so as not to increase flood risk on or off-site in line with paragraph 167 of the National Planning Policy Framework.

The masterplan fails to provide a clear design code demonstrating how existing and future flood risks have been and will be, considered throughout the allocation. There is no provision of routes to safely manage such flows within the allocation, contrary to paragraph 049 of the Planning Practice Guidance.

The Lead Local Flood Authority strongly advise that the masterplan is revised to include a section on 'water management', examining the natural flow paths, watercourses, flood risks and catchments, ensuring these are protected throughout the masterplan process to ensure no increase in flood risk and that multi-functional SuDS and opportunities to utilise Natural Flood Management techniques are maximised.



## Watercourses

Existing watercourses should be protected and, where appropriate, enhanced through the site layout, for example, naturalization, de-culverting, and the creation of riparian habitats. The culverting of any ordinary watercourses should be avoided. [Consent](#) applications to culvert an existing open ordinary watercourse will generally be refused by the Lead Local Flood Authority.

Throughout the masterplan process, it is critical to consider the future ownership of and access to any on-site watercourses. The site layout must provide safe access to all on-site watercourses for maintenance purposes. No development should occur within 8 metres from the bank top of any ordinary watercourse to achieve this. This includes the construction of structures such as walls and fences and any activity during the construction phases of development.

It will not be acceptable for watercourses to be subject to maintenance regimes associated with fragmented riparian ownership. Applicants must demonstrate that on-site watercourses are subject to a clear and coordinated management and maintenance regime after development is completed, with riparian owners clearly notified of their ordinary watercourse responsibilities. Opportunities should be taken throughout the master planning process to integrate ordinary watercourses into the urban design, creating multifunctional open spaces where riparian owners feel connected to the water environment.

Failure to provide appropriate access and maintenance arrangements for both riparian owners and future maintenance contractors for ordinary watercourses can increase flood risk over the lifetime of the development, contrary to the National Planning Policy Framework.

## Surface Water Sustainable Drainage Systems

With regards to sustainable drainage systems, Policy ENV9 of the adopted Rossendale Local Plan States:

*All development proposals will be required to manage surface water as part of the development in the following order of priority:*

- *An adequate soakaway or some other form of infiltration system.*
- *An attenuated discharge to surface water body.*
- *An attenuated discharge to public surface water sewer, highway drain or another drainage system.*
- *An attenuated discharge to public combined sewer.*

*Applicants wishing to discharge surface water to a public sewer will need to submit clear evidence demonstrating why alternative options are not available. The expectation will be for only foul flows to communicate with the public sewer.*

*On greenfield sites, applicants will be expected to demonstrate that the current natural discharge solution from a site is at least mimicked...*



*Development proposals will be required to incorporate sustainable drainage systems and consider surface water management early in the design process. Applicants will need to consider what contribution landscaping proposals (hard and soft) can make to reducing surface water discharge. Development proposals will be expected to maximise the use of permeable surfaces / areas of soft landscaping, and the use of Green Infrastructure as potential sources of storage for surface water run-off. The proposed drainage measures should fully integrate with the design of the development and priority should be given to multi-functional sustainable drainage systems SuDS (as opposed to underground tanked storage systems), which contribute to amenity, biodiversity and water quality, as well as overall climate change mitigation.*

*Alternatives to multi-functional level SuDS will only be permitted where it is demonstrated that they are impractical or there are other exceptional circumstances. Applicants will need to submit clear evidence when multi-functional sustainable drainage features are not proposed.*

SuDS are defined by paragraph 055 of the Planning Practice Guidance as systems that are designed to control surface water run-off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. They provide benefits for water quantity, water quality, biodiversity and amenity. Multifunctional SuDS, as required by the above Policy ENV9, are defined by paragraph 055 as delivering a wider range of additional biodiversity net gains beyond water quantity, water quality, amenity and biodiversity. The [SuDS Pro-forma](#) assists with providing appropriate evidence to ensure compliance with these policies and guidance.

### SuDS Design Principles

The submitted masterplan fails to define clear design principles for the provision of SuDS. It does, however, set out the provision of indicative SuDS basins/ponds along the western boundary of the site and the associated landscape design principle "*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*". These end-of-pipe solutions do not deliver source control or multifunctional benefits, and, while managing surface water quantity at a site scale, are not part of a wider, multifunctional SuDS and, therefore, can be considered contrary to Policy ENV9. The SuDS must be integrated throughout the development to promote biodiversity and wider environmental net gains, generating the wider multifunctional benefits required through Policy ENV9.

The masterplan should set out clear design codes for the provision of high-quality, multifunctional sustainable drainage systems which integrate with the wider blue-green infrastructure of the allocation, in line with Policy ENV9 and the Planning Practice Guidance. For example, in line with Policy ENV9, maximising opportunities for infiltration of surface water through the replacement of impermeable surfaces with permeable surfaces and maximising opportunities for planting and vegetated areas, in preference to engineered surfaces, to increase evapotranspiration and provide improvements for biodiversity and wider natural capital benefits. Above-ground



conveyance SuDS such as swales should also be used to convey surface water to the attenuation components while providing a treatment train to provide benefits for water quality in line with Policy ENV9. Reliance on underground piped solutions should be minimised to maximise these multifunctional benefits and reduce future maintenance costs. Chapter 8.4 of the SuDS Manual (C753) provides guidance on designing SuDS for steep sites. The Lead Local Flood Authority do not consider topography, or lack of space, as sufficient reasons for discounting the use of above-ground multifunctional SuDS components on sloping sites.

The masterplan should set out a source control > site control > regional control approach to managing surface water, with clear design codes setting out the SuDS components, deemed acceptable for the allocation. This will also ensure the continuity of SuDS design and place-making across the different sites in the allocation. In addition, the 'surface materials' should promote permeable paving for all private driveways to deliver source control, in line with the Planning Practice Guidance and Policy ENV9.

### Discharge Points

In line with Policy ENV9, the [SuDS Pro-forma](#), building regulations and the Planning Practice Guidance, the Lead Local Flood Authority require surface water to be managed according to the following hierarchy:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Developments are expected to incorporate interception and source control as part of the SuDS design throughout the hierarchy, with minimal surface water discharged from the site for the 100% (1 in 1 year) annual exceedance probability event. For many developments, a hybrid approach will be appropriate, with rainwater harvesting and infiltration incorporated into the SuDS design wherever possible and used alongside or in addition to other SuDS components, for example, to deliver Interception and source control.

Highway drainage is also an important consideration and early engagement with the highway authorities (Lancashire County Council and National Highways) is critical to ensuring compliance with adoption standards as well as flood risk and water management requirements.

The submitted masterplan does not identify discharge points for surface water, and, therefore, it cannot be assumed that the SuDS ponds have been located appropriately. In addition, the location of such large volumes of water next to the highway presents a significant residual risk that must be addressed through any associated planning application. While it is unlikely at this stage that the on-site ground conditions have been established for infiltration, the masterplan should provide provision for this to ensure all development is in accordance with the above hierarchy.

### Existing Hydrological Characteristics



As discussed in 'Surface Water Flood Risks' above, the submitted masterplan provides no assessment of the existing hydrological characteristics, including existing flood risks, catchments and flow paths. It is critical that these existing characteristics are identified and mapped so that they are protected throughout the masterplan process, as per section 7.5.1 of the SuDS Manual (C753) and integrated with the SuDS and wider blue-green infrastructure of the site to provide multifunctional benefits and reduce the causes and impacts of flooding, in line with the National Planning Policy Framework and Policy ENV9. Opportunities should also be taken to utilise Natural Flood Management techniques wherever appropriate.

As the allocation contains multiple catchments and flow paths from outside of the boundary, it is critical that these are protected. This will help ensure flood risk is not increased, in line with the National Planning Policy Framework.

### Maintenance & Adoption

The submitted masterplan fails to consider future maintenance and adoption of the proposed SuDS, contrary to the National Planning Policy Framework. It is critical that in-perpetuity maintenance of the SuDS is considered from the outset, to ensure the SuDS are subject to a clear maintenance regime with appropriate easements and to ensure components are designed to the standards of adopting bodies, including those of the Water and Sewerage Company and Local Highway Authority. Where the SuDS is not offered for adoption, or only partly adopted, a Section 106 agreement secured in agreement with the Local Planning Authority, should be entered into prior to the grant of any planning permission.

### Phasing

With regards to phasing, Policy ENV9 of the adopted Rossendale Local Plan States:

*Any development proposal which is part of a wider development / allocation will be required to demonstrate how the site delivers foul and surface water drainage as part of a wider, holistic strategy which co-ordinates development and infrastructure between phases, whilst having regard to interconnecting phases. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should ensure a proliferation of pumping stations is avoided on a phased development.*

The masterplan contains no detail on the phasing of the proposed SuDS and, therefore, it cannot be assumed that Policy ENV9 has been complied with. The masterplan should identify any coordination of SuDS that is required between parcels as part of a regional system and ensure the SuDS remains integrated with the wider blue-green infrastructure of the allocation. It is important that phasing is also considered for the construction phase, to ensure the construction of the development does not pose an undue surface water flood risk on-site or elsewhere.

The phasing arrangements should allow for an overall and integrated approach to SuDS across the separate parcels in the allocation. However, should an integrated approach between individual developers not be successful, individual parcels must



meet the requirements of relevant national and local policies, guidance and standards and any agreed masterplan.

### What This Response Does Not Cover

This response does not cover highway drainage, matters pertaining to highway adoption (s38 Highways Act 1980) and/or off-site highway works (s278 Highways Act 1980). Should the applicant intend to install any sustainable drainage systems under or within close proximity to a public road network (existing or proposed), then they would need to separately discuss the use and suitability of those systems with the relevant highway authority.

### **Schools Planning Team**

The draft Masterplan identifies the following requirements for education at paragraph 9, as per the Local Plan allocation:

*'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 National Planning Policy Framework.'*

#### Primary

The Edenfield strategic site is not included within the County Council's current 0–5 year forecasts, however, these forecasts (updated Autumn 2022) already project a shortfall of primary places in the Ramsbottom primary planning area from 2025/26, without the inclusion of Edenfield. Therefore, Edenfield is expected to generate a need for additional primary places.

#### **Assuming a 4-bedroom pupil yield the following pupil need is projected: Primary - 152 places.**

As part of the Local Plan engagement process the County Council identified a potential need for additional places in the Ramsbottom primary planning area, projected to result from the proposed 400 dwelling development at Edenfield.

The draft Masterplan does not clarify how additional land at Edenfield Primary or Stubbins Primary School will be secured or provided. The County Council would require any additional land to be transferred at nil cost. We recently obtained Counsel guidance that advised that the funding mechanism for both construction contributions and provision of school land should be addressed within the Masterplan. Without confirmation of the mechanism for the provision of the required school land it is not clear that a development is sustainable.

The Schools Planning Team is in the process of engaging with Edenfield Primary School and their diocese, Manchester Church of England Diocese, to enquire about

interest in expansion. Should Edenfield Primary not be interested in expansion we will approach Stubbins Primary School.

With regards to the potential expansion of Edenfield Primary School, we would like to make you aware of engagement between the developer and the school. The County Council understands that the school has been approached about being provided with some additional land for car parking/an outside classroom.

**I would be pleased if the developers could clarify that any arrangement between the developers and the school would be separate to the developer contributions required by any forthcoming planning approval for education that would be sought by the County Council.**

### Secondary

The Autumn 2022 five-year pupil projections identify a shortfall of secondary places from 2025/26, and at this time the impact of Edenfield has not been included, with Edenfield expected to come forward in years 6 to 10. Therefore, this development is expected to generate the need for additional places, to be delivered through developer contributions and school expansion.

**Based on a 4-bedroom pupil yield the following additional place need has been identified: Secondary - 60 places**

### **Active Travel**

On Page 10 of the Masterplan document there are 6 key aims set out including '*Maximise opportunities for improved pedestrian and cycle connectivity through the site*'. In its current form there seem to be several areas where these opportunities are not maximised and active travel provision through the site could potentially be improved.

### Relationship of the masterplan to national policy and guidance

Local Transport Note 1/20 (Cycle Infrastructure Design) (2020) (LTN120) and Gear Change - A bold vision for cycling and walking are the applicable key national documents. Reference should also be made to the current National Planning Policy Framework in particular paragraphs 92(c), 104(c) and 106. Both the National Planning Policy Framework and LTN120 are quite explicit in the need to provide cycling and walking infrastructure as standard within new developments:

Within Chapter 4 of the Masterplan referring to 'Movement' the street typologies and design standards are set out and there does not appear to be any specific cycling provision proposed even though this is a significant development of approximately 400 dwellings. Table 4.1 which sets out the street parameters and the following diagrams show only 2m wide footways either side of the access roads through the development. This does not meet the requirements of Gear Change:

1. Within Chapter 4, the masterplan states: '*The site benefits from excellent pedestrian connectivity into Edenfield and its wider setting via the established*

*network of PROW routes.'* This statement is not strictly correct and it is our opinion that there is currently a poor pedestrian/cycling experience in streets within immediate locality with particular issues along Market Street as evidenced by the Google Street View images 1-6 that are attached to this response.

2. Another main concern is the lack of description around the 'indicative pedestrian/cycling routes', shown in orange on the map. Table 4.1, nor any other part of Chapter 4 references these routes in sufficient detail in relation to form or typology. There should therefore be a new row in Table 4.1 under the 'Street dimensions and character' heading, with specific reference to this path type. 'Cycleway' infrastructure should be viewed equally in the same way as carriageway or footway infrastructure, so should be included in this table.

*'14.3.12 Cycling facilities should be regarded as an essential component of the site access and any off-site highway improvements that may be necessary. Developments that do not adequately make provision for cycling in their transport proposals should not be approved. This may include some off-site improvements along existing highways that serve the development.'* – LTN120, p156)

*Any cycle routes proposed within the Masterplan also need to meet the key design principles set out in LTN 1/20 including:*

#### Design Principle 2

*'Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.'*

Given the significant size of the development of around 400 dwellings; to meet the above requirements of LTN 1/20, ideally a segregated cycle route at least 3m wide should be provided alongside the length of the secondary access roads through the development. If this is not possible, as a minimum one of the footways should be widened to at least 4m and a shared use facility created for pedestrians and cyclists to segregate them from the highway and vehicular traffic.

3. As referenced in Chapter 4 of the Masterplan, the site is served by several rights of way that cross the site generally in an east -west direction and they help to link Edenfield to several settlements along the River Irwell Valley by providing crossing points for pedestrians and cyclists across the A56. However, with the exception of using the existing footways on Market Street (or the carriageway for cyclists) there is no identifiable north-south 'Greenway' active travel route in the area.



Creating a north - south route through the site will help to connect the 3 different phases of the H66 housing allocation by means of travel other than the car and provide a safe alternative to using Market Street which is a busy main road and will become busier when the development is completed. Securing this route will also help increase the permeability of the development by connecting it to the Woodlands Road/Eden Avenue residential area to the south and the Esk Avenue/Moorland View area to the north.

If a north -south route for pedestrians and cyclists separated from vehicles can't be secured through the centre of the site adjacent to the secondary and tertiary access roads (see comments above), then the 'greenway' route identified by the dotted orange line in Figure 2.1 of the Masterplan should be delivered as part of the development of the site. In line with LTN1/20 then ideally this route should have segregated cycle and pedestrian use with a minimum 3m wide cycleway and 2m wide footway. If this isn't feasible then a shared use path 4m wide should be provided to meet the standards set out in Section 6.5 of LTN1/20. There is also equestrian use in the use in the area so consideration should be given to the type of surfacing on this route, potentially using flexible surfacing that has been used on other similar greenway routes in Rossendale including the nearby section of National Cycle Route 6 immediately north of Lumb Viaduct.

The greenway route identified in Figure 2.1 is to be welcomed and ideally should be developed in line with the standards set out above. In its current form as indicated by a dotted line on the plan, there is a lack of information regarding the nature of this route and further clarification is sought on the following issues :

- Is a 3m path next to the highway anticipated?
  - Could the street itself be perfectly safe to cycle along if volumes and speeds are suitably low enough?
  - Can the use of materials and traffic calming be used to help create such a route? (*'All streets should... Integrate appropriate traffic calming features to maintain appropriate vehicle speeds' – p51 of the Masterplan*) Or,
  - Should the cycle route be specific to cyclists/wheelists – separated from pedestrians?
4. Creation of the greenway access route shown on the Masterplan diagram will provide a useful multi user route around the western edge of the Taylor Wimpey phase of the development but the value of this route would be enhanced further if this was connected to the south towards the proposed access point to Woodlands Avenue and to the north to the boundary of the Taylor Wimpey site so a future connection can be made to Church Lane and then subsequently to the Peel L&P and Richard Nuttall phases of the site. This would eventually connect to Blackburn Road where cyclists and pedestrians could then use existing rights of way or Blackburn Road/Burnley Road to head north towards Helmshore and Rawtenstall. A plan showing the potential extensions to the greenway route (in the dashed purple lines) is attached above.

The Rawtenstall to Edenfield corridor is also identified as a priority in the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) as it has high levels of cycling for Rossendale and it connects to trip generators including significant employment areas and retail centres at either end in Rawtenstall and to the south towards Stubbins and Ramsbottom. However, the main existing north – south route is along Market Street through Edenfield isn't ideal for cyclists as it is a busy A road, narrow in places and has lots of parked cars so there isn't a great deal of potential to create segregated cycle facilities. As a consequence, a north – south route through the development as proposed in the Masterplan and set out above would help to deliver this priority route identified in the LCWIP

5. Following on from the above comments, Fig 4.3 Tertiary street cross section on p53 seems to indicate a shared cycle route with a 3.5m width. If that's the case, why would it be included within Table 4.1? If it is purely indicative, we would like to indicate a min width of 4m.

On p53 of the Masterplan there is a section on Junction design and built form response. 'Diagram #2: Crossroads', states, 'buildings should hold each corner with animation to both street-side elevations. Raised tables should use a change in surface material.' We welcome the addition of raised tables at junctions as shown in Diagrams 2 and 3. Some examples attached (Illustrations document).

6. Along the North-South Greenway route, the proposed highway/road appears to be broken up by a series of gaps. We welcome this form of layout, but only if such gaps are still made accessible for all non-motorised users. Intrusive/obstructive barriers must be avoided at all costs. Cycling routes must be allowed to flow unimpeded. Conflict with pedestrians should be avoided from the outset, as outlined below. Dropped kerbs and crossings must be on desire lines. Any deviations cannot be accepted, especially if the development is designed in such a way that traffic speeds cannot exceed 20mph, which it is, as per Table 4.1.

#### Further comments

- Attached map showing where we expect to see off-site PRoW improvements. Church Lane, with its current BW status, probably taking precedence as a key link down to Irwell (NCR6) and north to Blackburn Road. The southern footpath, if improved and upgraded to Bridleway status would also provide an excellent link onto Sustrans NCR6. But neither the Phasing or Summary of Codes include any references to Public Rights of Way improvements.
- There is very little synergy with external infrastructure outside of the site, as illustrated by the lack of connectivity between sites 1a and 2b (Church Lane). The masterplan needs to better take into account the easy opportunities to improve connectivity with each 'phase/plot', as well as with Irwell, NCR6 and Edenfield itself.





- The junction of Burnley Road / Blackburn Road is a great opportunity to upgrade a really poor junction for peds. Right outside a primary school, there is no push button facility here. Even if traffic is sufficiently low enough to not warrant such a provision there is much that can be done here to improve the pedestrian environment. Furthermore, accessibility to bus stops is given very little mention within the masterplan (*'The development will use existing and proposed pedestrian routes to provide convenient access to the network'*). There is no reference to crossing points along Market Street to access southbound bus services. I attach a map showing where one such crossing could be installed, near to a SB bus stop. This something to be considered as part of the S106 agreement discussion.



**Active Travel illustrations**



Market Street 1



Market Street 2



Market Street 3



Market Street 4



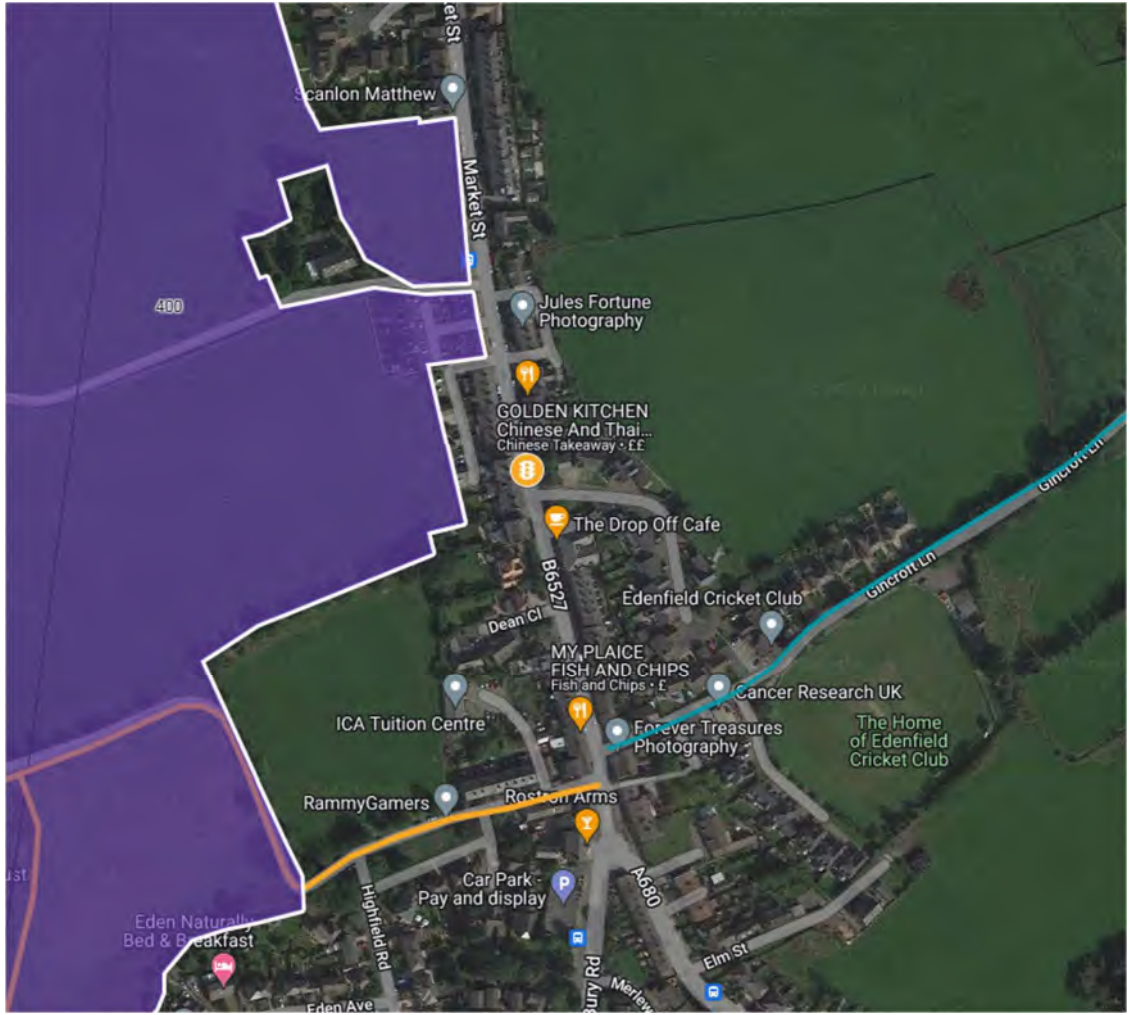
Market Street 5



Market Street 6






Market Street Crossing





Public Rights of Ways and proposed indicative extension to greenway route (shown in purple dashed lines)



<p>Speed Table</p>	
<p>Speed Table Across Whole Junction</p>	
<p>Speed Table Poundbury</p>	



## OBJECTION TO EDENFIELD MASTERPLAN AND DESIGN CODE

### To: Forward Planning Team at Rossendale Council

My objections and comments on the Masterplan and Design code (the document) are set out below. Had I had more time I may have had more but I wanted to get some of my concerns to you before the deadline expired. I apologise for the numbering which is designed to cross reference with the document but hopefully the points I have made can be understood. I suspect there may be many I have missed which with more scrutiny of the document I may have picked up but which you and others will hopefully have picked up, far better than I can.

#### General comment

Any masterplan and design code for H66 should have been produced in collaboration with any landowner proposing to develop land within H66. Peel have required any reference to themselves to be taken off the document, which also misrepresents who owns what in respect of land north of the development, of which I understand the Planners have already been made aware. The document also places a play area on part of this land, which is land outside TW's control and not agreed, further evidence that the document has not been produced in collaboration with other landowners.

Nowhere in the document is the word Horse mentioned, despite Edenfield being home to many horses., as well as being a through route for them. eg p 11, 'Maximise opportunities for improved pedestrian and cycle connectivity through the site'.

#### Specific comments

page 15 of the document

Claims that 'the Masterplan proposals presented within this document consistently follow the principles set out in the NPPF'

Not true. Para 130 NPPF states that **Developments will function well and add to the overall quality of the area...**

There is no justification anywhere in the document as to how building 238 houses in the centre of a small one road in and out rural village will add to the overall quality of the area.

page 17 of the document

Policy H66 states that Development for approximately 400 houses would be supported **provided that** (my emphases in bold)

1. The comprehensive development of the **entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing.**

This document is not agreed by the landowners and therefore **falls** at the first hurdle and should be refused by the Council.

2. Development is implemented in accordance with an **agreed design code - again** it falls at the first hurdle as there is no agreed design code.

3. Any Transport assessment must cover the site - ie all of H66, not just TW's development, so **again it fails**

(ii) Measures to assist pedestrian and vulnerable road users **will be required - again it fails** as it does not address the needs of horse, their riders, and horse drawn carriages, who are vulnerable road users.

7. Compensatory improvements **must be** provided to the Green Belt land in proximity of the site in accordance with policy SD4 - again it fails as there is no mention of such improvements.

8. ....Land stability and protecting the A56 - **again it fails** as sufficient consideration has not been paid to this important connective route.

9....Addresses the educational needs of the local primary schools - **again it fails** as these have not been been addressed.

Thankyou for giving the opportunity to comment, and if it is possible to do so further as I get to understand more of what is happening, I would welcome the opportunity to do so.

Yours sincerely

Mrs Aileen Johnson

[REDACTED]

[REDACTED]

I wish to object to the proposed application: Planning Application 2022/0451, Edenfield Master Plan

The irony is not lost when I say it took 40 minutes to get from Townsendfold to Edenfield Primary School this morning because the traffic was horrendous. A car accident on the motorway, a set of temporary lights in Edenfield, a perfect storm that really makes the idea of adding hundreds of new homes to our already bottlenecked village almost laughable.

Unfortunately it isn't laughable, my children and I have a horrible sinking feeling that our beautiful green surroundings will soon be filled with housing estates. The situation is depressing all of us, it's such an awful idea. Most days we walk to school and appreciate how clean the air, we stretch our eyes across the fields and we enjoy spotting the local wildlife. We then struggle to cross an already busy road and often have to leap into traffic to stop speeding vehicles killing our children, or, alternatively we drive to school and struggle to park nearby and get sworn at by aggressive, already stressed commuters. My elderly Father enjoys his daily walks and voluntarily collects rubbish that has been launched out of passing cars on Bury Rd, every day his rubbish bag is full. This is our current situation, what will happen when the population grows? Is there a plan? My Dad won't be picking up the litter and reporting the fly tipping forever. What is the strategy to balance increased numbers of children crossing increasingly busy roads?

The people of Edenfield live in a somewhat idyllic pocket of Britain, wedged between bigger towns. The green is good for us, people hike to see it, it's a special thing and increasingly rare thing. A ribbon-development, a historical village perfect for Geography students everywhere. We shouldn't sacrifice this.

We don't have the infrastructure to support 250+ new cars. We don't have the infrastructure to support 250+ new children. Our swimming classes are so full that a whole generation of children are seemingly sat on a waiting list. The high schools are full to bursting, what is the plan? Add extra classes? Put our children into huge battery-farm high schools? Statistically, bigger high schools result in higher rates of drug use. There are no GP appointments. Are there enough teachers? There are no dental facilities. Is there a plan? I can't see any positives; this is going to make our community suffer.

Public transport in Rossendale is unaffordable and unreliable, if you need to commute into Manchester you have no option but to drive either to Bury or all the way into Manchester because the roads are so congested it could take 2 hours on the bus to reach your destination. I can't even imagine what the plan is to protect our journey times when you add 200+ cars and 200+ commuters into the mix. Is there a plan? This will negatively impact our air quality and lower our standard of living.

The local paper says Jake Berry is taking a stand against this development, Michael Gove has dropped the mandatory housebuilding targets. This whole debacle was created by the Conservative government, and now the public are turning against the Labour council because they're the only people pushing this idea that absolutely nobody wants. I feel that whoever approves this development will struggle to be elected again.

I haven't met a single Rossendale resident who backs this. After years of perma-crisis with Covid and the upcoming recession, I feel it's particularly cruel to push this development on a village already suffering from a level of PTSD. We need a period of calm to regroup and gather strength, this is going to bring so much unnecessary stress to the community. People are fired up about this. Please do not allow this development to go ahead.

Abi Cadogan

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## **Objection by Ian and Barbara Lord to the Masterplan & Design Code for Allocation H66 submitted by Taylor Wimpey and Anwyl Land**

### **Overview**

The Masterplan and Design Code (MDC) purports to relate to all of the land west of Market Street identified as allocation H66 in the Rossendale Local. However, it has been produced by Taylor Wimpey (TW) and Anwyl Land (AL) without the involvement of the owners of 19% of the site, Peel L & P and Richard Nuttall. The MDC should be rejected for this reason if for no other.

The original MDC (version 7) submitted for consultation gave the impression that Peel L & P had input which in fact they had not. The revised MDC dated 30<sup>th</sup> November 2022 (version 8) corrected this but the document was little changed and was presented in such a way to give the impression that it related to all of H66. This throws great doubt on the credibility and integrity of the presenters, in particular TW, as it supports their planning application 2022/0451. Consequently, the credibility of planning application 2022/0451 is also questionable.

### **Stakeholder engagement**

Page 19 of the MDC states that the Design Code “has been developed in consultation with the LPA and local stakeholders” which is simply untrue. Local resident groups the Edenfield Community Neighbourhood Forum (ECNF) and the Edenfield Village Residents Association have not been engaged. Furthermore, the public consultation over only a two week period in June 2022 without any onsite event was inadequate to say the least. This consultation excluded the owners of 19% of the site.

See below under “Design Code” for further comments on how the views of residents have been ignored.

### **Masterplan**

The Masterplan in the submission document appears to consist of one page (number 39) which is a broad plan of the site. Surely a masterplan should also include the impact on the village and even the wider area. This would include traffic, environment and local services and facilities. The masterplan for H66 as required by the Local Plan was surely envisaged to be far more substantial than that presented here. We object to the Masterplan on the grounds that it is totally inadequate.

### **Design Code**

Working with AECOM, one of the leading Neighbourhood Planning consulting firms, ECNF prepared a draft 68 page Design Code as part of it’s Neighbourhood Plan. This involved significant consultation with residents over three years. It was made available to TW and AL in June 2022 at a time when they were engaged in a consultation with residents. TW note the following in their Planning Statement accompanying Planning Application 2022/0451:



*We note that the Edenfield Neighbourhood Community Forum (ECNF) have prepared their own Draft Design Code for the wider village (produced by AECOM), which is intended to be published alongside the emerging Neighbourhood Plan. We were made aware of this document through engagement with the ECNF during early 2019; however, the document was only formally shared with us in late June 2022, and as such have had limited time to review and integrate it with our own work.*

The Forum Design Code was a perfect opportunity for TW to take into account the views of the residents at a time that they were supposedly consulting with them but they decided to ignore it. Clearly TW have no interest in taking into account the views of residents.

ECNF's Design Code is far superior in presentation, content and community involvement to that submitted by TW and AL. Consequently, we consider that further comment on the (very limited) detail of the latter is unnecessary.

### **Phasing**

Phasing must be an important part of the masterplan particularly when a development of 400 houses (plus allocations for another 56 houses) will increase the size of the village of which it is part of by nearly 50%. The impact on local infrastructure and services is enormous so it is crucial that the timing for both H66 overall and each site separately is planned in detail to ensure that they are not overwhelmed.

The table on page 71 indicates that the TW site will be developed first and the AL site second with the other two sites following. However, the owners of these sites have not had any input to the submission, may disagree and may choose to bring their sites forward for development earlier. The phasing of H66 and also each site within it must be agreed before any planning applications can be considered. If this is not done the village could experience chaos for anything up to fifteen years whilst H66 is developed.

**Ian and Barbara Lord**

████████████████████  
████████████████████  
████████████████████

**16<sup>th</sup> January 2023**

Pat Cadogan

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear Sir or Madame,

As the grandparent of two pupils at Edenfield CE Primary School I travel to and through Edenfield Village at least twice a day and my experiences are prompting me to object strongly to the proposed Edenfield Master Plan.

Traffic congestion, lack of parking space and insufficient provision of pedestrian crossings are currently pressing problems in need of a solution. Building over 250 new homes will surely exacerbate the situation. I have witnessed near accidents as parents and children attempt to cross the busy junction outside school and know how risky it feels guiding children to safety as parents with prams and those with limited mobility face the nightmare of manoeuvring past each other on narrow pavements.

Increased traffic will also result in increased air pollution. More car engines ticking over outside the school windows seems a retrograde step.

Edenfield School is a popular school which serves the community well but it, like other aspects of vital infrastructure, will not be able to accommodate the demand created by increasing the village's housing stock by nearly a third. Doctors, dentists, shops - all will be a car journey away.

I am also very concerned that the character of the village will be destroyed by the addition of a massive cluster of housing - hardly in keeping with the ribbon development seen at present.

P.M. Cadogan

Dear Sir/Madam

Application ref: Rossendale Borough Council - Edenfield Masterplan Consultation  
Our ref: 415995

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on [gov.uk](https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice) at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Yours faithfully  
Nicholas Armstrong

Nicholas Armstrong  
Planning Adviser  
Cheshire, Greater Manchester, Merseyside & Lancashire Area  
Natural England  
2nd floor, Arndale House, Manchester Arndale  
Manchester, M4 3AQ



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Dear Sirs,

I write to object to the Edenfield Masterplan in the strongest possible terms.

My family are in the process of purchasing [REDACTED] in Edenfield which is enveloped on all sides by the proposed Masterplan. The house we are buying was built in 1830 and is in danger of damage by constant procession of trucks and plant required for the Masterplan.

Our move, with our two small children, is likely to be severely tarnished by the Masterplan and potentially years of building and disruption. The increased demand for services simply hasn't been adequately considered nor has the increased congestion and traffic.

People move to Ramsbottom and Edenfield for the countryside and fresh air. This is all going to be ruined by this monstrosity of a so called Masterplan.

The impact on schools and school places has not been properly considered. The schools are already over subscribed and increasing Edenfield Primary by 1.5x is simply not sufficient.

I reiterate that we strongly oppose the Masterplan.

Kind regards,

Daniel and Belinda Rourke  
[REDACTED]  
[REDACTED]



I am writing to object to the Taylor Wimpey planning application 2022/0451 'Masterplan and Design code'. My contribution for what it's worth:

1. All developers are not represented in the proposal. Masterplan and planning application do not meet the requirements of RBC.
2. Infrastructure of the village is very basic one minor road A road through the village is not sufficient to comply with the demand of heavy vehicles and increased volume of wagons, temporary traffic lights, etc which will be essential requirement to create this housing estate. As a resident of Market St I see it already regularly blocked due to increased transport when the bypass is closed or comes to a standstill. The bottle nose affect of diverted traffic leads to delays causing pollution and accidents to parked cars. The 3-way temporary traffic lights currently at the roundabout outside the Rostrons Arms coupled with an accident on the bypass have caused major delays only this morning. Are we to accept this kind of prospect as the new norm? Although I might add the lights have gone and we are back to 50mh (another issue).
3. Lack of local amenities to support a housing estate of this size. Schools, supermarkets, etc.
4. Poor infrastructure of the area mainly roads and access would have a massive impact for emergency services.
5. Access to the site while in development and ongoing. The problems that have been outlined by all objections I can only concur the impact on existing residents over the next 10 years has not been addressed seriously. Everyday lives of existing residents should be paramount and taken seriously in any proposal of this magnitude. From parking issues to getting to work, school on time really needs serious consideration as the impact on mental health is huge a serious consequence and a massive consideration conveniently overlooked by developers.
6. Wildlife flora and fauna. Totally dismissed in favour of manufactured and developed 'green spaces'. A disastrous prospect that deer, owls, foxes, and many other creatures, birds and trees will be forced from their natural habitat in favour of perceived 'Progress.' You only have to walk 5 mins up on the moor like us respectful human dwellers of this village have done for epochs to experience green spaces.
7. House building targets have been scrapped by the Conservative government Dec 2022.

We really should be preserving areas of beauty and valuing them as important factors for our health and well-being, and I believe Edenfield to be an area that seriously warrants that even more so after our experiences with covid. You must consider the name of somewhere and this is the vale of Eden correctly named, please can we value that!

Yours faithfully

Mel Read

██████████  
██████████  
██████████  
██████████

Sent from [Mail](#) for Windows



By email only: [forwardplanning@rossendalebc.gov.uk](mailto:forwardplanning@rossendalebc.gov.uk)

Forward Planning Team  
Rossendale Borough Council  
Business Centre  
Futures Park  
Bacup  
OL13 OBB

**Your ref:**  
**Our ref:**  
**Date:** 17-JAN-23

Dear Sir / Madam

**ROSSENDALE BOROUGH COUNCIL – LAND WEST OF MARKET ST, EDENFIELD (H66) - MASTERPLAN & DESIGN CODE – CONSULTATION DRAFT**

Thank you for your consultation seeking the views of United Utilities Water Limited (U UW) as part of the above Masterplan and Design Code consultation. U UW wishes to build a strong partnership with all local planning authorities (LPAs) to aid sustainable development and growth within its area of operation. We aim to proactively identify future development needs and share our information. This helps:

- ensure a strong connection between development and infrastructure planning;
- deliver sound planning strategies; and
- inform our future infrastructure investment submissions for determination by our regulator.

We encourage you to direct developers to our **free pre-application service** to discuss their schemes and highlight any potential issues by contacting:

Developer Services – Wastewater  
Tel: 03456 723 723  
Email: [WastewaterDeveloperServices@uuplc.co.uk](mailto:WastewaterDeveloperServices@uuplc.co.uk)

Developer Services – Water  
Tel: 0345 072 6067  
Email: [DeveloperServicesWater@uuplc.co.uk](mailto:DeveloperServicesWater@uuplc.co.uk)

## Our Assets

It is important to outline the need for our assets to be fully considered in development proposals.

UUW will not allow building over or in close proximity to a water main.

UUW will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances.

**We wish to highlight that there is a public combined sewer that passes through the northern tip of the site which is not identified as a constraint requiring further consideration in the preparation of the masterplan.**

All our assets will need to be afforded due regard in the masterplanning process for the site. This should include careful consideration of landscaping proposals in the vicinity of our assets and any changes in levels and proposed crossing points (access points and services). Applicants should not assume that works to the public sewer including diversion or a change in levels will be acceptable as this could affect hydraulic performance and therefore result in a change in flood risk from the public sewer.

We strongly recommend that the Local Planning Authority advises future applicants of the importance of fully understanding site constraints as soon as possible, ideally before any land transaction is negotiated, so that the implications of our assets on development can be fully understood. Where our assets exist on a site, we ask site promoters to contact UUW to understand any implications using the above contact details.

Plans of our assets are available from a range of providers including our Property Searches team who can be contacted at <https://www.unitedutilities.com/property-searches/>.

UUW wishes to note the importance of any approach to planting new trees giving due consideration to the impact on utility services, noting the implications that can arise as a result of planting too close to utility services. This can result in root ingress, which in turn increases the risk of drainage system failure and increases flood risk. When considering and implementing tree-lined streets, it will be important that applicants consult with us and refer to our *'Standard Conditions for Works Adjacent to Pipelines'* (a copy of which is enclosed). We wish to note that the approach to any planting must have regard to the proximity to existing or proposed utility assets to ensure there is no impact on these assets such as root ingress. Trees and proposals for biodiversity net gain should not be located directly over water and wastewater assets or where excavation onto the asset would require removal of the tree or biodiversity net gain. Deep rooted shrubs and trees should not be planted within the canopy width (at mature height) of water and wastewater assets. Our Standard Conditions provide advice on working near our assets including advice on landscaping in the vicinity of our assets.

## Adopted Development Plan

As noted in the draft Masterplan and Design Code (November 2022), the adopted development plan includes the Rossendale Local Plan 2019-2036 (Adopted 15 December 2021). Key elements from the development plan relevant to this site include those set out below.

### ***Policy H66: Land West of Market Street, Edenfield***

*'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.*

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.*

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.'*

The explanatory text to Policy H66 also states:

*'The infrastructure associated with the overall development and each individual phase will be subject to the production of a phasing and infrastructure delivery schedule to be contained in the Masterplan.'* (Paragraph 126)

*'A geotechnical study will need to confirm that there will be no adverse impacts on the A56. The suitability of providing a Sustainable Drainage System will need to be considered too as National Highways consider that storing water on site may not be advisable. National Highways may wish to widen the A56 and further discussions with National Highways are advised and if this is possible, this should be addressed by a suitable site layout plan to address this.'* (Paragraph 130)

### **Strategic Policy ENV1: High Quality Development in the Borough**

*'All proposals for new development in the Borough will be expected to take account of the character and appearance of the local area, including, as appropriate, each of the following criteria:*

*f) Not prejudice the development of neighbouring land, including the creation of landlocked sites;*

*l) That proposals do not increase the risk of flooding on the site or elsewhere, where possible reducing the risk of flooding overall, having regard to the surface water drainage hierarchy;*

*m) A Development Brief or Design Code (as appropriate) will be required to support major new development and smaller proposals as appropriate (this document will be proportionate to the size of the scheme). Such documents should set out the design principles, the appropriateness of the development in the context of the area and consideration of innovative design;*

*q) Designs that will be adaptable to climate change, incorporate energy efficiency principles and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS);'*

### **Policy ENV9 Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality**

*'All development proposals will be required to consider and address flood risk from all sources.'*

*'All development proposals will be required to manage surface water as part of the development in the following order of priority:*

- *An adequate soakaway or some other form of infiltration system.*
- *An attenuated discharge to surface water body.*
- *An attenuated discharge to public surface water sewer, highway drain or another drainage system.*
- *An attenuated discharge to public combined sewer.*

*Applicants wishing to discharge surface water to a public sewer will need to submit clear evidence demonstrating why alternative options are not available. The expectation will be for only foul flows to communicate with the public sewer.'*

*'Development proposals will be required to incorporate sustainable drainage systems and consider surface water management early in the design process. Applicants will need to consider what contribution landscaping proposals (hard and soft) can make to reducing surface water discharge. Development proposals will be expected to maximise the use of permeable surfaces / areas of soft landscaping, and the use of Green Infrastructure as potential sources of storage for surface water run-off. The proposed drainage measures should fully integrate with the design of the development and priority should be given to multi-functional sustainable drainage systems SuDS (as opposed to underground tanked storage systems), which contribute to amenity, biodiversity and water quality, as well as overall climate change mitigation.'*

*Alternatives to multi-functional level SuDS will only be permitted where it is demonstrated that they are impractical or there are other exceptional circumstances. Applicants will need to submit clear evidence when multi-functional sustainable drainage features are not proposed.'*

*'Any development proposal which is part of a wider development / allocation will be required to demonstrate how the site delivers foul and surface water drainage as part of a wider, holistic strategy which co-ordinates development and infrastructure between phases, whilst having regard to interconnecting phases. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should ensure a proliferation of pumping stations is avoided on a phased development.'*

*Applicants will be expected to liaise with utility providers. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure improvements.'*

The associated explanatory text adds:

*'Natural methods to manage surface water run-off will be encouraged as a priority. The use of permeable surfaces/areas of soft landscaping, the use of green infrastructure, and the use of natural flood management measures in upland areas will all be supported where appropriate, working together with relevant partners. More detail on this will be contained in the forthcoming Climate Change SPD.'* (Paragraph 282).

*'Proposals for major development will be expected to incorporate multi-functional SuDS; this must be included within the early stages of the site design and involve consultation with relevant partners. Proposals for minor development should also consider the incorporation of above ground SuDS. SuDS can include a variety of natural surface water management and could include innovative approaches such as green roofs, grey water management and bio-retention tree pits. Further guidance on this will be contained in a future Climate Change SPD.'*

Therefore, we would expect the Edenfield Masterplan and Design Guide to comply with the above development plan policy requirements and address a range of matters including those set out below.

- i) The Identification and assessment of all forms of flood risk.
- ii) Implementation of a holistic allocation-wide strategy for sustainable foul and surface water infrastructure.



- iii) Recognition that surface water management is a key design consideration to be integrated with the wider landscaping and design strategy and the implementation of multi-functional sustainable drainage systems.
- iv) Adoption of an innovative approach to design that is adaptable to climate change and incorporates principles of sustainable construction including the implementation of water efficiency measures.

Each is addressed in more detail below.

**i) The Identification and assessment of all forms of flood risk**

The Masterplan and Design Code should demonstrate how all forms of flood risk have been considered. This should include (inter alia):

- What are the natural flood paths that pass through the site noting the topography of the site and the fact that the surface water flood risk map identifies surface water flow paths that pass through the site?
- Where are the watercourses on-site and are there any ephemeral watercourses that arise during wetter weather?
- Have exceedance paths from existing drainage systems and any adjacent highways been considered? It is important that this water is not displaced / constricted.
- Will surface water drain via any culverted watercourses if so do these have any associated capacity restrictions which will affect the wider surface water design?

It is not clear whether the above matters have been considered in the preparation of the masterplan. In this context, we wish to highlight the latest guidance in the Planning Practice Guidance, which states:

*‘Development or the cumulative impacts of development may result in an increase in flood risk elsewhere as a result of impacts such as the loss of floodplain storage, the deflection or constriction of flood flow routes or through inadequate management of surface water. Site-specific flood risk assessments should assess these impacts and demonstrate how mitigation measures have addressed them. Where flood storage from any source of flooding is to be lost as a result of development, on-site level-for-level compensatory storage, accounting for the predicted impacts of climate change over the lifetime of the development, should be provided. Where it is not possible to provide compensatory storage on site, it may be acceptable to provide it off-site if it is hydraulically and hydrologically linked.’*

*‘Where development proposals would result in the deflection or constriction of identified flood flow routes, a site-specific flood risk assessment will need to demonstrate that such routes will be safely managed within the site.’*

*Paragraph: 049 Reference ID: 7-049-20220825’*

**ii) Implementation of a holistic allocation-wide strategy for sustainable foul and surface water infrastructure**

We wish to emphasise that the Masterplan and Design Guide should set out a holistic allocation-wide drainage strategy for both foul and surface water for the Masterplan area to demonstrate how foul and surface water drainage will be delivered as part of a wider, holistic strategy which co-ordinates

development and infrastructure between phases, whilst having regard to interconnecting phases. The resulting infrastructure should be sized to accommodate flows from interconnecting phases and the drainage strategy should ensure a proliferation of pumping stations is avoided. The allocation-wide strategy for foul and surface water should not be constrained by land ownership and should demonstrate how both foul and surface water will be sustainably managed. Noting the availability of watercourses within the allocation site, any strategy for foul and surface water should demonstrate that only foul water will discharge to the public sewer with surface water discharging to an alternative to the public combined sewer and that the hierarchy for managing surface water should be fully investigated. The surface water drainage strategy should be informed by geotechnical investigations which demonstrate how surface water can be sustainably managed on site without impact on the adjacent A56 highway. It is noted that the land slopes down to the west and that there are watercourses present within the site, however, it is not clear how water will drain into the watercourses from each parcel or whether there will be any interconnectivity between phases which will necessitate the appropriate upsizing of infrastructure to ensure drainage infrastructure is delivered sustainably. The phasing schedule in Section 7 of the Masterplan and Design Guide document lacks detail and fails to mention the delivery of sustainable drainage systems and water management.

It is clear that the masterplan does not set out a holistic allocation-wide strategy for sustainably managing foul and surface water and how this will be delivered over a phased development.

**iii) Recognition that surface water management is a key design consideration to be integrated with the wider landscaping and design strategy and the implementation of multi-functional sustainable drainage systems**

UUW is concerned that the Edenfield Masterplan and Design Guide does not recognise water management as a key design consideration especially in the design of the landscaping and public realm. We request that the masterplan is clear that sustainable drainage should be designed in accordance with Policy EN9 which prioritises surface water management early in the design process in combination with the design of the landscaping and green infrastructure. It prioritises multi-functional SuDS that contribute to amenity, biodiversity and water quality which is reflective of the four pillars of sustainable drainage set out in *Building for a Healthy Life (Birkbeck D and Kruczkowski S et al (2020) Building for a Healthy Life)*.

UUW is concerned that the management of surface water and the delivery of multi-functional SuDS is not truly integrated into the preparation of the masterplan and design code. The document is not informed by the aforementioned assessment of surface water and flood risk constraints or any geotechnical information relating to the potential for infiltration, the impact on the A56 or the capacity of culverted watercourses.

The Masterplan and Design Guide does not set out a clear sustainable water management strategy, which should be linked to wider design principles, especially landscaping and biodiversity. It is critical that the evaluation of surface water management opportunities is undertaken early in the design process as part of the preparation of the masterplan as required by development plan policy. As the LPA will be aware, green infrastructure can help to mitigate the impacts of high temperatures, combat emissions, maintain or enhance biodiversity and reduce flood risk and improve amenity. Green / blue infrastructure and landscape provision play an important role in managing water close to its source. The masterplan and design code should highlight the link between green / blue infrastructure, surface water management, landscape design and biodiversity as a strategic requirement and provide a clear framework with examples of how source control measures for the management of surface water will be expected to be integrated within the detailed design of the development. Example surface water management opportunities include:

- permeable surfacing;
- soakaways and filter drainage;
- swales;
- bioretention tree pits;
- basins and ponds; and
- reed beds and wetlands.

Any drainage system should be designed in accordance with ‘*Ciria C753 The SuDS Manual*’ or any subsequent replacement guidance.’

UUW notes the landscaping guidance within the masterplan and design code and the proposals for the planting of new trees as part of tree-lined streets. We request that the Masterplan provides more detail and guidance on how any proposed landscaping can be integrated with the strategy for surface water management.

Street trees and landscape design present an excellent opportunity to better manage surface water at source and we request that clear principles are set out in the masterplan which demonstrate how surface water management and sustainable drainage will be integrated with the detailed landscaping design of the site. The Edenfield Masterplan and Design Code references paragraph 131 of the NPPF which states that:

*‘Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. 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. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.’*

We request that the masterplan is clear that it will be important that the detailed design considers finished floor and ground levels, and how these relate to the public sewerage system, to ensure development is resilient to the challenges of climate change. Where the ground level of a site is below the ground level at the point where the drainage connects to the public sewer, care must be taken to ensure that the proposed development is not at an increased risk of sewer surcharge. It is good practice for the finished floor levels and manhole cover levels (including those that serve private drainage runs) to be higher than the manhole cover level at the point of connection to the receiving sewer. Similarly, applicants should ensure that external levels fall away from the ground floor level of the proposed buildings (following any regrade), to allow for safe overland flow routes within the development and minimise any associated flood risk from overland flows from existing or proposed drainage systems.

**iv) Adoption of an innovative approach to design that is adaptable to climate change and incorporates principles of sustainable construction including the implementation of water efficiency measures**

In accordance with Policy ENV1, we encourage the masterplan and applicants to adopt an innovative approach to design that is adaptable to climate change and principles of sustainable construction. We request that this includes the implementation of water efficiency measures. UUW wishes to highlight that we offer an infrastructure charge discount for sustainable development. Our 2023/24 charges scheme confirms that the water infrastructure charge for a new property is reduced from £302 to £30

where a developer can demonstrate that the property is built to use a potential consumption of 100 litres per person per day or less. Similarly, when a new property is connected to the public sewer, the sewerage infrastructure charge is reduced from £279 to £28 for foul only connections.

### **Summary**

Moving forward, we respectfully request that the council continues to consult with U UW for all future planning documents. In the meantime, if you have any queries or would like to discuss this representation, please do not hesitate to contact me.

Yours faithfully

Andrew Leysens  
Planning, Landscape and Ecology  
United Utilities Water Limited

Encs. *Standard Conditions for Works Adjacent to Pipelines*

# **Standard Conditions for Works Adjacent to Pipelines**

**Document Ref. 90048**

**Issue 3.1 July 2015**

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## AMENDMENT SUMMARY

Amendment No. Date	Brief Description and Amending Action	Owner	Verifier
3.1 July 2015	'Easement Area' defined and legal clarifications made.	Neil Sixsmith	Jim Tresnan
3.0 March 2015	Full review and update	Neil Sixsmith	Jim Tresnan
2.0 May 2014	Full review and update. Appendix 1 incorporated to provide guidance on tree roots and planting. Improvements to document around vibration monitoring and discolouration	Peter Tucker	Nick Preston
1.2 October 2007	Alterations into Distribution Manual	Richard Duckett	
1.1 August 2007	Alteration to Guideline number 12	Paul Gough	Tony Conway
1 July 2003	First issue in standard format	Phil Hayden / Ian Skilling	Peter Womersley

## HISTORY OF THE DOCUMENT

The following table details the task team involved in the full review of the Standard Conditions:

<b>Date and Issue Number</b>	<b>Task Team members</b>
3.0 March 2015	Peter Tucker – UU Engineering Nick Preston – UU Engineering Jim Tresnan – UU Engineering Neil Sixsmith – UU Water Services (Network) Owen Newton - UU Engineering Mike Taylor – UU Water Services (Network)

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## 1. SCOPE

This document sets out United Utilities Ltd (UU) standard conditions for work carried out over, under or adjacent to a UU Pipeline which can include multiple UU Pipelines laid adjacent to each other.

It is UU company policy not to allow any building over UU Pipelines or water mains. Any such building / structure would compromise UU's obligation to maintain a constant water supply and, in particular, would obstruct UU's ability to respond in the event of a failure of the Pipeline. Building over mains also has potential risks to the health and safety of anyone who might be affected by a failure, including the occupants of the building.

## 2. DEFINITIONS

<b>Term</b>	<b>Definition</b>
<b>Pipeline</b>	Means any aqueduct, trunk main, water distribution main, multiple pipes laid adjacent to each other or non-potable main vested in UU as water undertaker.
<b>Easement Area</b>	Means the easement specified in any relevant document, e.g. conveyance, transfer or deed of grant with such widths as specified therein.
<b>Easement Width</b>	<p>Means the Easement Width for any Pipeline laid under statutory powers. For large diameter Pipelines, unless otherwise specified, the Easement Width shall extend 5 metres to each side of the Pipeline from its centreline (10 metres total width).</p> <p>For small single Pipelines of up to and including 300mm diameter, unless otherwise specified, the Easement Width shall extend 3 metres to each side of the Pipeline from its centreline (6 metres total width)</p> <p>Contact UU for specific Easement Width limits and conditions.</p>
<b>Street</b>	The whole or part of any highway, any road, lane, footway, alley or passage, square or court, whether or not a thoroughfare. A Street can therefore be a footpath, cycle track, bridleway or full vehicular highway. Where a Street passes over a bridge or through a tunnel these are included as part of the Street.
<b>PPV</b>	Peak Particle Velocity
<b>Shall or Must</b>	Mandatory requirements are adopted through the use of 'shall' or 'must' or are otherwise specifically stated. The document also contains information and guidance that is not mandatory but is provided for consideration.
<b>Stopping up Order</b>	An order authorising the stopping up (removal of public rights of way) of any highway, if the Secretary of State is satisfied to do so, to allow development to be carried out in accordance to a valid and relevant planning permission granted under the Town and Country Planning Act 2008 as amended or re-enacted from time to time.
<b>Promoter</b>	Any utility company, self-lay organisation, developer, Highway Authority, Local Authority or any other organisation wishing to work adjacent to or cross over or under a UU Pipeline.

### 3. GUIDELINES

#### 3.1. General Guidelines

3.1.1. The Standard Conditions are issued for the guidance of Promoters and others to reduce the risk of damage to the Pipeline and the consequent liability for such damage. They do not replace or alter any powers or rights exercisable by, or protection afforded to UU by virtue of: -

- a) Its ownership of the Pipeline or any rights or privileges in relation thereto;
- b) Any conveyance, lease, deed or grant, easement (see Figure 1 Easement Widths), licence, wayleave or other legal document relating to the Pipeline;
- c) Any statutory provision (including any provision in subordinate legislation) including but not limited to: -
  - i. The Water Industry Act 1991 as amended or re-enacted from time to time, will also apply.
  - ii. Any local statutory provision relating to a Pipeline and to any work of any other body or person which regulate, either generally or in relation to any specific crossing or work, the relations between UU and such other body or person, including any agreement or other document referred to in or incorporated with any such statutory provision.

In the event of any inconsistency between the provisions of these Standard Conditions and those of any document or statutory provision mentioned above, the latter shall prevail unless capable of variation by agreement and the substitution of the relevant provisions of these Standard Conditions is expressly agreed.

3.1.2. The Standard Conditions apply to all Pipeline(s). In the case of Pipeline(s) located in streets, the provisions of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004, as amended or re-enacted from time to time, will also apply.

3.1.3. No work of any description shall take place on or within the Easement Area or Easement Width before full agreement has been reached with UU regarding the manner in which the work shall be carried out and consent to the same has been given in writing. At least 28 days' notice shall be given of any intention to carry out works in the Easement Area or Easement Width.

3.1.4. No vehicle, plant or machinery is to stand, operate or travel within the Easement Area or Easement Width of the Pipeline except as agreed by United Utilities.

3.1.5. UU reserves the right to supervise any work carried out on or within the Easement Area or Easement Width and to recover the costs incurred.

3.1.6. No buildings / structures of any description shall be erected within the Easement Area or the Easement Width.

3.1.7. No service shall cross the Pipeline at less than 1 metre in front of a socket face or at less than 300mm behind it. (See Figure 2)

3.1.8. No materials including spoil shall be placed on or stored within the Easement Area or Easement Width.

3.1.9. Access to and along the Easement Area or Easement Width shall be kept clear and unrestricted at all times. See Section 7, 'Easement Infringements'.



- 3.1.10. Sanitary arrangements approved by UU shall be provided for persons working on or within the Easement Area or Easement Width. Precautions shall be taken to avoid spillage of fuels, oils, paints, solvents or any other substance, which may damage the Pipeline or its protection.
- 3.1.11. Where construction of a new structure / building is proposed within 1m of the edge of the Easement Area or Easement Width, its foundations shall be designed to ensure that load from the structure / building is not transferred onto the Pipeline. The design shall also ensure that UU has full access to the lowest point of the bedding of the Pipeline for maintenance or construction purposes
- 3.1.12. No alteration to the existing ground levels or surface use of the Easement Area or Easement Width shall be made without prior written consent from UU. At least 28 days notice shall also be given of any proposal to alter ground levels or the surface of land adjoining the Easement Area or Easement Width. This includes increasing the ground level above the Pipeline by placing material to form a landscaping bund or road (or other) embankment, as this has the potential to cause settlement to the Pipeline that could damage it.
- 3.1.13. Persons or their Promoters working on or within the Easement Area or Easement Width shall be required to indemnify UU for the full cost of any damage caused to its Pipelines and for any costs, charges and expenses resulting from these operations.
- 3.1.14. In an emergency, contact shall be made immediately using the following telephone number:

The UU Response Manager is available on-

**07713887302 and this number shall be used for EMERGENCIES ONLY**

e.g. if the UU Pipeline is damaged / burst the UU response Manager must be contacted immediately.

Please supply the UU Response Manager with the following information:

Who you are (name and company)?

What is your contact number?

Exactly where you are (in order to quickly identify which main is damaged and potential risks to UU)?

What is the damage?

Is it causing flooding?

Is flood water entering a watercourse?

## **4 ISSUES AFFECTING A PIPELINE DURING CONSTRUCTION ACTIVITIES**

### **4.1. Temporary Access**

- 4.1.1. Movement of vehicles and plant with a total weight exceeding 6 tonnes across the unprotected Pipeline is forbidden. The repetitive movement of vehicles or plant of any weight over the unprotected Pipeline in the same position is forbidden. Where temporary or permanent access is required, the Promoter must consult with UU prior to gaining access.
- 4.1.2. Each proposed temporary crossing point of a Pipeline shall be considered on an individual basis. The Promoter shall submit the design of the proposed crossing point

to UU for acceptance. Work to construct the temporary crossing point shall not commence without prior written consent from UU.

- 4.1.3. The Promoter shall design any temporary crossing point such that the load from any vehicle or any item of construction plant that will use the crossing point creates a suitably factored bearing pressure of not more than 8.5kN/m<sup>2</sup> at the crown of the UU Pipeline. (N.B. *This load is approximately equivalent to the loading on a Pipeline with 900mm of cover when a 6 tonne excavator crosses above it.*) In order to achieve this, the Promoter may use substantial timber baulks, reinforced concrete slabs or proprietary ground protection systems (e.g. Eve Trakway). Where it is not possible to distribute the surcharge load from the plant to less than 8.5kN/m<sup>2</sup> at the crown of the Pipeline, then the design of the temporary crossing point shall consist of a suspended crossing which bridges over the Pipeline.
- 4.1.4. Temporary crossing points shall only be used to allow vehicles and plant to traverse across a Pipeline. Temporary crossing points are not to be used as working platforms for construction plant. Plant shall not be allowed to operate above a UU Pipeline unless specific written consent is given by UU. Any request by a Promoter for them to site working plant above a UU Pipeline must demonstrate that the platform which their plant is to be sited on has been designed as a working platform and will ensure that the maximum surcharge load from that plant is distributed to less than 8.5kN/m<sup>2</sup> at the crown of the Pipeline, or bridges over the Pipeline.
- 4.1.5. All parts of a temporary crossing point must be removed when the work is complete, unless written consent is obtained from UU for the crossing to be left in place. The design and construction of the temporary crossing point shall be such that it permits for its removal (and the reinstatement of the ground beneath it) without exposing the Pipeline to undue loading, vibration or risk.

## **4.2. Temporary Fencing**

- 4.2.1. Fencing shall be erected by the Promoter when they are working in and around the Easement Area or the Easement Width to demarcate its location, to regulate vehicle movements and to confine the crossing of the Pipeline only to approved crossing points. The fencing shall be of substantial construction. It shall be adequately maintained at all times to the satisfaction of United Utilities.

## **4.3. Excavations within an Easement Area or Easement Width**

- 4.3.1. Prior to general excavation, trial holes shall be dug by hand to determine the precise location of the Pipeline. UU reserves the right to carry out such excavations. The cost of all such excavations shall be borne by the Promoter.
- 4.3.2. Excavations shall be fully supported and shall be backfilled to the satisfaction of UU. All work shall be carried out during normal working hours, which shall have been previously agreed with UU. UU reserves the right to stop all work on or within the Easement Area or Easement Width which, in the opinion of its officers, places the Pipeline at risk. As a consequence of such action, UU shall not accept any claims for financial loss.
- 4.3.3. All excavations within the Easement Area or Easement Width shall be carried out by hand or may be carried out by mechanical excavator if under the supervision of UU personnel. Excavation within 1 metre of the Pipeline(s) must be carried out by hand and great care must be exercised to ensure that any protective wrapping is not damaged.
- 4.3.4. If a thrust block is discovered within any excavation adjacent to a Pipeline(s), then work shall be stopped and the excavation backfilled as soon as possible.

#### **4.4. Ground Vibration**

- 4.4.1. No blasting shall be carried out within 300 metres of the Pipeline(s) without prior written consent from UU, unless it can be demonstrated that ground vibration from such activities shall not exceed a peak particle velocity (PPV) of 5mm/s in any plane at the closest point of the Pipeline(s) to the blast.
- 4.4.2. Demolition, piling, tunneling or any other construction technique which induces significant vibration (not exceeding a peak particle velocity of 5mm/s) shall be permitted up to 10 metres away from the Pipeline(s). Permission will be granted by UU provided that the Promoter has accurately established the position of the Pipeline(s) and this has been verified by UU and a written statement of the precautions to be taken to ensure the safety of the Pipeline(s) has been submitted by the Promoter and received and consented to by UU prior to works being undertaken.
- 4.4.3. Should demolition, piling, tunneling or any other construction technique which induces significant vibration be proposed within 3.5 - 10 metres of the Pipeline(s) this shall be subject to seismic monitoring in order to prevent damage to the Pipeline(s). The Promoter shall accurately establish the position of the Pipeline(s). Seismograph readings shall be taken by the Promoter's specialist organisation on the line of the Pipeline at locations to be agreed with UU. Vibration monitoring shall be done under the supervision of a specialist organisation which has significant experience of similar monitoring work. The identity of the specialist organisation shall be proposed by the Promoter and approved by UU. This approval should not be unreasonably withheld or delayed. The cost of the seismic monitoring shall be borne by the Promoter. Vibration shall be measured in terms of peak particle velocity (PPV) and the Promoter shall employ suitable methods of construction in carrying out its works such that the PPV does not exceed 5mm/s. If the measured PPV does exceed 5mm/s then work shall cease immediately and a review of the monitoring data shall be undertaken between the Promoter and UU Engineering staff. If necessary UU shall notify the Promoter of any reasonable mitigation measures to protect the Pipeline(s) that it requires the Promoter to carry out. The Promoter shall comply with these reasonable mitigation measures in carrying out its works. A written statement of the precautions to be taken to ensure the safety of the Pipeline(s) shall be submitted by the Promoter and received and approved by UU prior to works being undertaken.
- 4.4.4. If UU identify that there is a risk of discolouration of the potable water supply the Promoter shall not excavate within 1m of the Pipeline(s) in any plane. Given the fact that there shall be significant excavation by hand, it may be more economical for the Promoter to consider directional drilling or another form of trenchless technique. UU would prefer this as an alternative construction technique.
- 4.4.5. Where practical, and when requested by UU due to the risk of discolouration, downstream turbidity monitoring should be undertaken for potable water Pipelines irrespective of Pipeline diameter. If UU reports to the Promoter that the turbidity levels measured in the main are very close to or exceeding the regulatory standards then work shall cease immediately and a review of the monitoring data shall be undertaken between the Promoter and UU Engineering staff. If necessary UU shall notify the Promoter of any reasonable mitigation measures to protect the Pipeline(s) that it requires the Promoter to carry out. The Promoter shall comply with these reasonable mitigation measures in carrying out its works.

## **5 ISSUES PERMANENTLY AFFECTING A PIPELINE OR EASEMENT**

### **5.1. Permanent Access**

- 5.1.1. Any proposed crossing of the Pipeline shall be considered on an individual basis. Any permanent access crossing the Easement Area or Easement Width shall be designed

and constructed by the Promoter to prevent any damage to the Pipeline. This may typically consist of mass concrete filled trenches constructed on either side of the Pipeline(s) with reinforced concrete slabs spanning between them. The Promoter shall submit the design of the proposed crossing point to UU for acceptance. Work to construct the permanent crossing point shall not commence without prior express written consent from UU.

## **5.2. Permanent Fences and Boundaries**

- 5.2.1. Fences or other boundaries structures crossing the Easement Area or Easement Width shall be as near as possible perpendicular to the line of Pipeline and in no case shall be made at an angle of less than 45 degrees. Proposals for any new fences or other boundary structures shall be submitted to UU for approval. Where necessary a lockable gate shall be provided for UU for their sole use.

## **5.3. Installation of New Services within the Easement**

- 5.3.1. Any pipes, drains, electricity cables or sewers crossing unmade ground over or under the Pipeline shall be laid in steel conduit or ductile iron pipe ideally unjointed (or similar UU approved material) and adequately supported so as to be self-supporting over any subsequent excavation which may have to be carried out i.e. they should extend well into the undisturbed ground at each side of the Pipeline trench and shall cross as near as possible to 90 degrees to the Pipeline.
- 5.3.2. In no case shall any crossing be made at an angle of less than 45 degrees.
- 5.3.3. Provided that ground conditions are suitable, pipes crossing below the Pipeline shall be constructed by an approved tunneling method, and agreed by UU. The Promoter shall demonstrate that the predicted - and actual - ground settlement at the level of the invert of the Pipeline as a result of their pipes crossing below the Pipeline is not more than 20mm.
- 5.3.4. For UU Pipelines up to and including 300mm diameter, any pipes drains, electricity cables or sewers laid adjacent to the Pipeline must have a minimum clearance of 300mm from it. For UU potable water Pipelines over 300mm diameter (or for smaller diameter Pipelines where UU network operations have highlighted a risk of discoloration), there shall be a clearance between the pipes, drains, electricity cables or sewers and the Pipeline that is greater than or equal to the diameter of the Pipeline (ideally at least 1m clearance if possible to reduce the risk of discoloration). These clearances shall apply to crossings above or below the Pipeline, and include pipes, drains, electricity cables or sewers laid adjacent to the Pipeline.
- 5.3.5. The Promoter shall exercise suitable care when selecting and placing backfill material for any excavation dug within the Pipeline Easement to ensure that it is adequately compacted, provides sufficient support to the Pipeline and will not cause damage to the Pipeline. Reference should be made to the current version of 'Civil Engineering Specification for the Water Industry' (CESWI).

## **5.4. Cathodic Protection of Pipelines**

- 5.4.1. Where cathodic protection is proposed for the Promoter's works, or where it exists in connection with UU's Pipeline, the Promoter shall take all necessary steps to ensure that the integrity of the system is maintained during the construction of the works. Where cathodic protection exists on UU's Pipeline, or is to be installed by the Promoter on his apparatus, interference tests shall be carried out on completion of the works at the Promoter's expense. Where such tests indicate that UU's Pipeline may be at risk, then the Promoter, at his own expense, must install suitable remedial measures, to be agreed by UU. UU must be consulted in the case of installation of electric tramways over Pipelines.

## 5.5 Mains Adjacent to Buildings in Streets

5.5.1 Water mains may be laid in a Street or an Easement Area. Sometimes this is immediately adjacent to a building. In the case of an Easement Area, new buildings and their foundations may not be built within 2.5m of an existing water main (5m for mains > 300mm). This is to facilitate repair and maintenance.

## 5.6. New Roads, Communal Parking and Driveways

No alteration to the surface use of the Easement Area or Easement Width for the purpose of constructing a road, communal parking or private driveways (except for vehicular crossings at >45degrees) shall be made without prior written consent being obtained from UU.

## 6 PLANTING NEAR TO PIPELINES

6.1 Written consent must be obtained from UU before any tree or shrub planting is carried out. Any consent is subject to UU retaining the right to remove, at any time, all trees or shrubs that in its opinion becomes a danger or nuisance to the pipeline or asset.

6.2 Selection and planting of tree species should be in accordance with BS8545:2014 Trees: from nursery to independence in the landscape. Recommendation.

6.3 Planting of shallow rooted hedge plants, domestic soft fruiting bushes and ornamental shrubs shall be permitted however these shall not be permitted to develop as shrub trees and shall be maintained by the Promoter / Owner to a maximum height of 1.5m.

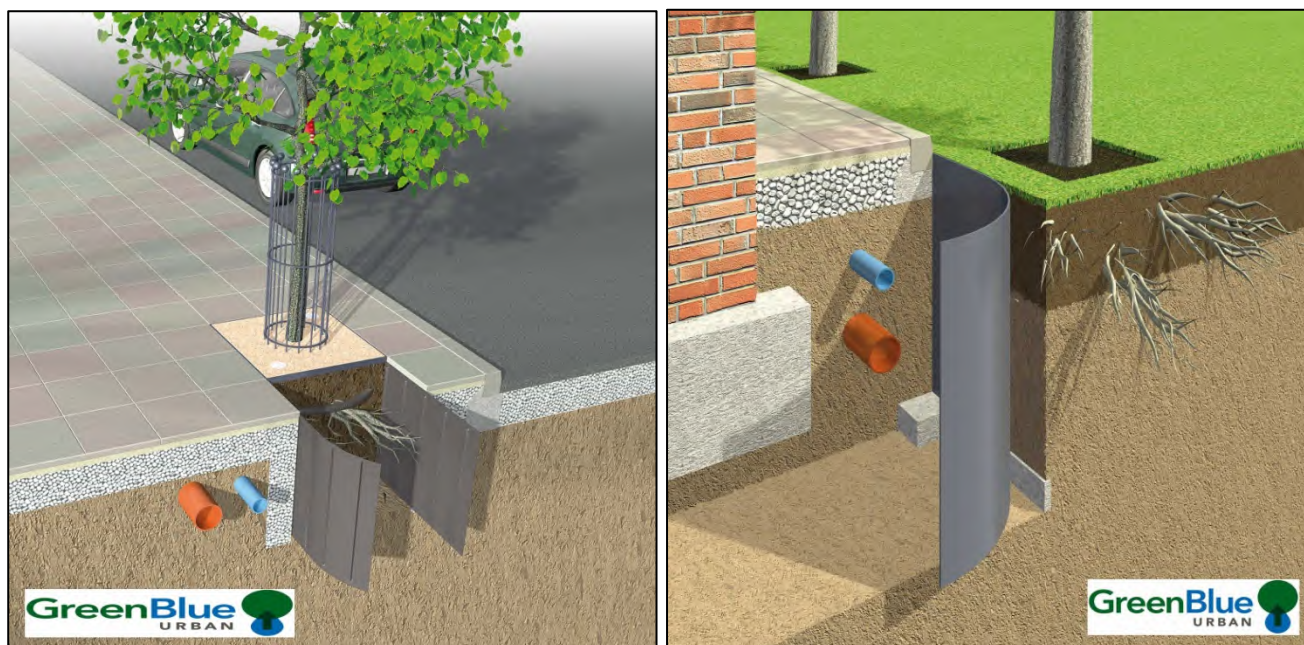
6.4 There shall be strictly no planting of Populus ssp. or Salix ssp. within 10 metres of a Pipeline.

6.5 Restrictions apply to all Easement Areas and Easement Widths see Appendix 1 for details. This includes a non-exhaustive list of trees and recommended planting distances.





6.6 United Utilities will consider the provision of specific tree root barriers where there is a need to establish trees closer to Pipeline(s) than would normally be acceptable best practice. Vertical or horizontal barriers can be effective and acceptable so long as they are professionally specified and installed following manufacturer's instructions and a suitable distance from the tree trunk to ensure tree stability at maturity. See the figures below for typical examples of these methods. These barriers shall be 1 – 2mm thick semi rigid type and be fitted by either a specialist installer or by very closely following the manufacturer's guidance. Further advice about root barriers can be found in BS8545.



Images supplied by GreenBlue Urban

6.7 A useful publication that can assist with planting near to utilities is “NJUG Guidelines for the Planting, Installation and Maintenance of Utility Apparatus in Proximity to Trees”

## 7 EASEMENT INFRINGEMENTS

7.1 UU acknowledges that there are situations where structures have been erected either directly above the Pipeline, or within an Easement Area or Easement Width. These encroachments should be assessed and recorded and appropriate actions taken. The assessment shall consider the potential risks to both UU's asset and the structure upon it.

7.2 The options available to UU are:-

- a) Notify owner of risks
- b) Notify owner and consider mains diversion at owners cost with any required legal documentation to entered into
- c) UU may take legal action to obtain a court order to instruct removal of the structure at the owners cost.

The key factors to be considered when selecting one of these options are:-

- a) Security of supply
- b) Health and safety
- c) Cost benefit
- d) Company reputation
- e) Probability of Pipeline failure and likely consequences. These will vary with the Pipeline material, diameter, depth below foundation, ground conditions and the operating regime of the Pipeline

7.3 The notification given to the owner of the building shall state that, notwithstanding our Statutory Rights and those contained in any deed, UU shall not be liable for any costs whatsoever if damage is occasioned to the structure whilst carrying out our works.

7.4 In the case of structures of a temporary or easily removable character consent to such structures may after consideration be given by UU strictly on a case by case basis and the decision of UU being final. UU's access to any Easement Area or Easement Width should not be obstructed or impeded in any way

## **8 STOPPING UP ORDERS**

8.1 UU has no objection to a Stopping up Order, provided that access remains for repair and maintenance of the network within the area affected.

8.2 If the proposed development will impede clear access, then the water main must be abandoned or diverted at the applicants cost.

8.3 Typically, there would be no objection if the water main remains within a Street to which there is vehicular access sufficient for UU to perform its statutory duties. It is not necessarily a problem if the Street is within a gated enclosure, e.g. alley gates are not a problem.

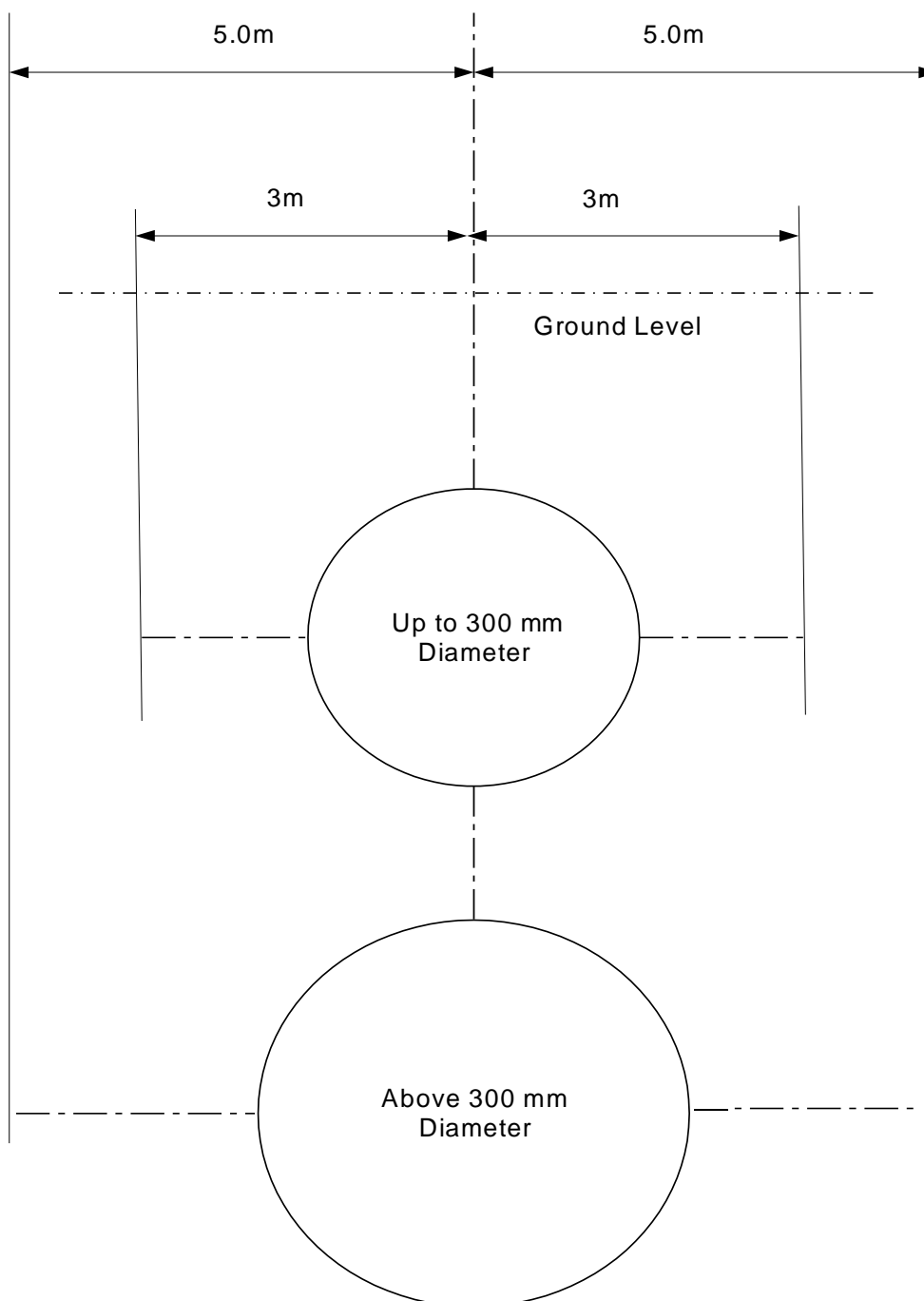
8.4 If the main does not remain within a Street, the developer must provide an easement according to UU standard conditions. Detailed information is available from the United Utilities Website

8.5 The following is specifically not permitted in relation to easements.

- a) Any alteration to ground level which leaves the water main at a depth less than 900mm (750mm for PE pipes), or more than 1200mm.
- b) Any building over the main, or within the Easement Area or Easement Width, such that an excavation of the main would threaten the stability of the building.
- c) Planting of large trees (detailed information available in Appendix 1). This shows the distances that various trees and shrubs can be planted away from Pipelines and water mains. Root barriers can be used when planting closer to the mains; however trees root barriers need to be deep enough to stop roots from penetrating under the barrier.

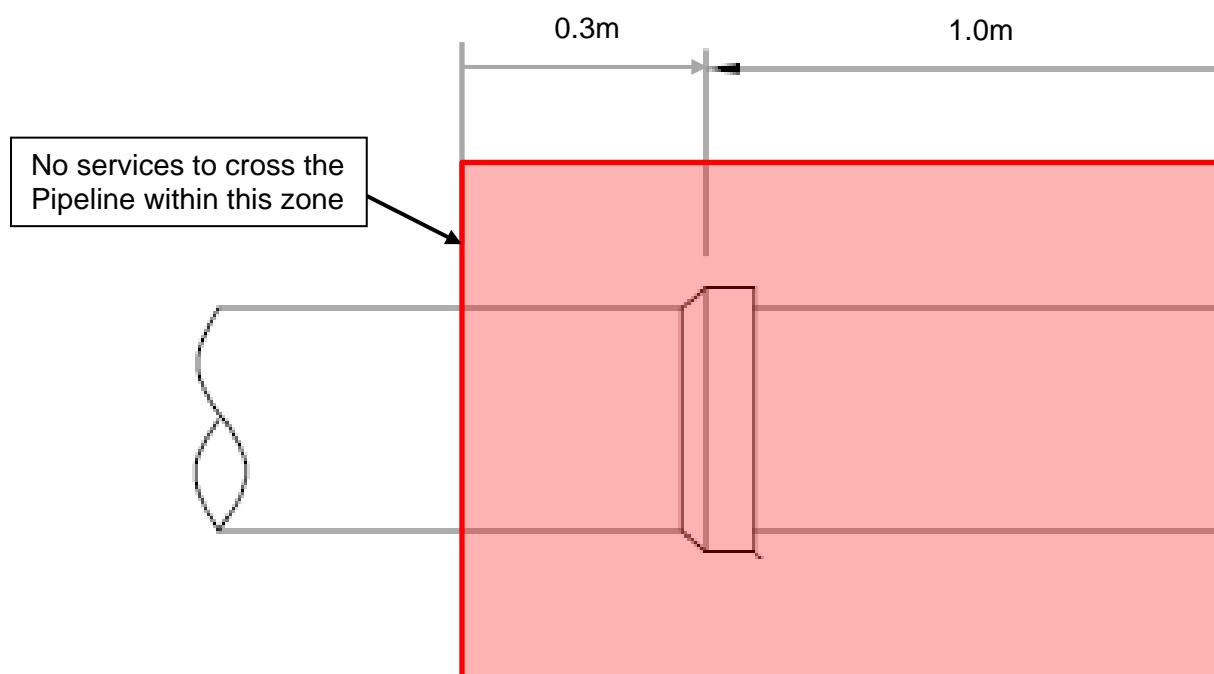
9 **DRAWINGS**

**Figure 1: Easement Widths for Single Pipes**



**Note:** This sketch is issued for guidance only (not to scale)

Figure 2: Service Crossing Restrictions in relation to Pipeline Sockets



**APPENDIX 1: PLANTING NEAR  
TO PIPELINES**

Latin Name	Common Name	Tree or shrub planting maintained as hedge (no higher than 1.5m height)	Individual trees planted from 3 metres of underground asset or pipe	Individual trees planted from 6 metres of underground asset or pipe	Group trees planted from 10 metres of underground asset or pipe
<i>Acer campestre</i>	Field Maple	Yes	Yes	Yes	Yes
<i>Aesculus hippocastanum</i>	Horse chestnut	X	X	X	Yes
<i>Carpinus betulus</i>	Hornbeam	Yes	X	X	Yes
<i>Castanea sativa</i>	Sweet Chestnut	X	X	X	Yes
<i>Corylus avellana</i>	Hazel	Yes	Yes	Yes	Yes
<i>Crateagus monogyna</i>	Hawthorn	Yes	Yes	Yes	Yes
<i>Fagus sylvatica</i>	Beech	Yes	X	X	Yes
<i>Ilex aquifolium</i>	Holly	Yes	Yes	Yes	Yes
<i>Larix decidua</i>	Larch	X	X	X	Yes
<i>Ligustrum vulgare</i>	Privet	Yes	Yes	Yes	Yes
<i>Malus domestica</i>	Apple	X	Yes	Yes	Yes
<i>Malus sylvestris</i>	Crab Apple	X	Yes	Yes	Yes
<i>Pinus nigra</i>	Black pine	X	X	X	Yes
<i>Pinus sylvestica</i>	Scots Pine	X	X	X	Yes
<i>Platanus acerifolia</i>	London Plane	X	X	X	Yes
<i>Prunus avium</i>	Wild Cherry	X	Yes	Yes	Yes
<i>Prunus cerasifera</i>	Plum	X	Yes	Yes	Yes
<i>Prunus lusitanica</i>	Laurel	Yes	Yes	Yes	Yes
<i>Prunus padus</i>	Bird Cherry	X	Yes	Yes	Yes
<i>Prunus spinosa</i>	Blackthorn	Yes	Yes	Yes	Yes
<i>Pyrus communis</i>	Pear	X	Yes	Yes	Yes



Latin Name	Common Name	Tree or shrub planting maintained as hedge (no higher than 1.5m height)	Individual trees planted from 3 metres of underground asset or pipe	Individual trees planted from 6 metres of underground asset or pipe	Group trees planted from 10 metres of underground asset or pipe
<i>Sambucus nigra</i>	Elder	Yes	Yes	Yes	Yes
<i>Sorbus aria</i>	Whitebeam	X	X	X	Yes
<i>Sorbus aucuparia</i>	Rowan	X	X	Yes	Yes
<i>Taxus baccata</i>	Yew	Yes	X	X	Yes
<i>Tilia cordata</i>	Lime	X	X	X	Yes
<i>Ulmus glabra</i>	Wych Elm	X	X	Yes	Yes

I find the site specific policy for H66 in the published Local Plan a little ambiguous in that at least some respondents have interpreted the remit for the Masterplan as including all the other issues covered in the subsequent bullet point such as a comprehensive Traffic Assessment. But on the assumption that the other issues are to be dealt with outside the Masterplan I have two comments.

The first is that it does not cover the whole of the identified land within H66.

The second is that it does not provide an agreed programme of implementation and phasing as stipulated in H66. In particular I assume the need for a detailed plan for implementation and phasing was to ensure that a potential development of 400 houses would be phased such that the local road network could cope with the increased traffic, not only from construction and delivery vehicles but from the private cars needed to bring in the labour force required. Far from doing this the Masterplan states:

*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.*

I regard this as totally unacceptable. You only need to look at the obstructions caused on Rochdale Road by parked vehicles belonging to people working on a development of 9 houses to appreciate how impossible simultaneous delivery would be.

Heather Massie

██████████

██████████

████████████████

██████

██████████

Name: Alexandra Scanlon

I would like to object to the Edenfield Masterplan on the following grounds:

**Size and Scale** - I particularly want to object to the scale and dominance of the development. I do not believe that Edenfield can sustain a development of this size, particularly as the plans suggest access is primarily via one road off Market Street. The houses are densely packed and the design is not in-keeping with the rest of the village.

**Parking for existing residents** – parking is already an issue for local residents, as Edenfield essentially consists of one road (Market Street) with terraced properties along either side. Most residents in the village have more than one car due to the lack of public transport provision in the village. Note: Buses are both infrequent and unreliable, and there are no local train stations. I believe school buses to the nearest high school, Haslingden High, have been suspended.

**Residents currently park along Market Street**, and on the road adjacent to the field to the West of Market Street (the proposed entrance to the development). Unlike other areas, there are no side streets or other off-road area where people can park their vehicles. I am particularly concerned plans may involve double yellow lines and/or parking restrictions being put in place along parts of Market Street, which would have a profound effect on existing residents. Particularly elderly residents or those with young children.

**Traffic Issues** – Market Street is already severely congested, particularly at peak times or when the A56 bypass is closed. This is compounded by the fact the road narrows in a number of places, specifically near Edenfield Primary, the Rostrons Arms and at the top of Bury Road. When vehicles are parked on both sides of the road it does not accommodate two-way traffic. I contacted The Highways Agency recently when the A56 was closed as the situation was, in my opinion, dangerous.

I am extremely concerned about the number of additional vehicles/journeys along Market Street, particularly as residents from the development would be reliant on their cars for the vast majority of journeys, including work, school, and accessing local amenities. I feel that due to the lack of public transport, and associated infrastructure, the impact of this development would be significantly greater than the plan suggests. Edenfield has only one, small primary school and a handful of small shops. It does not have a high school, doctors, dentist or supermarket. Many reports have raised concerns about developments in rural/semi-rural areas for this reason.

**Drainage/Flood Risk** – I do not feel that the current plan sufficiently addresses the impact the development will have on the risk of flooding to both the A56 bypass and local villages, specifically Irwell Vale. Other objections have covered this area in great detail.

**Wildlife and Impact on Community** – I do not believe we should be destroying Edenfield GREEN BELT, particularly as there is sufficient BROWN FIELD LAND within the borough boundary, that is desperate for investment. The field to the West of Market Street is a haven for local wildlife. It is frequented by deer and various birds of prey. I would also like to highlight the detrimental effect I believe the development would have on the local community. A development of this scale would have a profound impact on the character of the village and the community feel currently shared by residents.

I am deeply concerned that this plan only addresses one of a number of developments planned for Edenfield. I fail to understand how it can be judged in isolation, if the total number of houses is likely to exceed 400 across multiple sites.

Finally it is my understanding this application has arisen from a Government directive to increase the volume of available housing, a directive that has now been withdrawn. Edenfield simply cannot cope with a development of this size, and I urge the council to refuse the development on the grounds of the many very valid objections raised by local residents.

Dear Sir/Madam

Reference: Edenfield Masterplan  
Planning application 2022/0451.

I am writing to object on the Masterplan for these reasons:

I would like to object to the Taylor Wimpey planning application, ref no: 2022/0451, on the following grounds:

- Size and scale of the development. Edenfield simply cannot accommodate a development of this size
- The houses are densely packed boxes that are simply at odds with the rest of the village
- Parking for existing residents is a major concern. There are no side streets or other off-road provision where people can park their vehicles. I am particularly concerned plans may involve double yellow lines and/or parking restrictions being put in place along parts of Market Street
- Lack of local amenities, including schools, leisure and youth facilities, doctors, dentists etc.
- The plan particularly fails to address concerns around schools. Both Edenfield Primary and Stubbins Primary are over-subscribed. Extending either schools would impact outside space for children
- Public transport is infrequent and unreliable in Edenfield. Without considerable investment, 200+ homes would have a profound impact on the environment. The number of extra journeys through Edenfield would increase pollution in the area considerably
- Traffic through Edenfield, particularly during peak times or if the A56 bypass is closed, is already unbearable. The road narrows in a number of places. When vehicles are parked on both sides of the road it does not accommodate two-way traffic
- Entrance to the development appears to be primarily via one road. The prospect of 400+ cars trying to exit the development and join Market Street during peak times is concerning. Esp at a time when young children are walking to local schools
- Numerous reports advise against developing in rural/semi-rural areas due to the fact residents are forced to use cars, as opposed to more environmentally friendly modes of transport
- The plan does not address concerns with regards to drainage/flood risk to the A56 bypass and local villages
- We should not be destroying Edenfield GREEN BELT, particularly as there is sufficient BROWN FIELD LAND within the borough boundary that could be developed cost effectively.
- The land is currently used by local residents and their children, and you frequently spot deer, birds of prey alongside the resident sheep and cattle
- This plan does not include all the development I believe are planned for Edenfield. It cannot be judged in isolation, if the total number of houses is likely to exceed 400 across multiple sites

The application has arisen from a Government directive to increase the volume of available housing, a directive that has now been withdrawn. Edenfield cannot cope with a development of this size and the council should refuse the development based on the many very valid objections raised by local residents.

Yours sincerely

Matthew Scanlon

██████████

██████████

██████

██████

## Objection to the Edenfield Masterplan

Submitted by: Karen Murray  
[REDACTED]

I spend several days each week in Edenfield, where I look after my grandchildren, whilst their parents are working.

I have considered the poorly named 'master' plan for the area. This phrase implies a level of cohesive oversight, yet this is very clearly absent.

Central to this plan is the Council's ability to generate income from building houses on what was protected greenbelt. Planning guidance has been ignored and misused to achieve this end.

It is of great concern that the council, led by elected councillors, are choosing to decimate the village of Edenfield, with no consideration for the environment, or current residents, workers, or visitors to this area.

Unfortunately, Labour councillors are solely responsible for allowing this to happen. It is not too late for them to show some integrity and honesty: they should reject this plan if they have any level of genuine commitment to residents and the environment. To do otherwise will simply cement the view that they are either self interested charlatans, who put party line before the residents who elected them, or simpletons with little grasp of planning guidance, or the impact of this foolish, poorly structured plan.

I strongly object to this gross over development of housing in the small village of Edenfield. An additional 400 + houses squashed onto 3 fields in the village, is beyond excessive. There are very limited local services and shops, and only a small school building. Where will an additional 1000+ residents shop? Find a GP or dentist? Find a school place? Etc,etc. Roads will become extremely busy and dangerous. The environment and the well being of inhabitants will be adversely affected. Pollution from vehicles being a key concern. By forcing through the destruction of greenbelt to make way for this plan a perverse predicament has been created. The so called Edenfield 'Masterplan' requires a significant rewrite, if it is to achieve anything other than a cash cow for the council and developers.

The following are all clear reasons for rejecting the current 'Masterplan'

1. The Master Plan does NOT meet the requirements of the RBC Local Plan,
2. The Masterplan does not include the whole site, as all developers are not represented. This creates a false impression of the enormous detrimental impact on these small village, highways and local services ( which are extremely limited).
3. Concerns over the phasing/how the development will be built have not been adequately addressed
4. There is no comprehensive traffic assessment for the whole of Edenfield. Over 400 new homes ( total all developments) could result in an additional 1000 cars in this small village. Additional homes will also result in traffic - visitors and services- to those homes. Quite frankly, the absence of this is indicative of either a level of serious incompetence, or an attempt to conceal what would become a significant and dangerous problem. I am not certain which is the most damning.



5. The road infrastructure required for development of the whole site is not adequately addressed and access points are unworkable given expected levels of traffic. Again this implies either incompetence, or concealment, both of which are unacceptable.

6. The scale, density and character of the development in the 'Masterplan' is not in keeping with the village.

Infact it will be highly detrimental and the village will lose its character.

The Masterplan sacrifices greenbelt for housing, which is supposed to include green space including a children's play area. However these green spaces are at a bare minimum, around the periphery of the proposed new development, and adjacent to the A56- where the developers are not able to build. So much for creating an open green housing development.

It is evident that this development/ Masterplan concerns money and nothing more. Squashing hundreds of moderately ugly houses onto 3 relatively small fields, beside a major roadway, is not conducive to good, quality planning.

And siting the children's play area besides a busy, polluting road, well where is the sense in that? Unless of course you are considering how much more money you can make by pushing the play area into a position unsuitable for premium price housing.

And no open green spaces amongst any of the planned houses: that of course would cut into the enormous developer profits, council tax receipts and new home grants.

7. Concerns regarding ecology, drainage and flood risk are not adequately addressed. Highways England have reported their concerns in relation to the A56. This plan is also at odds with the need to consider climate change and the increasing likelihood of further flood risk.

8. There is no detail on the provision of local services required to supplement the development. GP's and dentists are obvious examples, but there are much broader considerations, such as health visitors, midwife's, social workers, shops, etc, etc.

9. Sufficient school places to support the development are not adequately addressed. The proposed housing developments will cause a massive influx of families, which might easily require an additional 800 primary and secondary school places. This equates to almost 4 extra primary schools, or 3 very large ones. It will also make a considerable impact on demand for secondary school places, as the number is pushing towards a sizeable portion of a new secondary school.

10. Concerns regarding the environmental impact are not adequately addressed. Issue regarding the impact on pollution as a result of this development are extremely negative and are overlooked.

All in all it is a poorly constructed, greedy plan. Developers and the council will hope to make a good deal of money at the expense of local residents and the environment. Shame on all those involved in attempting to push this through. The 'Masterplan' as it stands is wholly unacceptable and Councillors should not hesitate to reject it. They should insist on an appropriate rewrite, that will provide Edenfield with a positive future, not a future where the village, its residents and the environment are discarded for money. Swamping this small village with housing, congestion and pollution, where there are insufficient services for the existing population, is wrong and should be stopped. It reflects badly on the Council and the Labour Party that they have even allowed it to get this far.

Karen Murray

Jacob

Sorry comments set out in the text below.

The land west of Market Street is located to the south of the Grade II\* listed Edenfield Parish Church. The site is also located adjacent to three non-designated heritage assets: Chatterton Hey House (Heaton House), Mushroom House and the Old Vicarage. The Masterplan makes reference to Rossendale Local Plan, Policy H66 and its relation to the heritage assets, stating:

*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; 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.*

The Masterplan makes other references throughout in regard to the setting of the heritage assets, however, there is no substantial information on the significance of their setting and there is little reference to how the proposal intends to protect the setting of the heritage assets. The significance of the settings of the heritage assets should be further elaborated.

Consideration as to how the layout and development of the site will protect the settings of the heritage assets should be included, in particular the wider landscape views of the Grade II\* listed Edenfield Parish Church. There is no discussion of the proposed landscaping between the site and the heritage assets under the *Landscape Design Principles*, or elsewhere in the Masterplan. It would be beneficial for these mitigation measure to be acknowledge in the document. It may be beneficial for the important viewpoints of the heritage assets, particularly those of the Grade II\* listed Church, to be highlighted in the document so that they can be considered in the design of the scheme and the intended road layout.

**Ian Bond**

**Lead for Specialist Services**

**Growth Lancashire**

A: Suite 18, The Globe Centre, St. James Square, Accrington, Lancashire, BB5 0RE

[REDACTED]

[REDACTED]

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# Edenfield Village Residents Association

Chairman: Paul Bradburn, [REDACTED]

Rossendale Borough Council

14 January 2023

Planning Dept

Futures Park

Bacup

Lancashire OL13 0BB

## Masterplan for Local Plan allocation H66 west of Market St Edenfield

We write to comment about the above proposal. And we start by , stating that we object to this so called Masterplan; we are questioning the naming of this document as a Masterplan because it clearly is not when measured against the requirements set out in the Council's Local Plan. For instance paragraph 1 of eleven in the Site Specific Policies for H66 states, "The comprehensive development of the ENTIRE SITE (i.e H66) shall be demonstrated through a Masterplan with an agreed programme of implementation and phasing "(EVRA capitals) and clearly this scheme does not meet these requirements in that it does not cover the whole of the H66 site. If we look elsewhere in these eleven policies, we find in para. 3, "full details of access including the number of access points will be determined through a Transport Assessment work and agreed with the Local Highway Authority" and goes on to say; (the masterplan will) "agree suitable mitigation measures in respect of the capacity of Market St. to accommodate additional traffic. Improvements will be needed to the Market St. corridor from Blackburn Rd. to the mini

roundabout near the Rostron Arms". This document is silent on all these vital issues.

Elsewhere regarding these policies, under "Explanation" in para 121 it is stated that; "Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders, including Edenfield Community Neighbourhood Forum (ECNF), to ensure a Masterplan is prepared." Our colleagues in the Forum have heard nothing from Taylor Wimpey since 2019. We believe that they have led the production of this document and claimed in the flyer delivered to some homes in Edenfield during the summer that their development was "community led", clearly their actions since do not back up these words.

In their document (the "Masterplan") Taylor Wimpey claim that they have consulted the community but this was to say the least a perfunctory exercise during the summer (holiday time?) of 2022 giving residents two weeks to respond to a leaflet drop which did not reach every house, and whilst two webinars were promised only one took place and then at only a weeks notice. And let me repeat that this company have failed to reach out to either ECNF or Edenfield Village Residents Association since the Local Plan was approved, so much for consultation.

In addition to these omissions the document makes no mention of education and during the preparation process of the Local Plan the Local Education Authority (LEA) expressed a preference for expanding Edenfield Primary School to accommodate the extra children coming from the new houses, rather than Stubbins Primary but again we see nothing in this document about education. Not surprisingly the LEA in its comments on the scheme expresses surprise that this issue is not addressed and as a result are objecting to the scheme as a whole.

As regards access to the site it is quite clear that this document favours the Exchange St. entrance to the Chatterton Hey area which it lists as a potential vehicular access point, but we must remember that in its contribution to the Local Plan the County Highways Authority ruled this out, meaning that the access to this part of H66 must come through the Taylor Wimpey (T-W) site. This presents problems because this route involves a 90degree left turn followed by a crossroads and then a near 90degree right turn and this document does not list this route as a potential vehicular access point. Clearly T-W do not want this but any future developer of the Chatterton Hey site may balk at this tortuous route through the T-W site to their new houses. This could be addressed by a redesign of the T-W road layout.

Lastly we see the Design Code cited by T-W on page 19 which "has been developed in consultation with the Local Planning Authority (Rossendale Council) and 'local stakeholders'" T-W does not enlighten us about who these people or organizations are. It does not include as stated above ECNF when Rossendale Council explicitly state that the Masterplan should be prepared in partnership with key Landowners and key stakeholders INCLUDING EDENFIELD COMMUNITY NEIGHBOURHOOD FORUM, (EVRA capitals). Can they not read? We would add that as stated ECNF sent T-W a copy of the proposed Design Code in June last year to be included in the forthcoming Neighbourhood Plan which has not yet been completed for reasons beyond ECNF control. But they have chosen to ignore this document which was produced on behalf ECNF by the internationally recognised firm of AECOM, it seems they seek to ignore what does not suit them.

In conclusion, in light of the obvious omissions from this so called Masterplan, highlighted above, and the fact that it clearly does not comply with the requirements of the Local Plan. The Edenfield Village Residents Association objects to it, and urges that it be



either refused or returned to its proposers to be redrawn to take account of the points we have made therein.

Yours Faithfully



Paul Bradburn

Chairman, Edenfield Village Residents Association

Re: Reference no: 2022/0451 Address of site: Land West of Market Street, Edenfield, Lancashire

I wish to formally object to the planning application above and the Market Street Masterplan/Design Code believing these should both be rejected for the following reasons:

Traffic - the increase in number of vehicles resulting from the development . The current route through Edenfield is already inadequate for the amount of traffic going through the village. There are frequent delays, reports of damage to parked vehicles from through traffic and noise and pollution will also increase. The gridlock situation which is likely to occur is demonstrated on frequent occasions when traffic is diverted through the village to allow maintenance and repair Riss works on M66 and bypass. The road infrastructure has not been addressed , parking arrangements are not clarified and proposed access via Exchange Street to the site seems unrealistic.

Local Service Provision- the provision of services have not been addressed including school places and access to GP, the village currently has minimal services bring "a village"

Concerns regarding impact on the character of the village and environment are not considered.

Flooding- concerns already exist regarding drainage within the area and there have been examples and concerns raised regarding recent flooding which had occurred following heavy rainfall.

Susan Crook

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPhone

## Forward Planning Policy Comment

### Edenfield Masterplan and Design Code

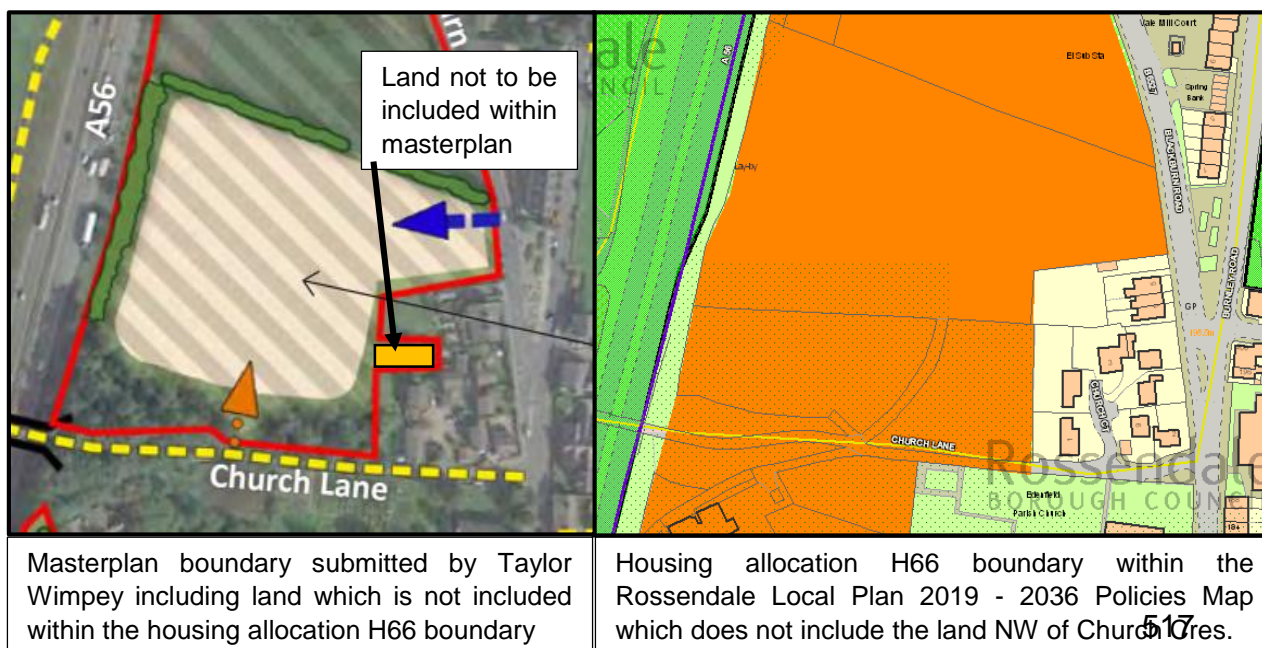
This response relates to the Masterplan and Design Code submitted by Taylor Wimpey for the part of H66 that is within their ownership. It does not refer to the related planning application.

The Masterplan and Design Code proposed is assessed below against policies and guidance in the National Planning Policy Framework, the Design: process and tools Planning Practice Guidance, the National Design Guide and National Model Design Code, as well as the Local Plan policies and the draft Edenfield Community Neighbourhood Plan Design Code.

In order to provide a structure to the comments, the requirements of the site specific policy H66 in the Rossendale Local Plan for the Land West of Market Street in Edenfield will be used.

**1. *The comprehensive development of the entire site is demonstrated through a masterplan with an agreed programme of implementation and phasing;***

The Masterplan and Design Code although they apply to the whole of the site allocation are not considered to be ‘comprehensive’ as they have not provided a sufficient level of detail throughout the site allocation. In particular, land within the ownership of Peel Land and Property and Mr Richard Nuttall have not been considered in the same level of detail than for the other parcels shown on the Masterplan. Also, the Masterplan has not been prepared and agreed with all of the landowners. Agreement from all of the landowners should be sought in order for the masterplan to be compliant with the policy. There is also a discrepancy between the allocation boundary for H66 as illustrated in the Policies Map and the boundary as illustrated in the Masterplan. The discrepancy in question is located approximately northwest of Church Crescent, as shown below:



This discrepancy needs to be addressed within the H66 Masterplan and as such the land northwest of Church Crescent, as illustrated above, should be removed from the Masterplan, or explanation given as to why this strip should be included.

The provision of indicative timescales for each phase of the development is important to plan for the delivery of infrastructure and to assess and mitigate the impact on the local community of the construction period. This has been omitted.

## **2. *The development is implemented in accordance with an agreed design code;***

The design code proposed for the site allocation H66 is assessed against the first 6 of the 10 characteristics of the National Design Guide and National Model Design Code. These 10 characteristics are listed below:

- Context
- Identity
- Built form
- Movement
- Nature
- Public spaces
- Uses – mixed and integrated
- Homes and buildings – functional, healthy, sustainable
- Resources – efficient and resilient
- Lifespan – made to last

### Context

The Masterplan and Design Code provides a good level of information to set out the context of the site. It does not however make reference to existing evidence base studies such as the Landscape Study (2015) which include site assessments of the allocated site, the Lancashire Ecological Network (2015) which identifies woodland corridors within the site and the Open Space Study (2021) providing information on the quantity, quality and accessibility of open space in Edenfield.

It is to be noted that Edenfield Community Neighbourhood Forum (ECNF) has prepared a draft Design Code for Edenfield Neighbourhood Area with their consultants Aecom, which is published on their website. Although this draft Design Code has not been formally consulted upon it is considered that nonetheless it provides useful information in relation to the context of the site and to the other 9 characteristics of a design code. The Masterplan and Design Code would benefit from referring to the draft ECNF Design Code.

In addition, this section of the Design Code can be further strengthened by referring to current and future rail infrastructure such as the existing heritage train station at Irwell Vale and the potential future commuter train station at Ewood Bridge.

Information relating to green and blue infrastructure including ecological networks and waterways could be added to this section or to the 'nature' section in order to

understand further the site and adequately plan for biodiversity and sustainable drainage systems.

Identity/Character areas:

The Masterplan and Design Code identifies 3 character areas for the existing Edenfield settlement: north Edenfield, Market Street and South Edenfield. The identification of these character areas is slightly different from the ones proposed in the draft Design Code of the Neighbourhood Plan where four character areas for the Neighbourhood Area have been identified. These are: the village cores, the traditional terraces, the piecemeal domestic development mainly in south Edenfield and the rural fringe. This is shown on the diagram below:

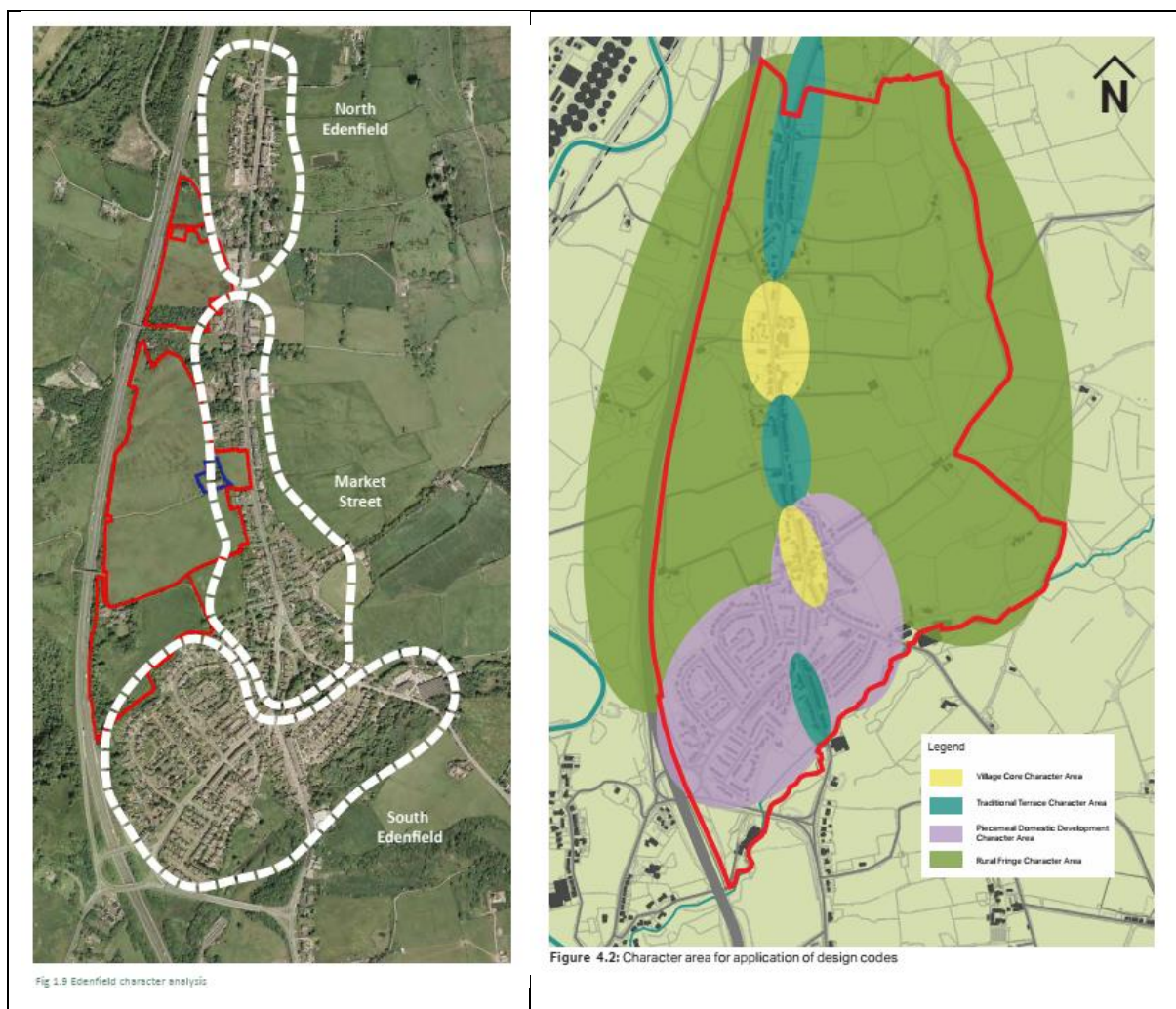


Figure 1- Proposed character areas by Randall Thorp for Taylor Wimpey (left) and draft character areas identified by AECOM for ECNF (right)



In particular, the design code for the site allocation recognises only one larger village core at Market Street, while the design code for the Neighbourhood Area recognises an additional village core at the junction of Market Street with Blackburn Road.

In the site allocation Design Code, the site is envisaged to be developed according to 4 new character areas: Edenfield Core, Chatterton Fringe, Chatterton South and Edenfield North. These 4 areas are proposed to have different, although quite similar, densities ranging from 32 to 34 dwellings per hectare (dph) in 'Edenfield North' character area to 36 to 45 dph in 'Chatterton South'.

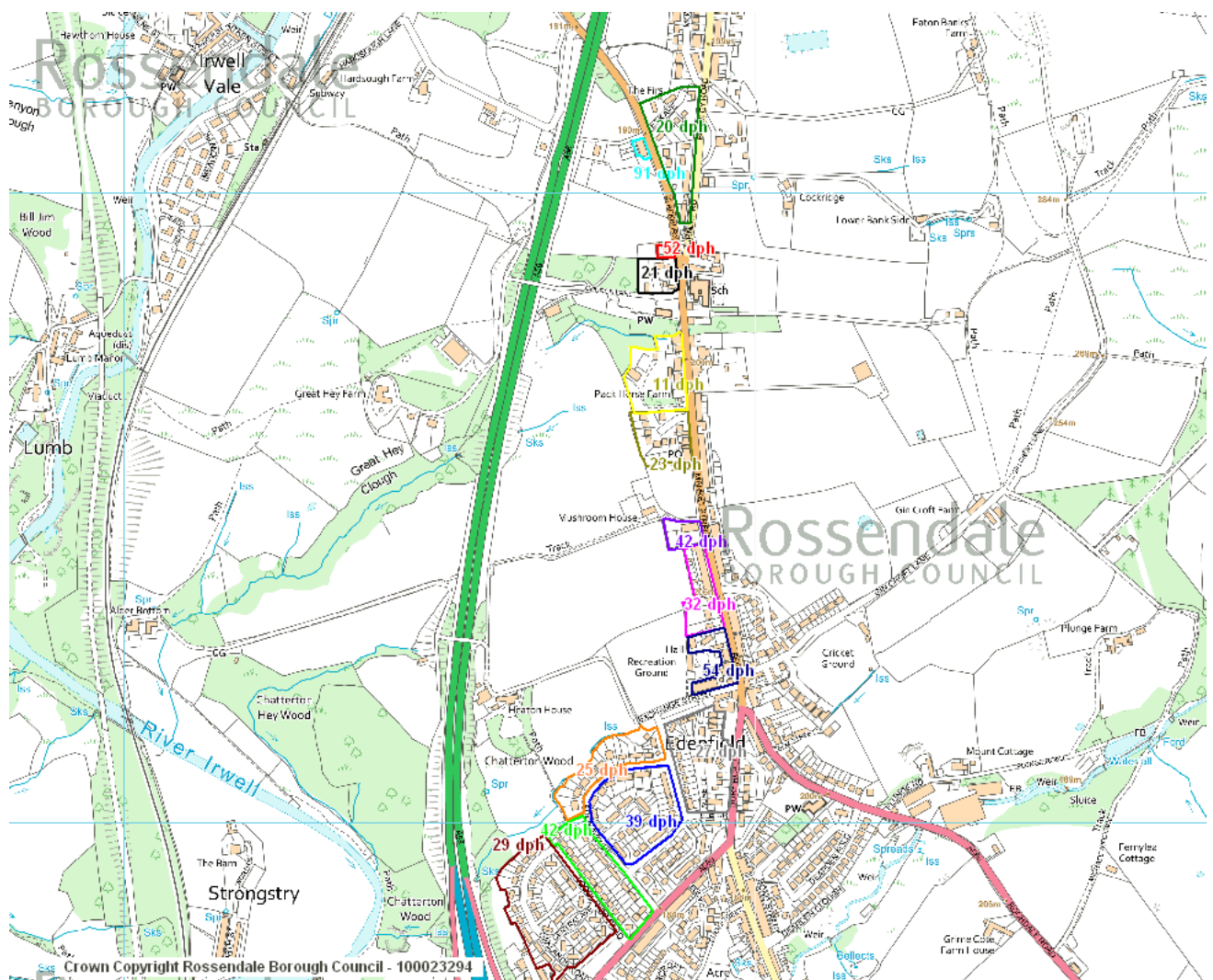


Figure 2- Indicative block/area densities in Edenfield

Table 1- Indicative block or area densities in Edenfield in the vicinity of the development site

Taylor Wimpey and Anwyl Land Design Code Character Area	Block or Area Adjoining the Site	Density (properties per hectare)	Average
South Edenfield	Brown	29 dph	34 dph
	Green	42 dph	
	Blue	39 dph	
	Orange	25 dph	
Market Street	Pink	32 dph	39 dph
	Purple	42 dph	
	Kaki	23 dph	
	Black	21 dph	
	Red	52 dph	
	Turquoise	91 dph	
	Green/brown	11 dph	
	Dark blue	54 dph	
	Grey	27 dph	
North Edenfield	Turquoise	91 dph	55 dph
	Dark green	20 dph	

‘Chatterton South’ is proposed to be built at the highest density ranging from 36 to 45 dph. This may be an issue, given the Local Highway Authority’s concerns expressed during the Local Plan Examination regarding vehicular access from Exchange Street. In addition, the properties along Eden Avenue and Oaklands Road are mainly semi-detached with some terraced properties with an average density in this area of 34 dph. Therefore, it is considered that the proposed properties in Chatterton South should be built at a similar density in order to allow for a smooth transition and to be in keeping with the character of the local area. The proposed maximum density in the code for this character area should be 40 dph.

The proposed Edenfield Core character area is welcomed near the village core where the Edenfield Neighbourhood Parade is located. The range of density from 34-36 dph is appropriate although it could be increased to 34 - 40 dph. However, the area should be reduced to exclude the northern part of the central parcel closer to Edenfield Parish Church and Church Lane.

Instead, the ‘Chatterton Fringe’ proposed at a density of 34-36 dph could be extended to the north until it adjoins the woodland surrounding Edenfield Parish Church. In addition, in the key characteristics of the proposed character area, the ‘key views to be considered’ should include the views to the western tower of the Church. The ‘Chatterton Fringe’ could also be renamed ‘Urban Fringe’.

‘Edenfield North’ is proposed to have the lowest density to reflect its ‘position at northern fringe of Edenfield’. However, the draft Design Code of the Neighbourhood Area identifies a second village core at the junction between Blackburn Road with Market Street close to Edenfield Primary School. In addition, the average density of some blocks in proximity to the site have an average density of 55 dph. Therefore, it is thought that the density of the development in this parcel could be increased including the provision of terraced housing along Blackburn Road.

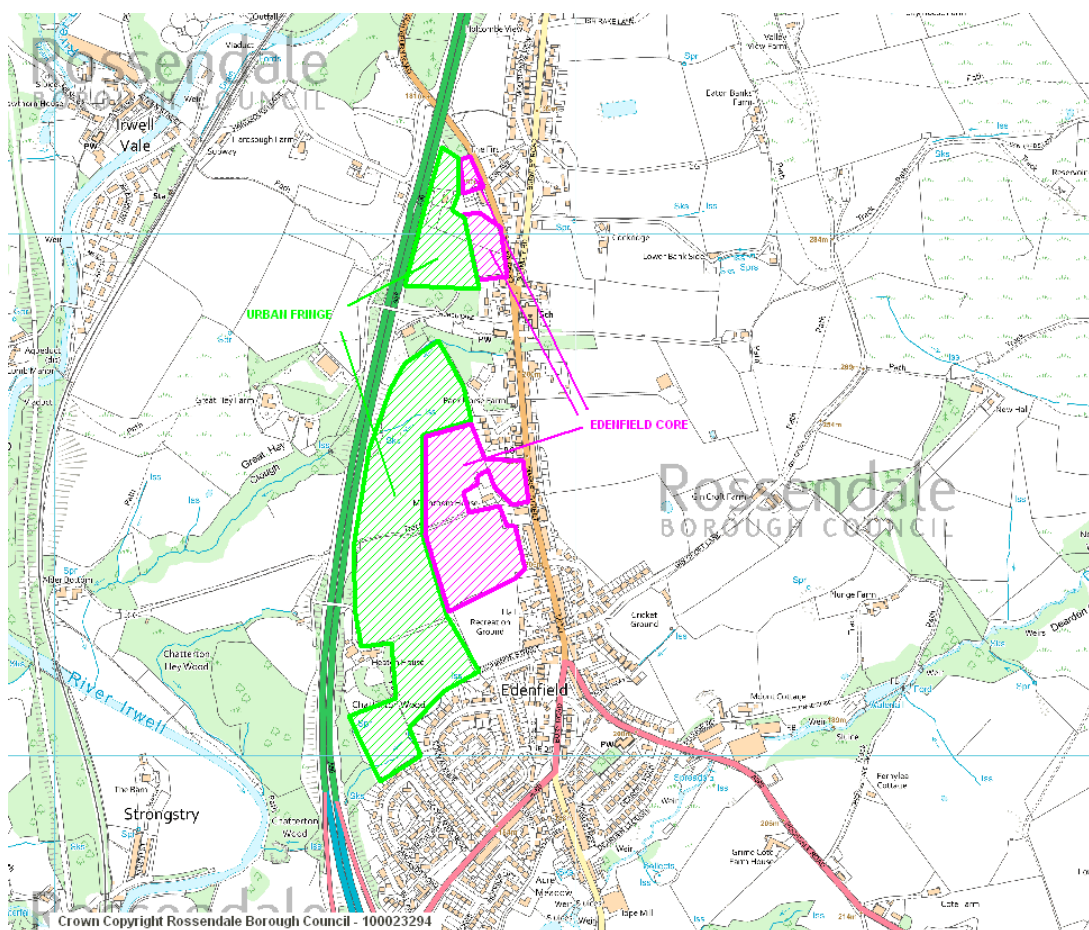
The northern part of the site does not have any designated character areas attributed and this should be addressed. The most relevant character is considered to be the 'Chatterton Fringe' (or 'Urban Fringe') as it will provide a smooth transition between the new development and the remainder of the Green Belt.

In summary, it is thought that the character areas could be reduced to two areas:

- 'Edenfield Core' situated close to the Neighbourhood Parade, to the north of the existing Recreation Ground as well as along Blackburn Road in the northern section of the site in proximity to a second village core;
- 'Chatterton Fringe' (or 'Urban Fringe') to be extended to the south and to replace the proposed 'Chatterton South' to allow for a soft transition from the existing properties along Eden Lane and Oaklands Road and a sense of continuity. The 'Chatterton Fringe' or 'Urban Fringe' character area should be extended to the woodland adjoining Church Lane and Packhorse Farm so as to mitigate the level of harm of the development on the setting of the Church.

The northern part of the site could follow a similar pattern with the 'Edenfield Core' character area guiding development along Blackburn Road in proximity to the second village core identified around the Church and primary school. The 'Chatterton/Urban Fringe' code would be appropriate along the A56 and Church Lane to allow for a soft transition between the proposed development and the remainder of the Green Belt.

The proposed amendments are shown on the map below:



## Built form

- Layout

The internal road layout in the southern parcel near Chatterton Heys is welcomed as it has a south-west to north-east axis protecting views to Peel Tower as set out in the Landscape Assessment Study and the allocated site specific assessment<sup>1</sup>. This key view needs to be highlighted in the key characteristics for this area.

- Building Heights:

ECNF Design Code states that the height of new properties situated within Area A of the landscape assessment study (the central parcel of the site) where landscape impacts have been assessed as being significant, should be no more than 2 storeys to mitigate adverse impacts.

- Boundary treatments:

The use of dry stone walls and hedges should be used in the character areas along Market Street and Blackburn Road in keeping with the village cores and traditional terrace character areas of the Edenfield Neighbourhood Area Design Code.

- Setbacks:

Acceptable distances between properties and the road should be provided. The setback should be small for properties along Blackburn Road and Market Street to be in keeping with the local character of the village cores and traditional terraces. The setback should be more important in the central and rural edges of the development to include large front gardens.

## Movement

- Street typologies

The masterplan should identify the indicative hierarchy of streets such as secondary and tertiary as identified in the code for clarification. In addition, it would be beneficial for the cul-de-sacs to be limited in order for each dwelling to have two access points. The reduction of vehicle speed can be achieved via other measures such as providing tree lined and level streets with tactile pavement.

The provision of tree-lined streets would also help improve the quality of the urban environment and adapt to climate change by providing shade during summer heat waves, absorbing carbon dioxide and reducing surface water run-off. In Table 4.1 of the masterplan setting out the street typology parameters, the provision of trees along secondary and tertiary road should be added.

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<sup>1</sup> Lives and Landscapes Assessment – Volume 2: Site Assessments (2017)  
[https://www.rossendale.gov.uk/downloads/file/14131/volume\\_2\\_site\\_assessments\\_-\\_version\\_2\\_-\\_partially\\_updated\\_july\\_2017](https://www.rossendale.gov.uk/downloads/file/14131/volume_2_site_assessments_-_version_2_-_partially_updated_july_2017)



In addition, street furniture such as benches may be added within existing and proposed public open spaces.

- Active travel and public transport

In terms of pedestrian and cycle provision, a north to south walking and cycling route through the site would be beneficial in providing a safe, off-road connection through Edenfield, linking into the wider walking and cycling network branching to Rawtenstall, Haslingden & Irwell Vale. Provision should be made to allow this north to south route to continue through the whole Masterplan area, including connections from Church Lane into both Taylor Wimpey's and Peel's land and south of the Masterplan area. It would also be beneficial if the north to south route was horse-friendly, with appropriate surfacing material and access points to enable this.

In addition, a connection from the development site to the bridleway serving the heritage East Lancashire Railway station at Irwell Vale would be beneficial for leisure activities. A pedestrian and cycle way link between the development site and the future Ewood Bridge train station should also be considered. A strategic business case has been submitted to the Department for Transport in Autumn 2022 for the City Valley Rail Link<sup>2</sup> and a response from Government is expected this year. Please therefore add the existing Irwell Vale heritage train station and the proposed Ewood Bridge commuter train station to figure 1.23 and the masterplan. The identification of existing bus stops would also help understand the current access to public transport.

The creation or enhancement of existing footpaths and cycle ways to Edenfield Primary School and to the Edenfield Neighbourhood Parade (as shown on Policies Map) are important to ensure good accessibility to local services from the development site. These should be appropriately lit, direct and overlooked by properties as much as possible.

- Junctions

Architectural features should be used on properties at junctions to mark corners to help way-finding and contribute to a sense of place.

- Surface materials

Permeable materials should be used for non-adoptable driveways and paths in order to reduce water run-off onto the highways and maximise water infiltration within the house curtilage.

- Parking

Car parking should include the provision of electric vehicle charging points in line with the Local Plan policy TR4. This could constitute a new Code MO6 'One electric vehicle charging point should be provided for every new house'.

- Waste collection

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<sup>2</sup> [https://www.rossendale.gov.uk/info/210173/roads\\_and\\_travel/10895/city\\_valley\\_rail\\_link](https://www.rossendale.gov.uk/info/210173/roads_and_travel/10895/city_valley_rail_link)



The Masterplan and Design Code does not set out how bin storage and collection is to be provided throughout the site. Guidance is available from the NHBC<sup>3</sup>.

## Nature

- Green Infrastructure

The Masterplan shows the provision of green spaces mainly on the edges of the allocated sites, but where will green infrastructure be provided in the central parts of the site (e.g. gardens, tree-lined streets)? No blue infrastructure apart from two indicative SuDS are shown on the Masterplan. What will happen to the existing watercourses, will they be retained and enhanced with additional tree planting to slow the flow of water and connect to other SuDS features such as green roofs, permeable surfacing, swales, street tree planting and rain gardens? The development should comply with the 4 pillars of SuDS which are water quality, water quantity, amenity and biodiversity.

- Biodiversity

The site contains two woodland stepping stone habitats to the south of Chatterton Hey House and to the north and south of Church Lane. These woodland areas should be retained and strengthened. The Masterplan shows some widening of the woodland area near Chatterton Hey House which is welcomed. However, the woodland area alongside the boundary with Packhorse Farm could be strengthened further. The Masterplan and Design Code should indicate how and where a 10% biodiversity net gain will be delivered. Please see also criterion 6 of the site specific policy.

It should be noted that some of the species listed on the species palette may not be appropriate in certain areas according to the Greater Manchester Ecology Unit.

## Public Spaces

It would be beneficial if the LEAP could be relocated closer to the Church to provide an additional buffer to protect the setting of the Church. The creation of a new route to link the central part of the development site with the northern part of the development site via the bridleway along Church Lane would allow residents of the northern section to access the LEAP. Furthermore, the provision of additional equipment such as picnic tables would enhance the open space provision and cycle parking at key public spaces is welcomed.

It is considered that the reference to reserved matters application on page 33 should be removed.

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<sup>3</sup> <https://www.nhbcfoundation.org/wp-content/uploads/2016/05/NF60-Avoiding-rubbish-design.pdf>

## Uses

The Masterplan should set out that 30% of the dwellings should be affordable in accordance with Policy HS3 of the Local Plan.

Also at least 10% of the plots in the new development should be made available for custom or self-build for people wishing to build their own homes. There are currently 45 people listed on the Rossendale Self-Build Register (as of 4<sup>th</sup> January 2023) and of these 4 people identified Edenfield as their first choice of settlement, 6 as a second choice and 5 as a third choice (or a total of 15 persons).

## Homes & buildings

The Masterplan and Design Code should set out that at least 20% of the dwellings should be built according to the optional standard M4(2) of the Building Regulations in order to be compliant with Policy HS5 of the Local Plan.

The following separating distances as set out in the Alterations and Extensions to Residential Properties SPD apply:

- Maintain a minimum distance of 20m between habitable room\* windows in properties that are directly facing each other; and
- Maintain a minimum distance of 13m between a principal window to a habitable room\* in one property and a two storey blank wall of a neighbouring property; and
- Maintain a minimum distance of 6.5m between a principal window to a habitable room\* in one property and a single storey blank wall of a neighbouring property.

## Resources

The Masterplan should consider the orientation of properties to maximise the use of solar technologies whilst preserving key views to Peel Tower in the southern section and to the western tower of Edenfield Parish Church in the central part of the site. It is expected that 10% of energy needs from the new development will be met by on-site renewable energy provision as set out on the Climate Change Supplementary Planning Document<sup>4</sup>. A full assessment will be required to accompany the planning application to show how this proposal accords with the Climate Change SPD. It is the Council's hope that the development of this former Greenbelt land is an exemplar scheme, not just for Rossendale but wider afield.

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<sup>4</sup> [https://www.rossendale.gov.uk/downloads/file/17881/climate\\_change\\_spd](https://www.rossendale.gov.uk/downloads/file/17881/climate_change_spd)

\*a habitable room is defined as a room in which a resident would normally expect to have reasonable levels of privacy for relaxation. This normally would be a living room, dining room, bedroom or kitchen. Studies, work rooms, utility rooms or bathrooms are not normally defined as habitable rooms.

## Lifespan

The Masterplan and Design Code should consider which areas/public open spaces are expected to be adopted by the Lancashire County Council or Rossendale Borough Council and which will be in private ownership with associated management plans.

**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;***

The proposed highway access points from Blackburn Road and from the field opposite nos. 8-116 Market Street shown on the Masterplan are in accordance with the policy. The proposed access from Exchange Street will need to be further assessed.

- 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;***

No proposed improvements to the Market Street corridor between Blackburn Road and the mini-roundabout near the Rostron Arms are shown on the Masterplan.

The Transport Assessment submitted as part of the planning application explains that 10 car parking spaces will be provided 'along the main spine road within the curtilage of the site that will be available for public use' to address the loss of on-street car parking resulting in a new access being provided on the field adjoining nos. 88-116 Market Street. It is considered that these car parking spaces should be shown on the masterplan. Preparing a masterplan for the entire allocation was promoted through the Local Plan policy to ensure mitigation measures would be identified to accommodate fully the impacts of the whole development.

- 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;**

During the Local Plan Examination, the Council's Heritage Consultants provided the following advice regarding the site allocation H66 (previously referred to as H72) ([EL8.014 Actions 14.1 to 14.4 – Appendix 3](#)). The recommendations have been integrated into the site specific policy and will be discussed in the following section below (section 5). Further comments on the proposed Masterplan and Design Code are expected from Historic England and Growth Lancashire.

- 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***

The proposed Masterplan shows some strengthening of the woodland to the south of Church Lane however this could be further strengthened alongside the boundary of the site with Packhorse Farm. No widening of the woodland is proposed to the north of Church Lane so this should be addressed in order to be compliant with the policy.

- ii. The layout of the housing parcels should be designed to allow views to the Church to continue***

The road layout to the south-west of the Church could be orientated on a north-east to south-west axis or north-south axis rather than a north-west to south-east axis to allow views to Edenfield Parish Church to be retained within the proposed development.

- iii. The relationship of the new dwellings to the Recreation Ground to ensure safe non-vehicular access is provided***

The location of the indicative pedestrian / cycle routes as shown on the masterplan as well as the retention of the existing PROW along the western boundary of the existing Recreation Ground are welcomed.

- iv. Public open space to be provided along the woodland area south of the brook/Church enclosure***

The Open Space Study (2021) reports a shortfall in quantity and some gaps in accessibility to open spaces in Eden ward but outlines the high quality of open spaces in this ward. Please see the summary table below.

#### 12.4.2: Eden Analysis Area Summary

Typology	Quantity (ha per 1,000 population)	Accessibility	Quality
Parks and gardens	Shortfall of 0.43	Minor gap to west	All sites rate high for quality.
Natural & semi-natural	Sufficient by 23.65	No gaps in provision	Not applicable
Urban greenspace	Shortfall of 0.04	Minor gap to west	One site (Pin Meadow: ID 4) rates below quality
Play provision	Sufficient by 0.05	Minor gap in catchments	No deficiency identified
Allotments	No provision of this type	Not applicable	Not applicable
<b>Conclusion:</b>			
The only significant quantity shortfall is in parks and gardens provision. However, access and quality are generally considered sufficient. The focus for the area should be on enhancing quality of natural greenspace and urban greenspace.			

It is to be noted that Eden ward does not solely cover Edenfield but it includes other settlements such as Chatterton, Stubbins and Turn. In Edenfield, the study highlights good scoring in terms of quality and value of existing open spaces (e.g. Edenfield Memorial Garden, Cricket Club, Recreation ground, Playground and churchyard at Edenfield Parish Church).

However, there is an accessibility gap for play provision in the central part of the site as well as in the northern part of the site which can be addressed by the new POS proposed. There is also a gap in accessibility to parks and gardens and therefore the provision of additional features to the POS could help address this gap such as adding play provision for younger people, and creating and enhancing footpaths to other open space. In addition, the settlement does not have any allotments. The provision of small areas to allow residents to grow plants such as providing planters for 'Incredible Edible' or community orchards within the open spaces on-site could help address this deficiency.

***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***

The landscaping proposed along the A56 for the central part of the site could help provide a buffer between the development and the A56. Regarding density and height please refer to comments provided in relation to the Design Code.

***vi. Materials and boundary treatments should reflect the local context***

The use of natural stone and not just reconstituted stone or stone effect should feature within the material pallet in the design code especially for properties fronting Market Street and Blackburn Road.

Timber wall boundary treatments will not be acceptable alongside the principal elevation of dwellings. The use of boundaries which will enhance biodiversity should be encouraged, for example, permeable for wildlife to minimise the impact of the development on small mammals.

**6. *An Ecological Impact 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.***



The masterplan does not show how the woodland ecological network identified on the Lancashire Woodland Ecological Network map is impacted. In addition, no estimation of the existing biodiversity value of the site allocation is provided nor how much biodiversity value is likely to be lost as a result of the development. Biodiversity net gain is expected and it should be of at least 10% to align with the Environment Act 2021. In addition, how much additional biodiversity value will be provided on-site? This can include private gardens, green roofs and amenity space. Will biodiversity net gain be provided off-site, and if yes has a site been identified? Proposals to secure biodiversity net gain should be provided.

**7. *Compensatory improvements must be provided to the Green Belt land in proximity of the site in accordance with Policy SD4***

Unfortunately, the proposed Masterplan and Design Code does not refer to compensation measures to the remaining Green Belt except as a reference to a guidance document. The Masterplan should identify the locations of proposed Green Belt compensation measures and set out further information about the nature of these measures and a timescale for their implementation. A schedule should be prepared for the whole allocation showing which measures are being provided, and by which developer(s) for green belt compensation, biodiversity net gain, and specific measures which are required to mitigate impacts of the development

**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***

The Masterplan and Design Code is not accompanied by geotechnical investigations to confirm the suitability of sustainable drainage systems along the A56. This should be addressed.

**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.***

Comments have been received from the Education Authority and further work is being requested from them to look specifically at the impacts on school provision in Edenfield from the entire H66 allocation. The masterplan needs to indicate how and when on-site expansion at Edenfield or Stubbins would be considered and delivered by the developers.

**10. *Noise and air quality impacts will need to be investigated and necessary mitigation measures secured***

The Masterplan proposes indicative tree planting along the A56 for the central section of the site and part of the northern section. Figure 1.23 also shows that a noise buffer could be required along the A56. It is considered that the indicative tree planting could also be extended to the northern section of the site. However, the extent and nature of the buffer should be based on adequate impact assessment studies to provide an appropriate level of amenity to future and existing residents.

Figure 1.23 showing sites constraints and opportunities have items in the legend that appear to be missing from the map. The map should also identify where the areas for 'retain open views to high land', 'potential highway access' and 'A56 source of noise' are located.

**11. *Consideration should be given to any potential future road widening on the amenity of any dwellings facing the A56.***

In addition to the noise buffer between the A56 and the proposed development, there should also be a buffer to consider potential future A56 widening on the amenity of the proposed dwellings alongside the A56 (such as gardens).

### **Additional Relevant Policy Considerations**

Strategic Policy SD2: Urban Boundary and Green Belt of the Local Plan (adopted 2021) includes H66 and notes "The Council will expect that the design of development on the above sites minimises the impact on the character of the area and addresses relevant criteria in policy ENV3. Development will also be expected to contribute to compensatory improvements to land elsewhere in the Green Belt, enhancing both its quality and public access."

The explanation to Policy SD2 notes in paragraph 50: "At Edenfield the justification for Green Belt release particularly relates to the strong defensible boundary of the A56 and the opportunity to masterplan the site, to produce a high quality planned housing development that minimises impact on openness. There is strong market demand in the area".

Para 120 of the Site Specific Policy for H66 refers to "this land lying between the A56 and Market Street in Edenfield from the Green Belt. The area is very open in character and allows views of the surrounding hills and moors and will require a well-designed scheme that responds to the site's context, makes the most of the environmental, heritage and leisure assets, and delivers the necessary sustainability, transport, connectivity, accessibility (including public transport) and infrastructure requirements"

Para 121 is clear that “Rossendale Council therefore requires a Masterplan and will work in partnership with key landowners and key stakeholders, including the Edenfield Community Neighbourhood Forum, to ensure a Masterplan is prepared”.

Para 125 states “Any proposed development must make a positive contribution to the local environment and consider the site’s form and character, reflecting the setting of features such as the Grade II\* Listed Edenfield Parish Church and incorporating appropriate mitigation. Development must be of a high quality design using construction methods and materials that make a positive contribution to design quality, character and appearance. The development must contribute towards the sustainable use of resources. Implementation of development must be in accordance with an agreed Design Code/Masterplan across the whole development. The layout should be designed to allow glimpsed views towards the Church to continue, for example, by aligning the principle road(s) along a north-south or north east – south west axis, and building heights restricted”.

The importance of a phasing and implementation plan is noted in Para 126. “In light of the site’s natural features and relationship to surrounding uses, development is likely to come forward in a number of distinct phases. The infrastructure associated with the overall development and each individual phase will be subject to the production of a phasing and infrastructure delivery schedule to be contained in the Masterplan. Site access will be a key consideration”.

Given the scale of this allocation, its location in former Green Belt land, and its strategic importance a site specific policy has been prepared. However, other Local Plan policies are relevant too and in particular attention is drawn to Policy ENV3 on Landscape Character and Quality. In particular, ENV3 notes:

In order to protect and enhance the character and quality of the landscape, development proposals should, where appropriate:

- Respond positively to the visual inter-relationship between the settlements and the surrounding hillsides and follow the contours of the site;
- Not have an unacceptable impact on skylines and roofscapes;
- Be built to a density which respects the character of the surrounding area with only low density development likely to be acceptable in areas abutting the Enclosed Upland or Moorland Fringe Landscape Character Areas;
- Retain existing watercourses, trees and green infrastructure features that make a positive contribution to the character of the area;
- Incorporate native screen planting as a buffer to soften the edge of the building line in valley side locations;
- Take into account views into and from the site and surrounding area, retaining and, where possible, enhancing key views; and
- Retain and restore dry stone walls, vaccary stone flag walls and other boundary treatments which are particularly characteristic of Rossendale.

Development proposals should incorporate a high quality of landscape design, implementation and management as an integral part of the new development. Landscaping schemes should provide an appropriate landscape setting for the development and respect the character and distinctiveness of the local landscape.

## **Summary**

Comments have been provided above on the Masterplan that has been submitted on behalf of Taylor Wimpey and Anwyl Homes. Nevertheless, it is disappointing that a comprehensive Masterplan with an appropriate Design Code and a Phasing and Implementation Schedule has not been prepared in conjunction with all the landowners for the entire allocation. The Local Plan in allocating this land is clear that the development of this scale would need to be carefully managed, with developers responding to the opportunity to create and enhance the sense of place whilst providing Green Belt compensation measures for existing residents, biodiversity net gain, meeting the Climate Change SPD requirements, and mitigating fully the impacts of the housing development.

A short 2-week consultation by Taylor Wimpey has already taken place with residents on the issues to be addressed in the Masterplan but it is unclear how these comments have been taken into account, nor what liaison has taken place with the Edenfield Community Neighbourhood Forum, who are working on preparing a Neighbourhood Plan and have produced a Design Code, which is published on their website but has not been subject to any consultation.

Prior to determination of the planning application it is considered necessary for the Masterplan to be re-drafted, with consideration given to the comments raised in the consultation, and the inclusion of the other parcels of land that contribute to the whole allocation. It is also recommended that a Design Panel is set up to review the schemes.

- End of Part 2 -