

An aerial photograph of a rural landscape. A central village is visible, surrounded by green and yellow fields. A road or railway line runs vertically through the center. The surrounding area is mostly grey, indicating a desaturated or grayscale background.

**AECOM**

# Design Code Report

2023

**Edenfield  
Neighbourhood Plan**

## 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	29/09/2023	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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*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), September 2023

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 the purpose 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 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 planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers. 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 Adopted Rossendale Local Plan 2019-2036

The local plan sets the ambitions of the Local Authority and provides the statutory planning framework to guide development in the Borough to 2036, helping to define a strategy and help to determine the distribution of development. The Local Plan 2019-2036 was adopted by Rossendale Borough Council in December 2021. The policies of relevance to this design codes report are identified below:

**Policy HS4 (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 HS6 (Open Space Requirements in New Housing Developments)** requires housing developments of 10 or more new dwellings to make provision for open space having regard to the most up to date evidence on the quantity, accessibility and quality of open space in the Borough. Where there is no identified local deficiency in quantity or it is demonstrated to be inappropriate due to site specific circumstances a financial contribution will be required to off-site provision or improvements to existing open spaces.

**Policy HS8 (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 HS9 (House Extensions)** requires extensions to respect the existing house and surrounding buildings in terms of scale, size, design, fenestration and materials without innovation and original design features being stifled.

**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 including safeguarding and enhancing the built and historic environment, being sympathetic to surrounding land uses and occupiers, avoiding demonstrable harm to the amenities of the local area, providing landscaping as an integral part of development and appropriate boundary treatments’.

**Policy ENV3 (Landscape Character and Quality)** seeks to protect and enhance the distinctive landscape character of Rossendale. Development proposals will be expected to conserve and, where possible, enhance the natural and built environment, its immediate and wider environment, and take opportunities for improving the distinctive qualities of the area and the way it functions.

**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 proposals to consider and address flood risk from all sources and manage surface water in a stated order of priority.

**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 Landscapes Assessment for Rossendale Borough Council (December 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 regard 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 Street, 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 Supplementary Planning 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

Figure 2.1 shows the land still designated as Green Belt in the Neighbourhood Area following adoption of the Rossendale Local Plan 2019-2036

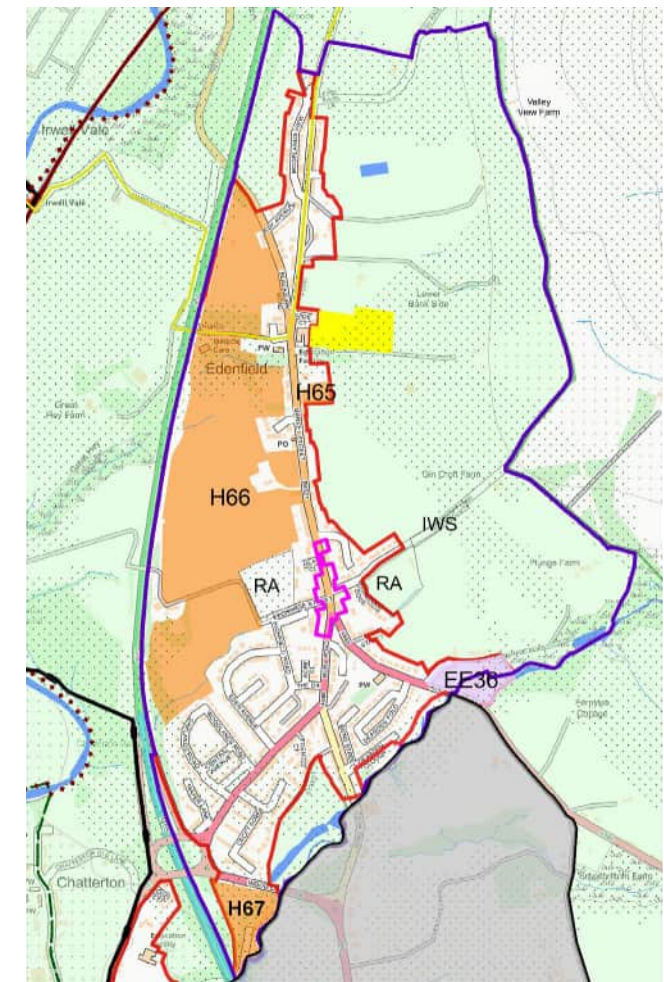
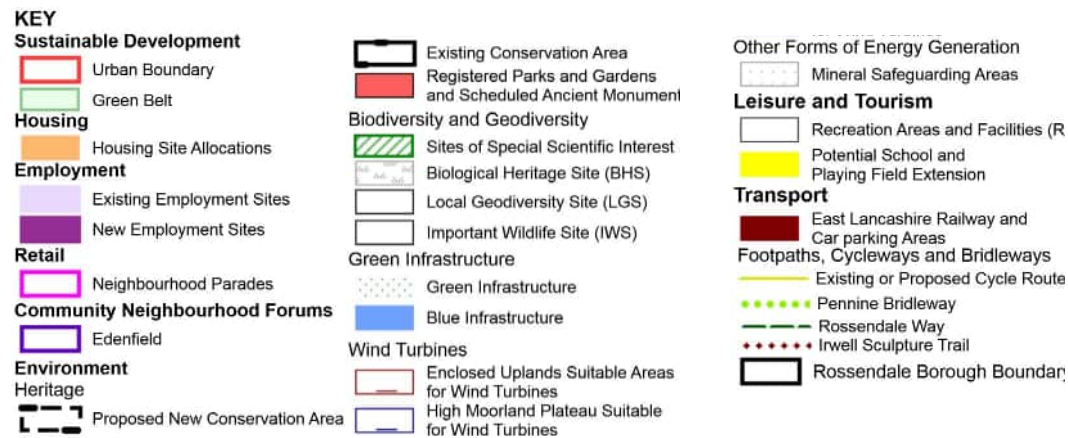


Figure 2.1: Rossendale Policies Map

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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.

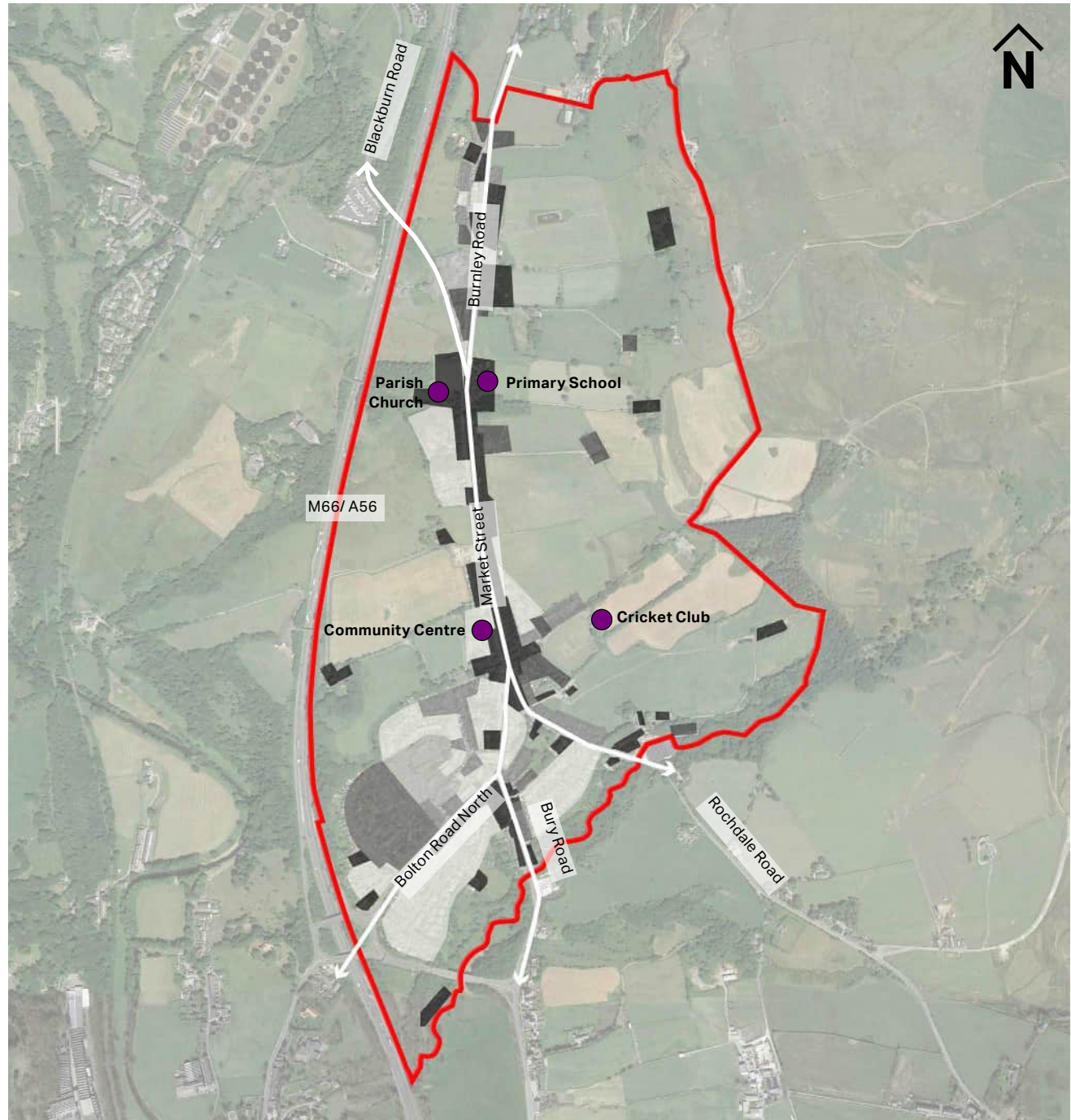


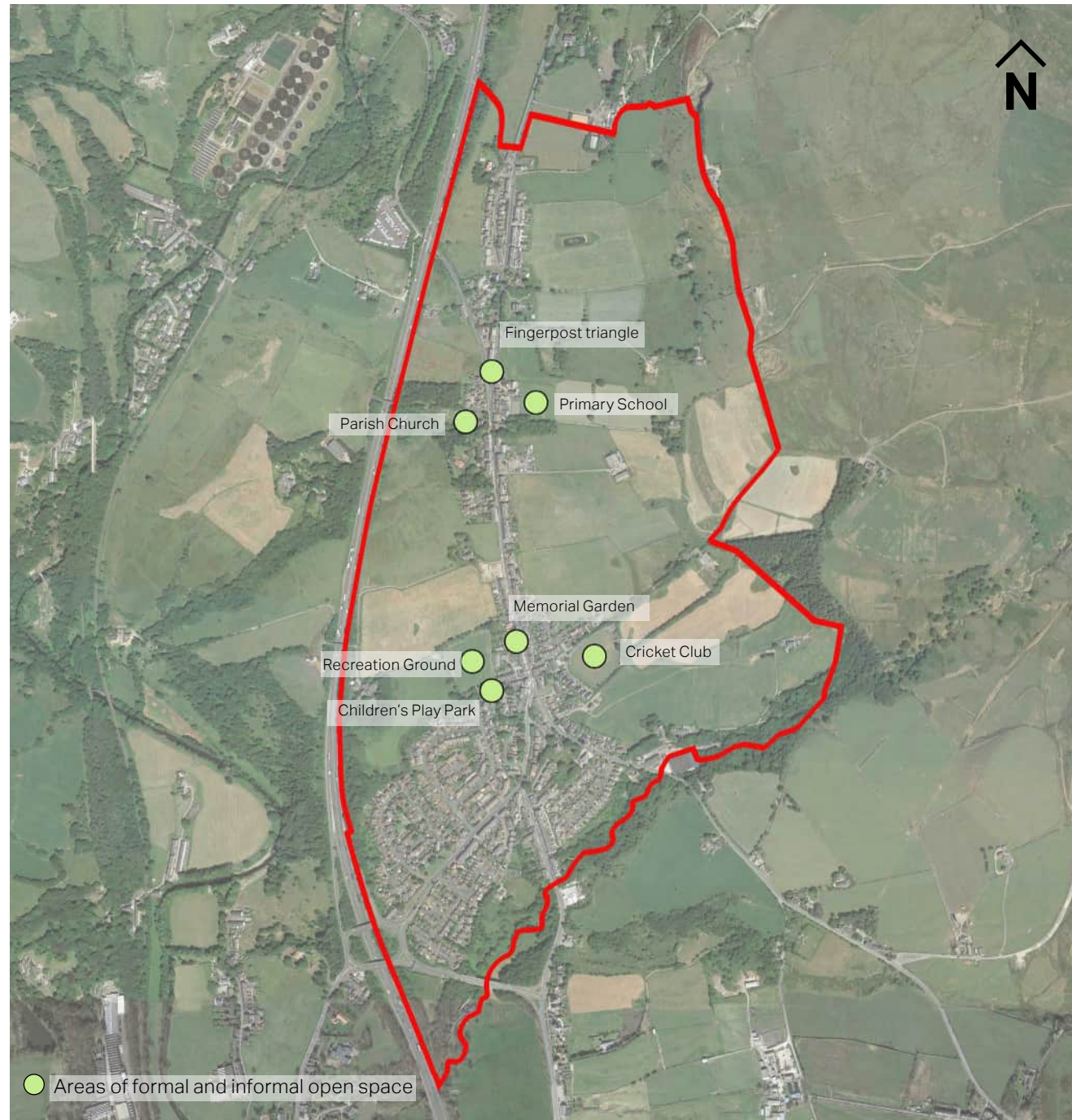
Figure 2.2: Village Structure and Growth

## 2.3 Open space

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

According to the Lives and Landscapes Assessment for Rossendale Borough Council (December 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 the Edenfield Neighbourhood Area there are a number of Grade II listed buildings, and one Grade II\* listed building. There is no designated conservation area within the Neighbourhood Area, 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 being compiled by Rossendale Borough Council. Furthermore, the Rossendale Local Plan 2019 - 2036 identifies some non-listed heritage assets in the Neighbourhood Area. These are Chatterton Hey (Heaton House), Mushroom House and the former Vicarage (paragraph 4 of the site-specific policy for housing allocation reference H66 Land west of Market Street) and Edenwood Mill (paragraph 1 of the site-specific policy for site H67).

These non-listed 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 terraced 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.

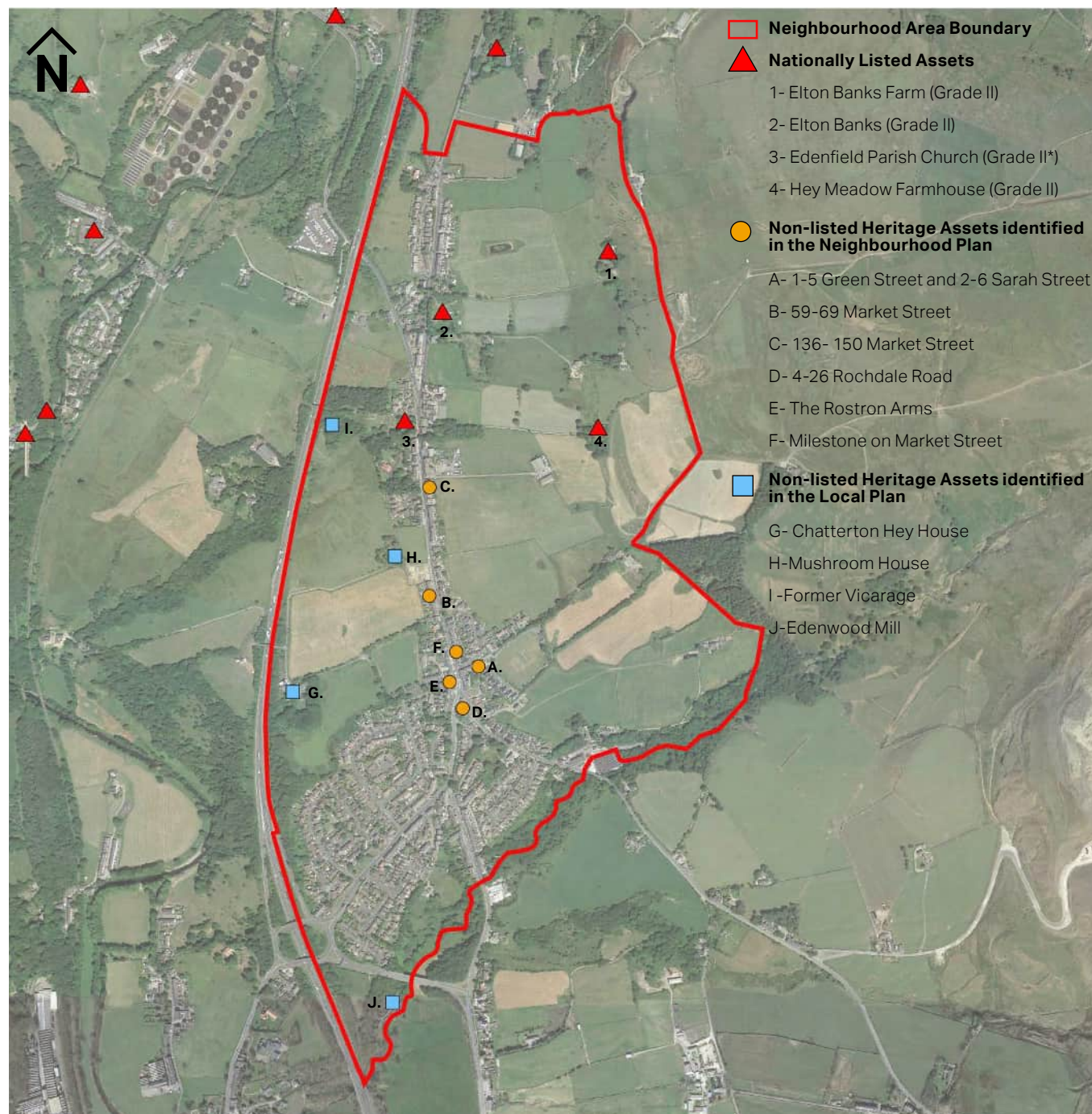


Figure 2.4: Heritage Assets





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

A significant part 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 Landscapes Assessment for Rossendale Borough Council (December 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 Harcles 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.

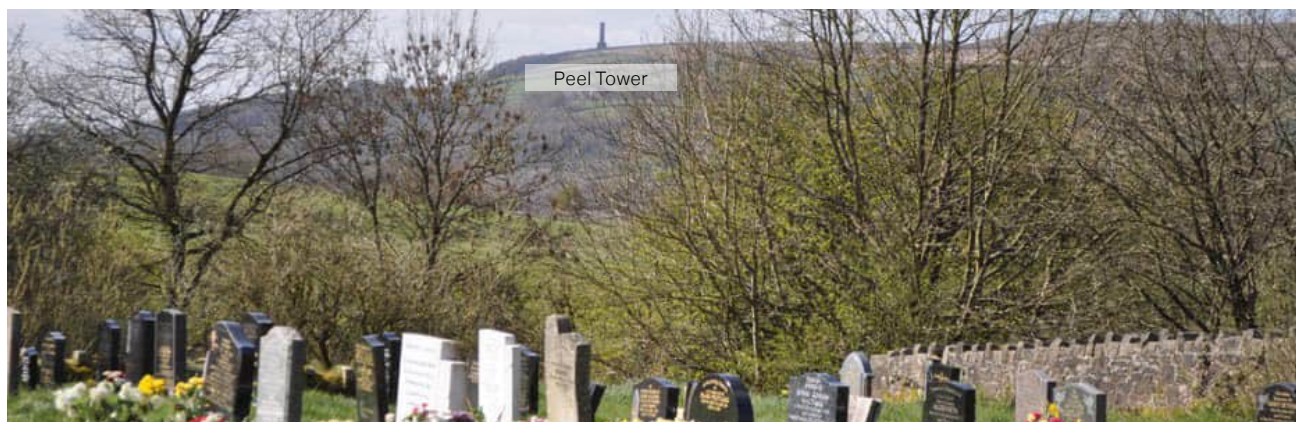
Various Key Views to the surrounding landscape have been identified for protection, as shown on the page opposite.



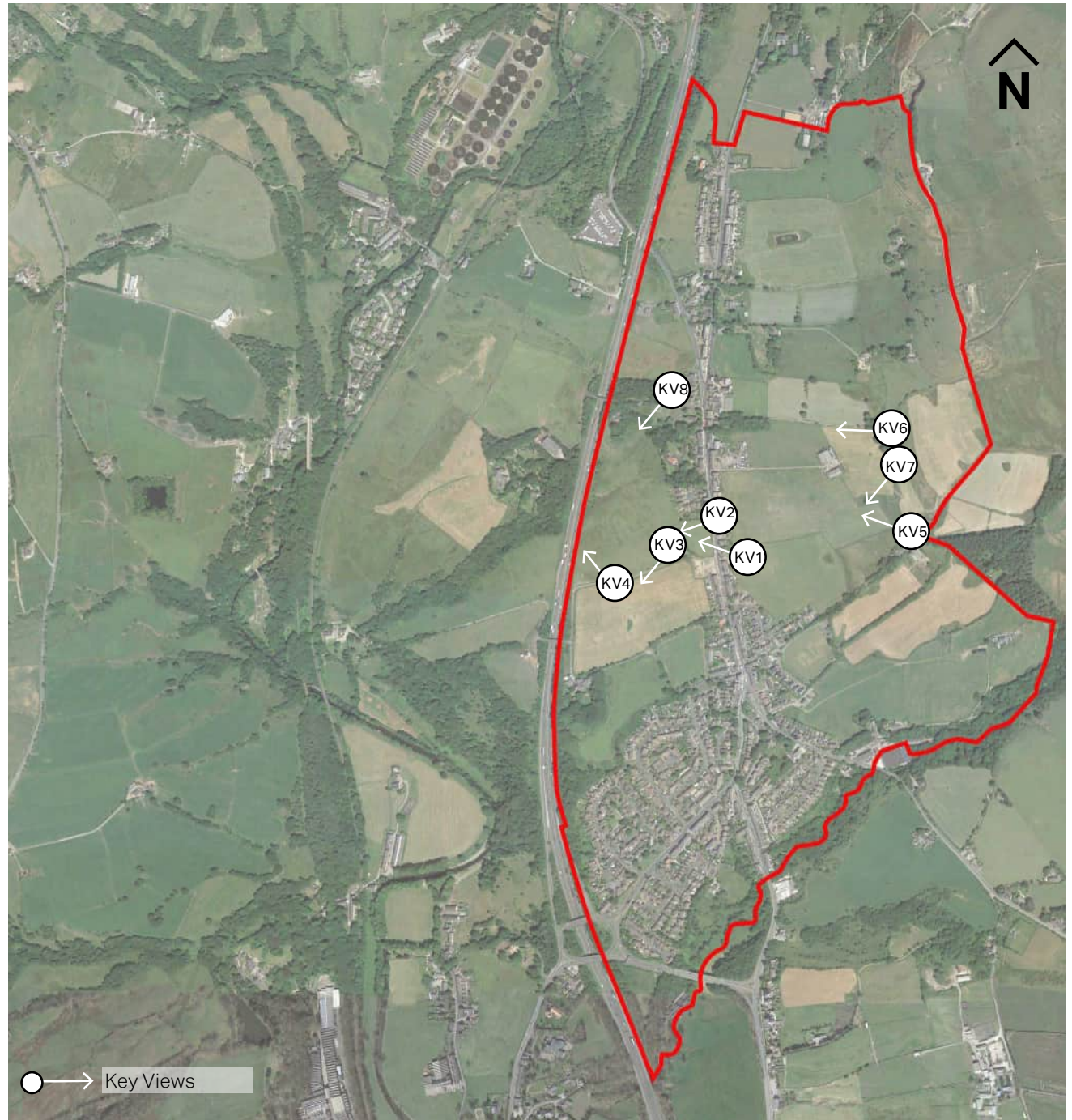
*Key View 1- Hope View*



*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

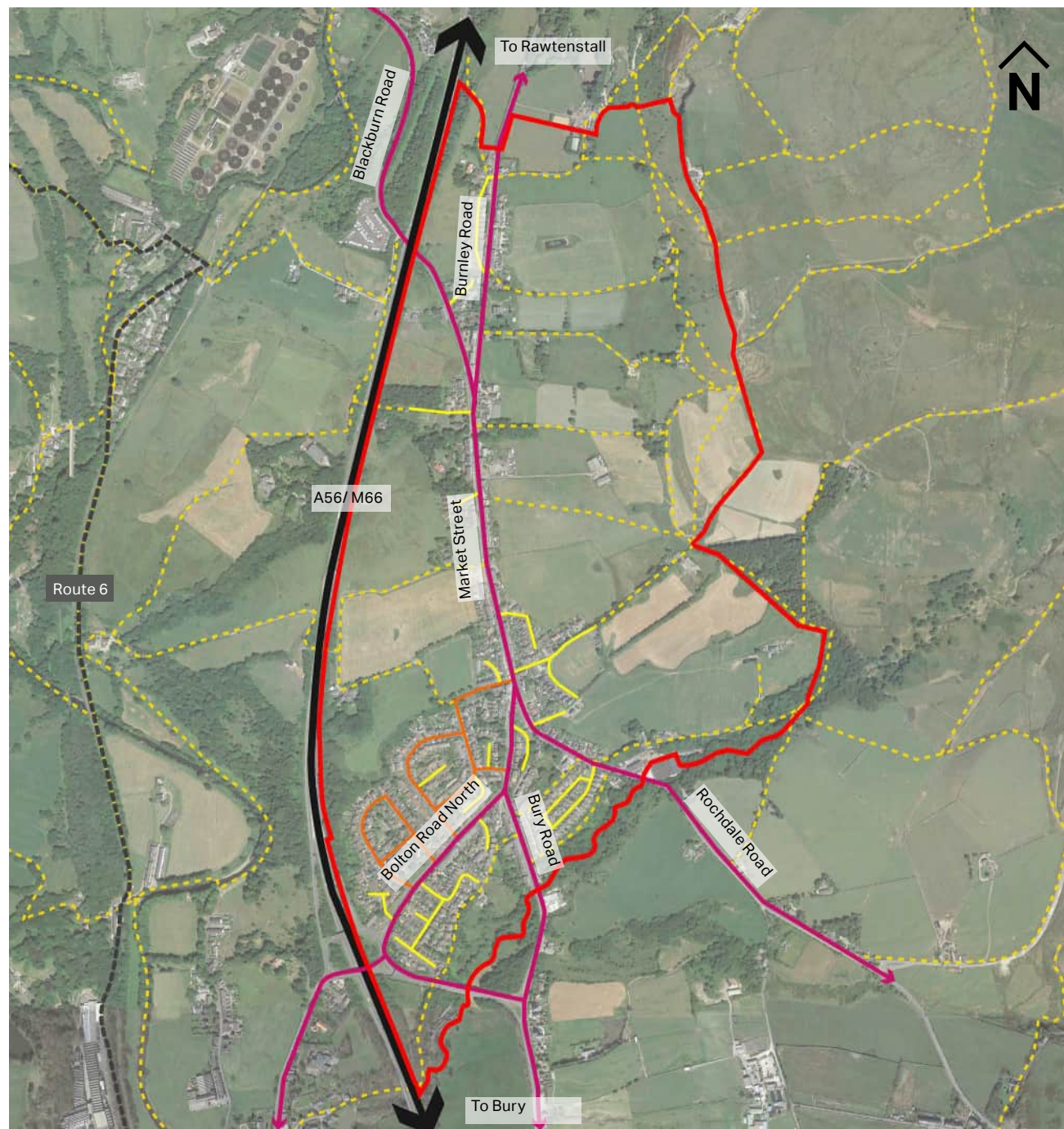


Figure 2.6: Existing Movement Network

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 Neighbourhood Forum. 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

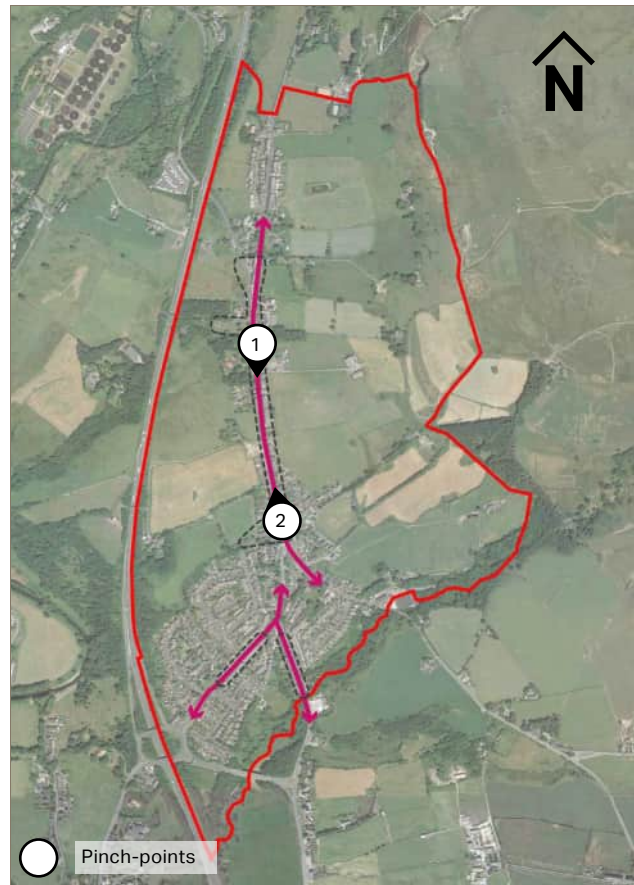


Figure 2.7: Congestion and car parking



Pinch point 1: Market Street north



Pinch point 2: Market Street south





# Workshop Engagement 03

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## 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 greenfield 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





Character Areas

04

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*Traditional terraces of Bury Road*

## 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 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 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 4 Rural Fringe

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

### Character Area 5 Former Rural Fringe

Rural Fringe areas allocated for development in the Rossendale Local Plan 2019-2036. These comprise site H66, land west of Market Street, site H67, Edenwood Mill and land south of Wood Lane and site H65, land to the east of Market Street.

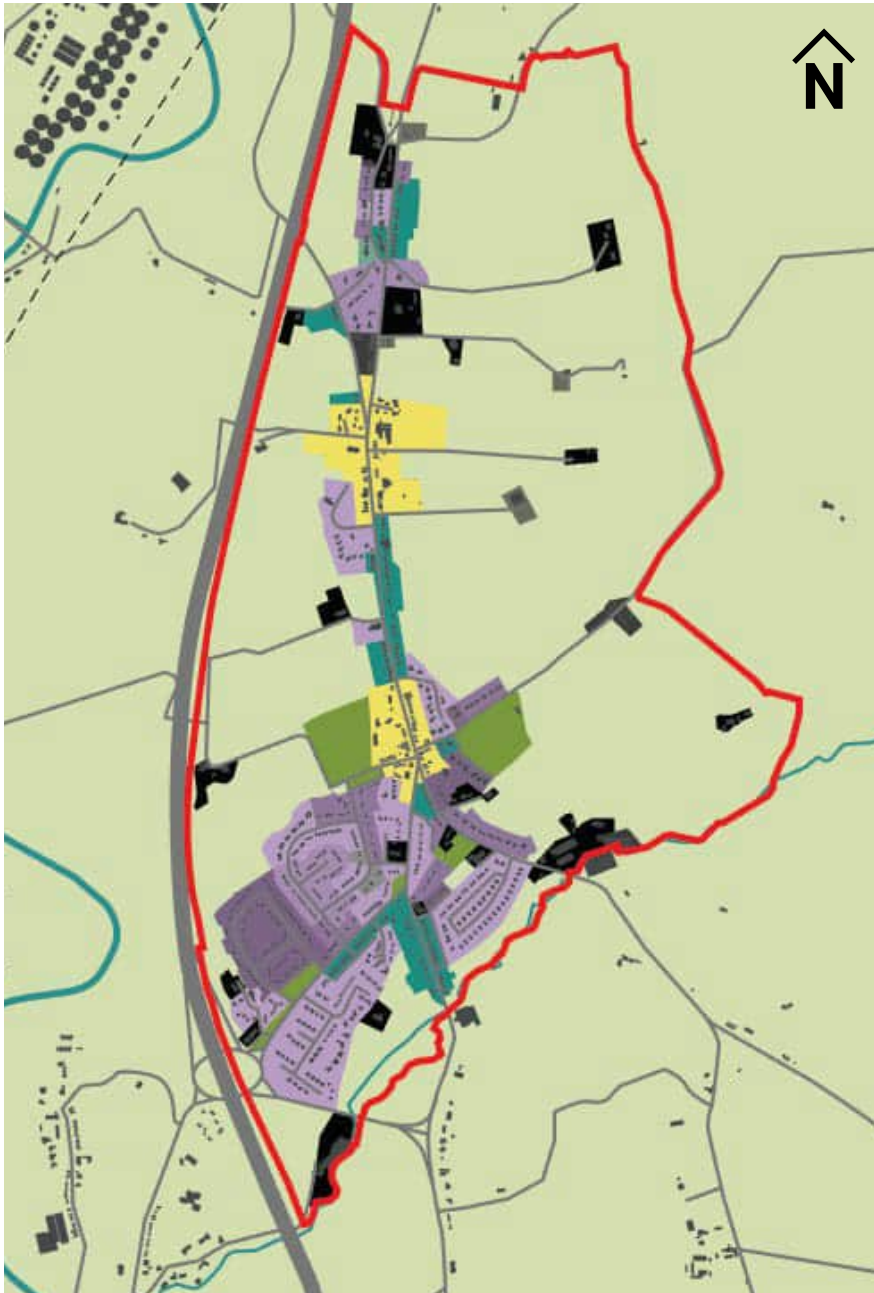


Figure 4.1: Existing mosaic of character area

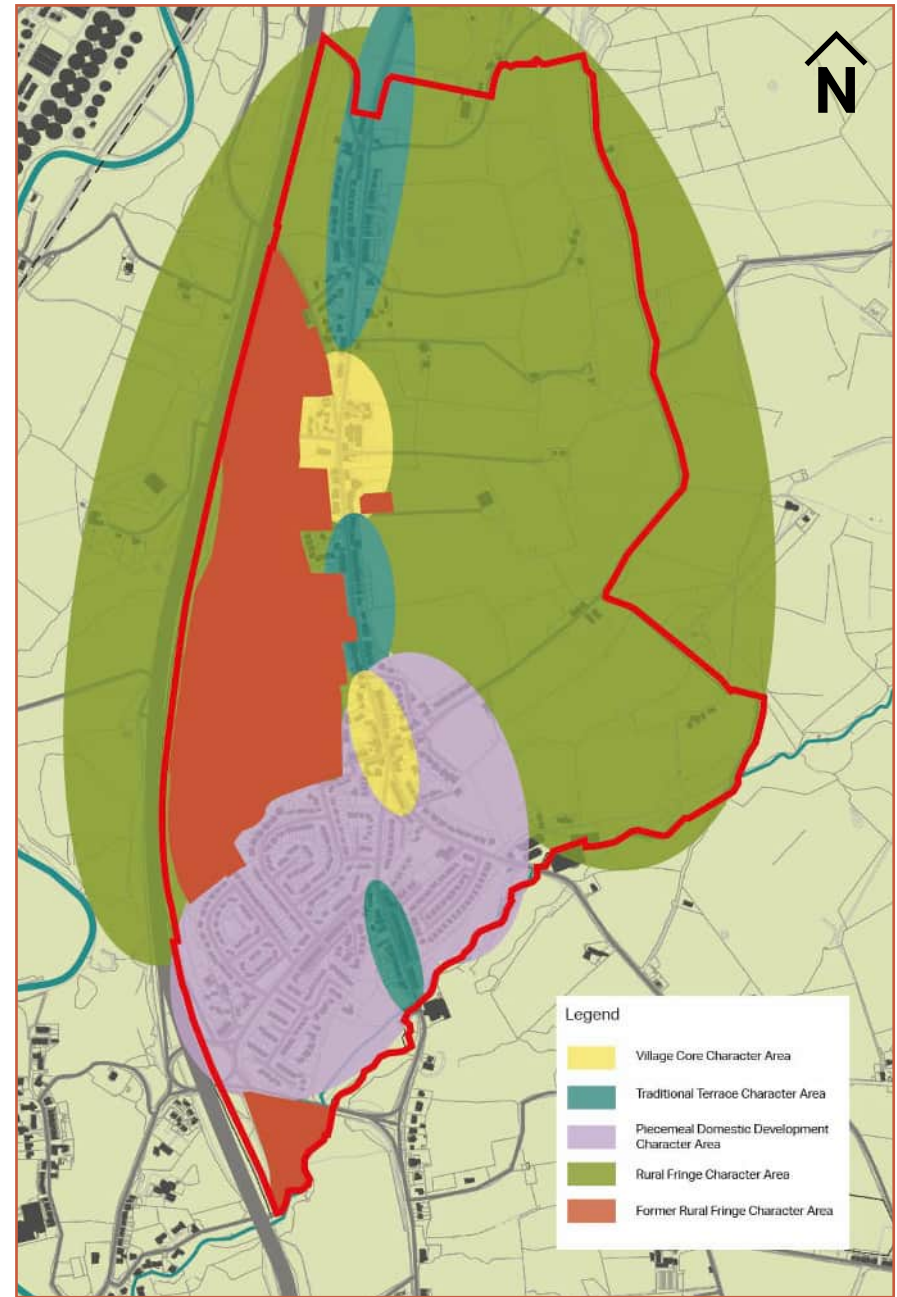


Figure 4.2: Character area for application of design codes

## 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.

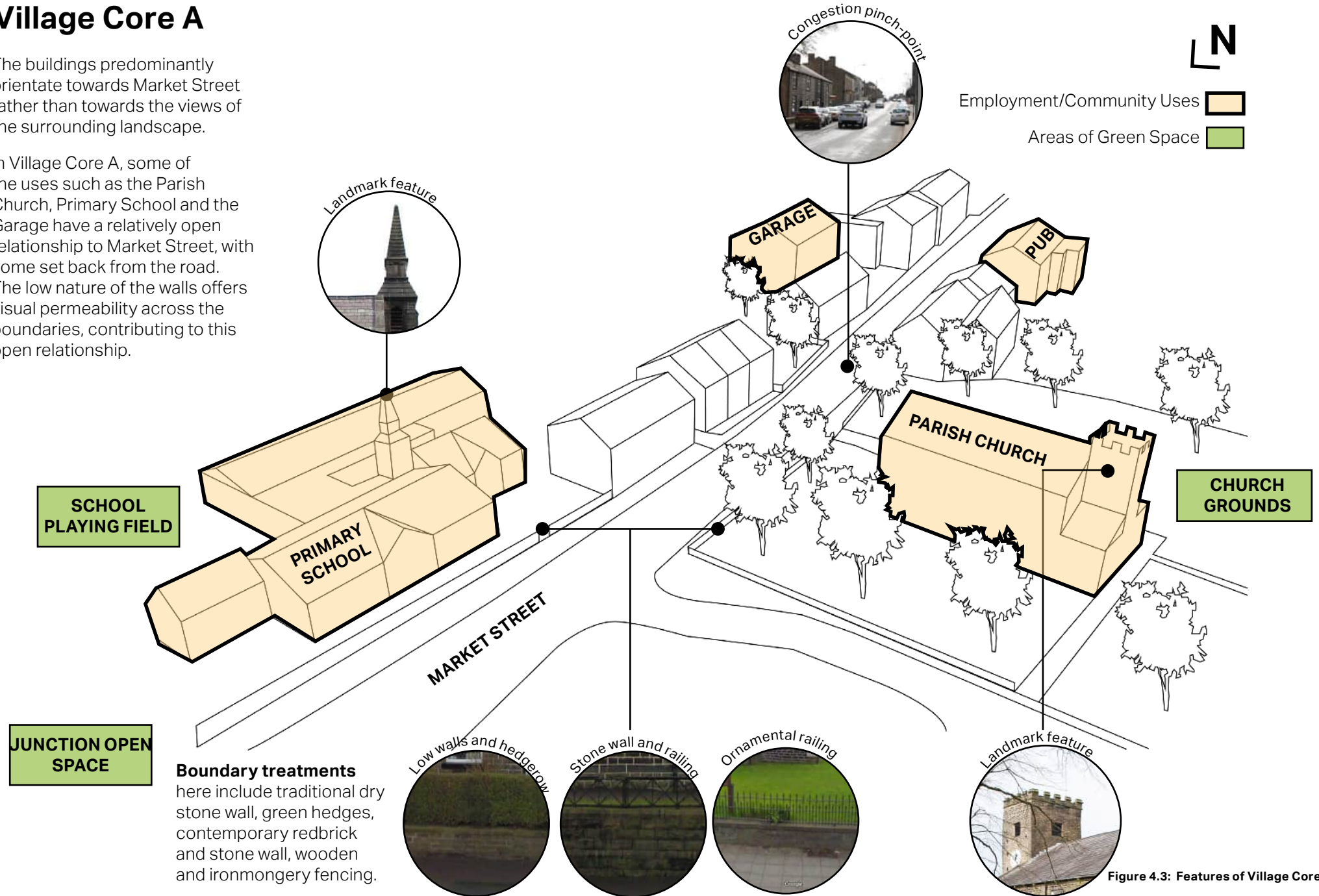


Figure 4.3: Features of Village Core A



# 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.

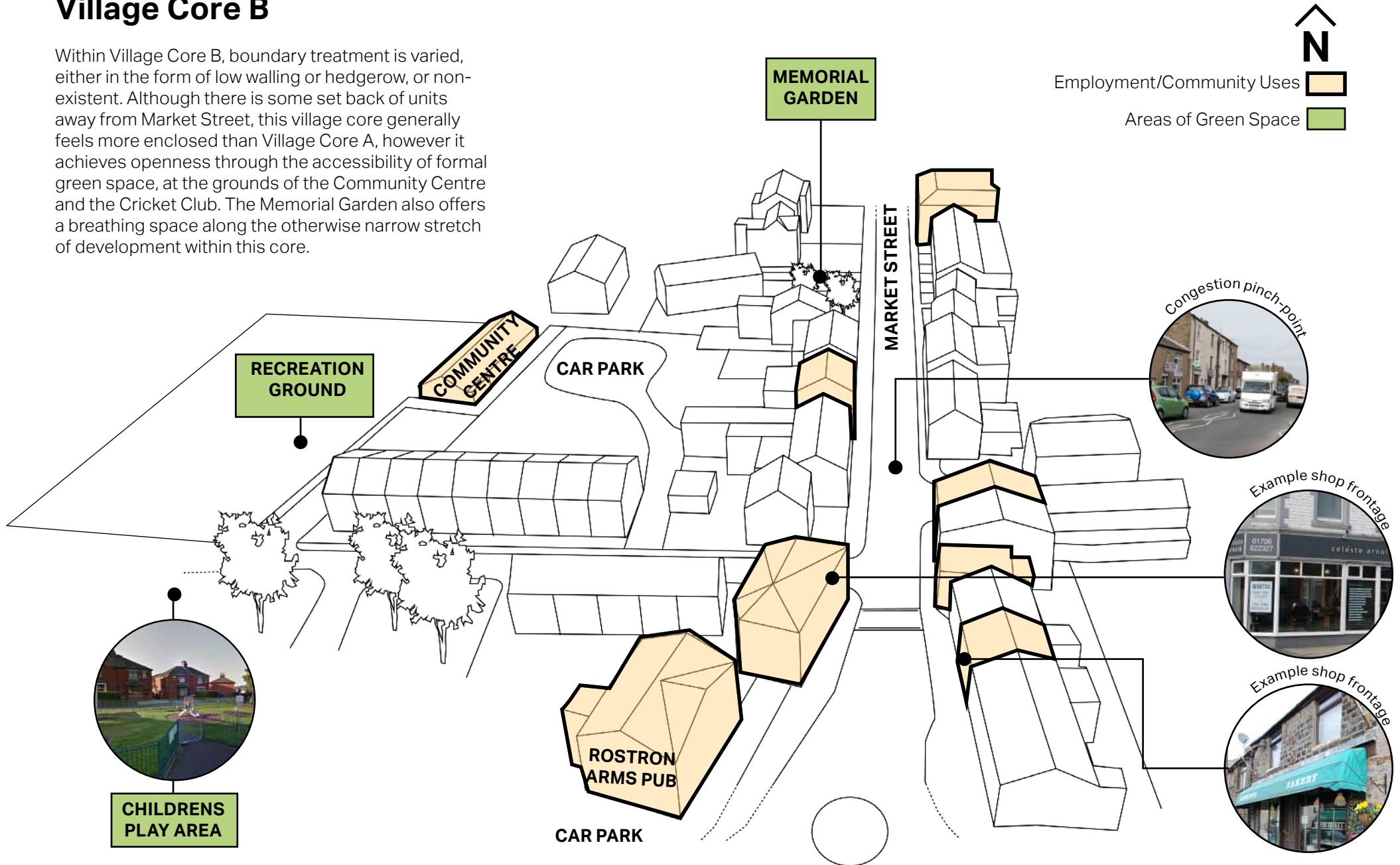


Figure 4.4: Features of Village Core B

## 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*

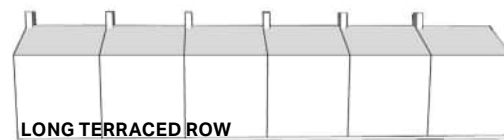
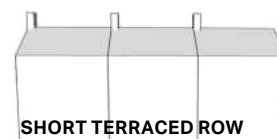
## Block structure, orientation and rhythm

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  
AECOM



### 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.

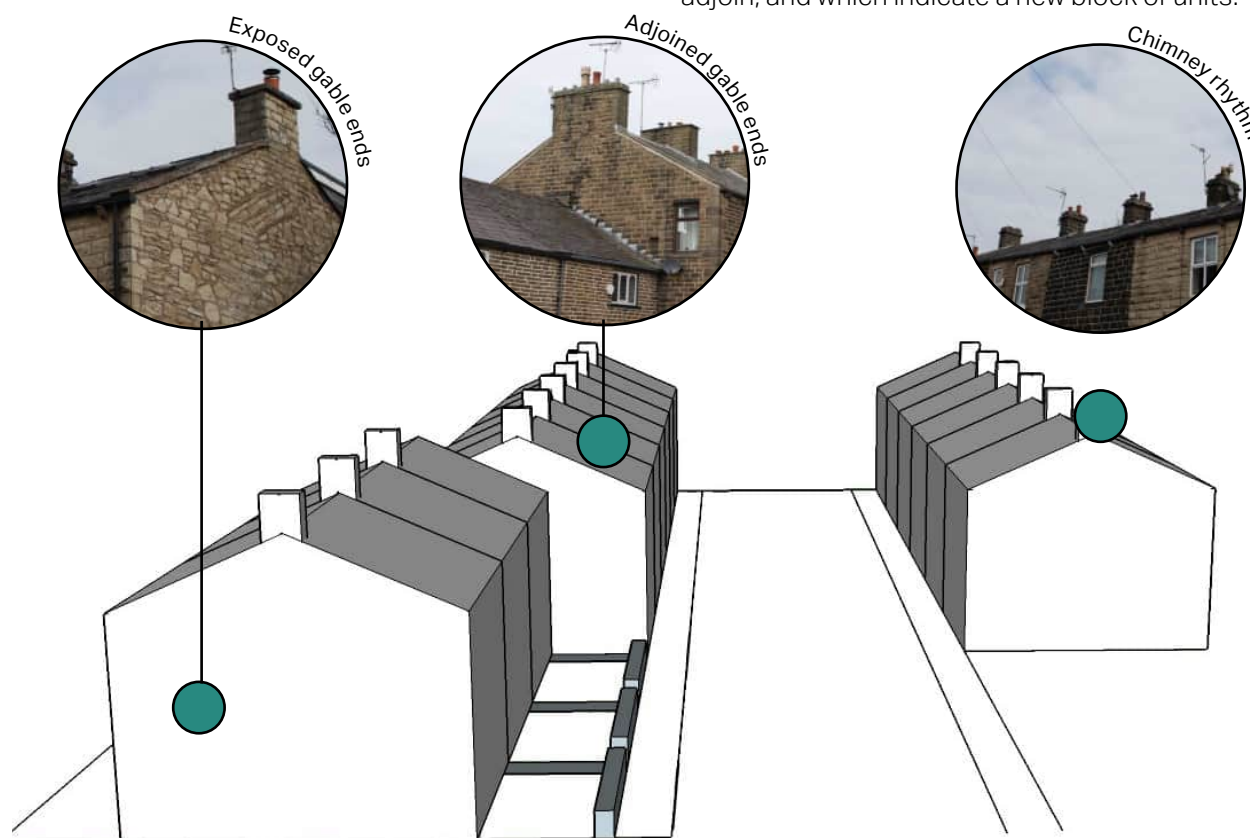


Figure 4.5: Traditional-Terraces structure and features

## 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.

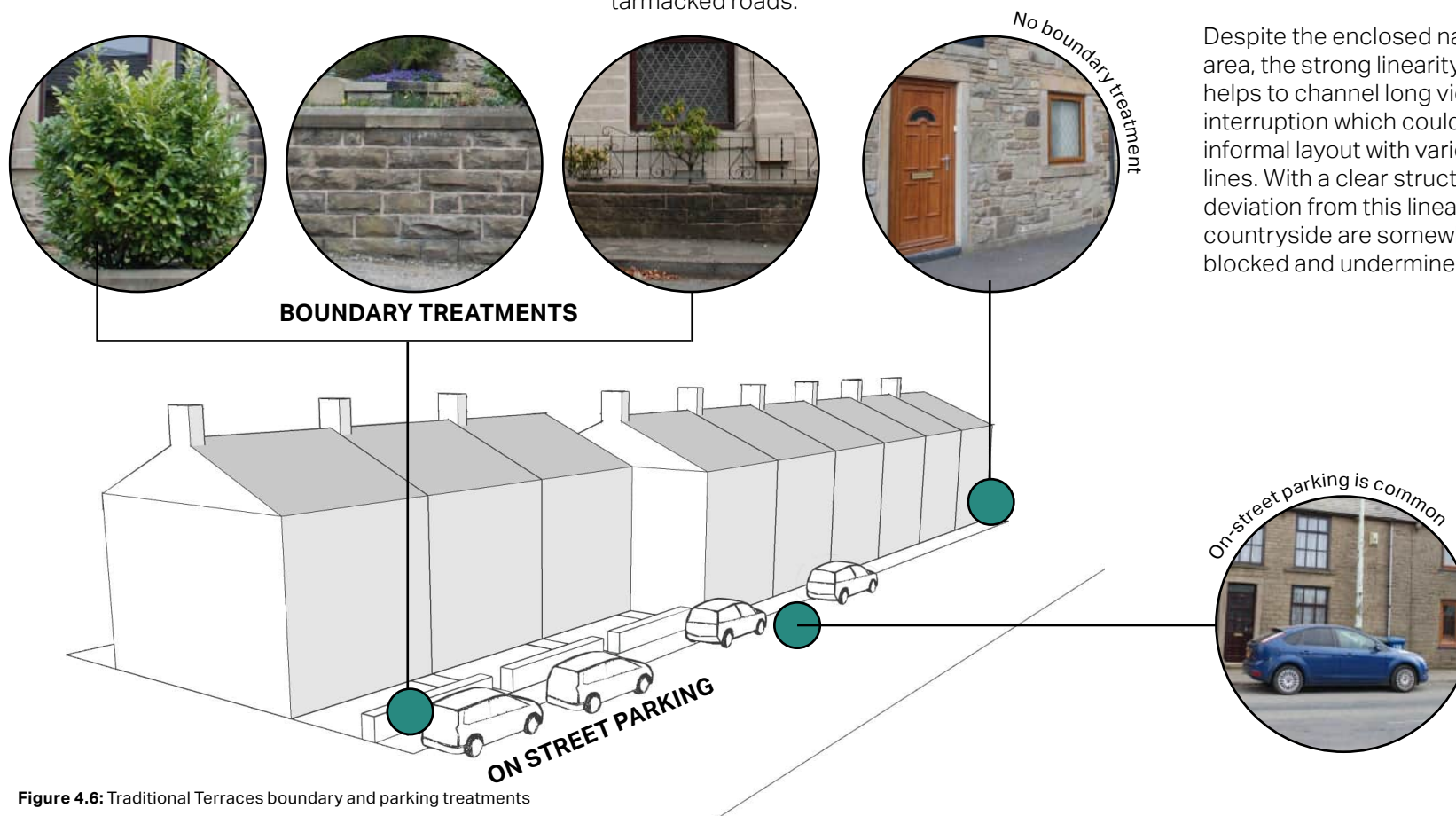
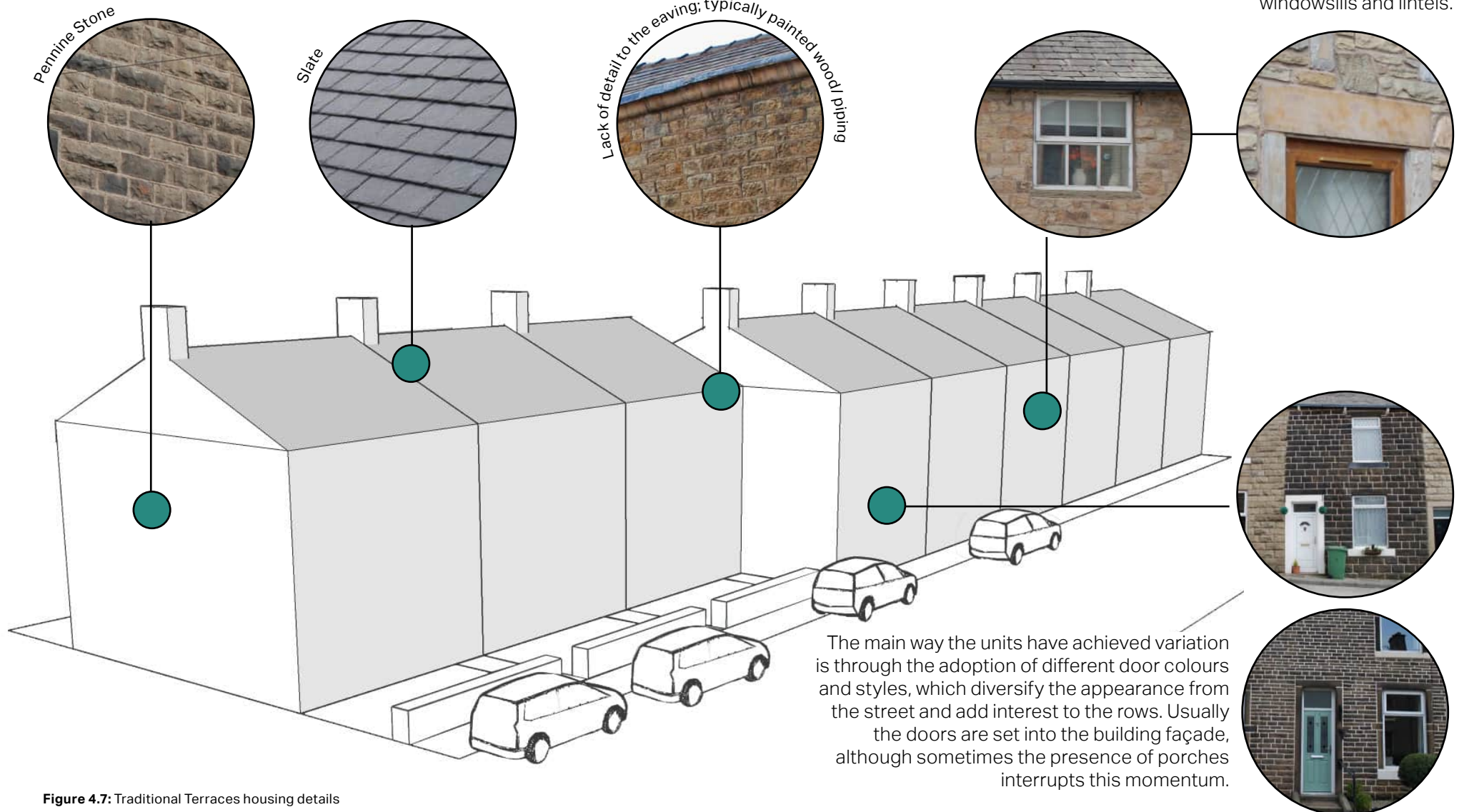


Figure 4.6: Traditional Terraces boundary and parking treatments

# 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 4.7: 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.

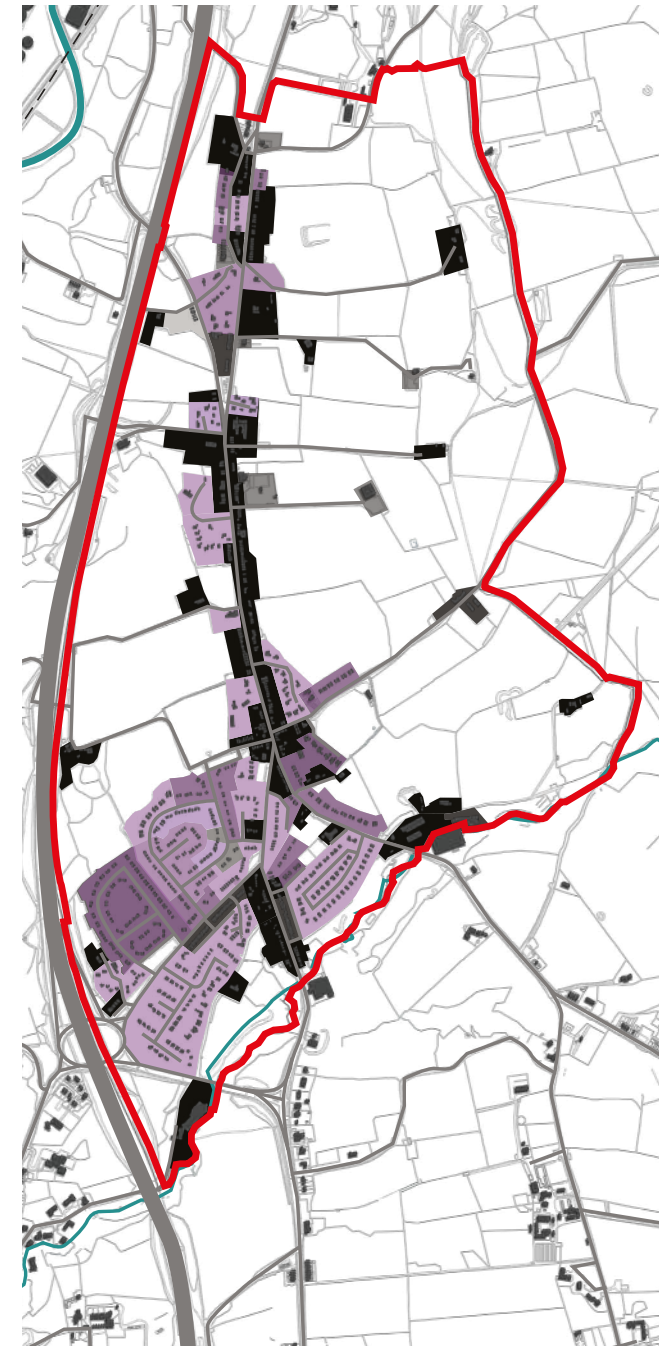
### Block structure, orientation and rhythm

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 4.8:** Map showing incremental parcels of domestic development within Neighbourhood Area based on period of delivery.



*Example of detached dwelling style*



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



*Painted brick finish post-war domestic development*



*Pre-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.

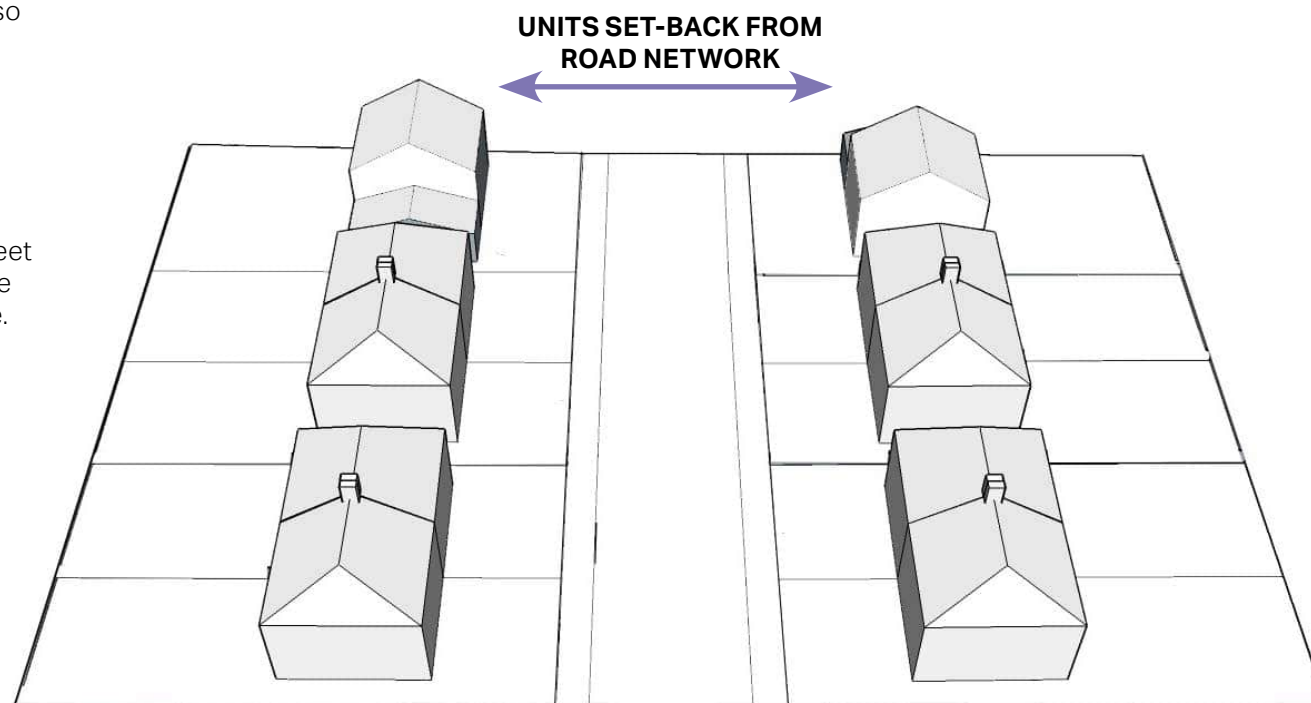


Figure 4.9: Enclosure of piecemeal domestic development character area



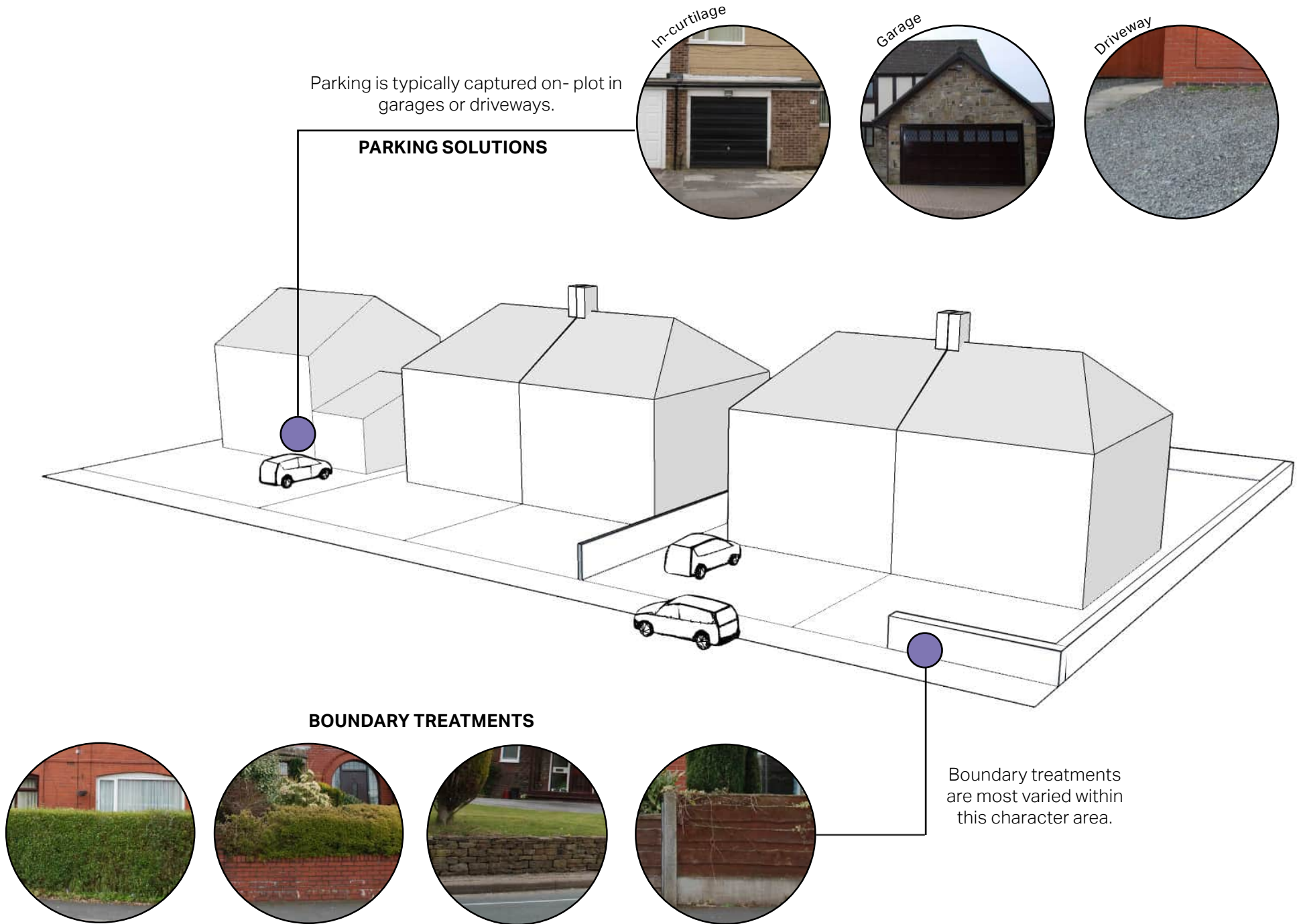


Figure 4.10: Piece meal domestic development boundary and parking treatments

## 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 fields. There are many long and wide views out to the surrounding countryside, especially to the west given the nature of the local topography. Some 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.

## Materials and details

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



*View west to Market Street*



*View from Hey Meadow*



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

## 4.5 Character Area 5: Former Rural Fringe

The Former Rural Fringe character area comprises the three sites (H66, H65 and H67) removed from the Green belt in the Rossendale Local Plan 2019-2036. As with the Rural Fringe Character Area landscape and topography dominate this 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.

### Features and assets

#### Topography and Water

The landscape slopes towards the River Irwell to the west of Edenfield. This change in level affords many vantage points where views can be appreciated of the valley landscape and include key features such as Peel Tower situated on Harcles Hill. None of the three sites within the character area are identified as flood zone 2 or 3. However, surface water flooding is identified on H66 owing to the sloping nature of the site. Surface water flood mapping also appears to show Great Hey Clough as a key drainage corridor taking water from the site towards the River Irwell. Dearden Brook is another watercourse with influence on this character area as it runs along the southern edge of site H67.

#### Routes and connections

Existing routes through the sites include Church Lane and Footpath 127 within site H66 and Rosebank within site H67. Public rights of way also run across the sites. Adjacent to site H66 bridges provide crossing points over the A56 allowing east to west movement.

#### Boundaries

Boundaries within the former rural fringe character area predominantly take the form of agricultural field boundaries. These tend to be drystone walls but in some cases are defined by hedgerows and trees. These natural boundaries contribute to the rural character of the landscape and the colour and texture of the stone used to construct the drystone walls creates a strong connection with the local geology.

#### Edges

The sites have a variety of edge conditions which will be key considerations for their development. The A56 and M66 corridor runs along the western edge of both sites. This has both a visual and acoustic impact on the sites.

There are areas of existing residential development at the edge of site H66. The south and eastern edges of the site have numerous back gardens with rear boundaries forming the edge of the existing settlement.

#### Trees and woodland

The sites feature several pockets of dense woodland as well as areas of more scattered tree planting. Prominent wooded areas include on both sides of Church Lane, the south west corner of site H66, and a large portion of site H67.

#### Existing Buildings

Existing buildings within the sites include the former Vicarage, Mushroom House, Chatterton Hey House and Edenwood Mill. Each of these are identified as non-designated heritage assets in the Local Plan.

# Development implications

## Topography and Water

Site H66 has a change in level of approximately 25m. Understanding the gradient of the site will be crucial to manage surface water drainage within any new development. An optimum location for a suds feature / attenuation pond should be identified at low level to collect rainwater runoff resulting from any development. It should be demonstrated to the satisfaction of the relevant highway authority and the local planning authority that any such feature / pond will not have a detrimental impact on the A56 as it currently exists and as it would exist if widened on its eastern side to accommodate an extra lane in both carriageways.

Where possible views to the valley landscape from the village should be preserved.

## Routes and connections

The sites' gradient should also be carefully considered when designing the movement network, using the contours of the landscape to create routes that are comfortable for pedestrians, wheelchair users and cyclists.

The existing public right of way routes running through the sites present the opportunity for development to tie in with the existing local movement network.

## Boundaries

It is essential to retain existing boundaries that contribute to the character of the landscape such as stone walls, hedgerows and trees.

## Edges

The acoustic and visual impact of the A56/M66 will need to be addressed in any proposals on both sites. A landscape buffer running along the corridor could

help to alleviate the negative impact of the route on any residential development. A survey and modelling should be undertaken to provide an understanding of the measures that may be required to reduce the acoustic impact on the sites.

The existing residential development to the south and east of site H66 will require careful consideration. Designs will need to consider privacy and overlooking between existing and proposed development with consideration to the gradient of the site. The use of landscape buffers between existing and proposed dwellings should support designs to reduce any visual impact.

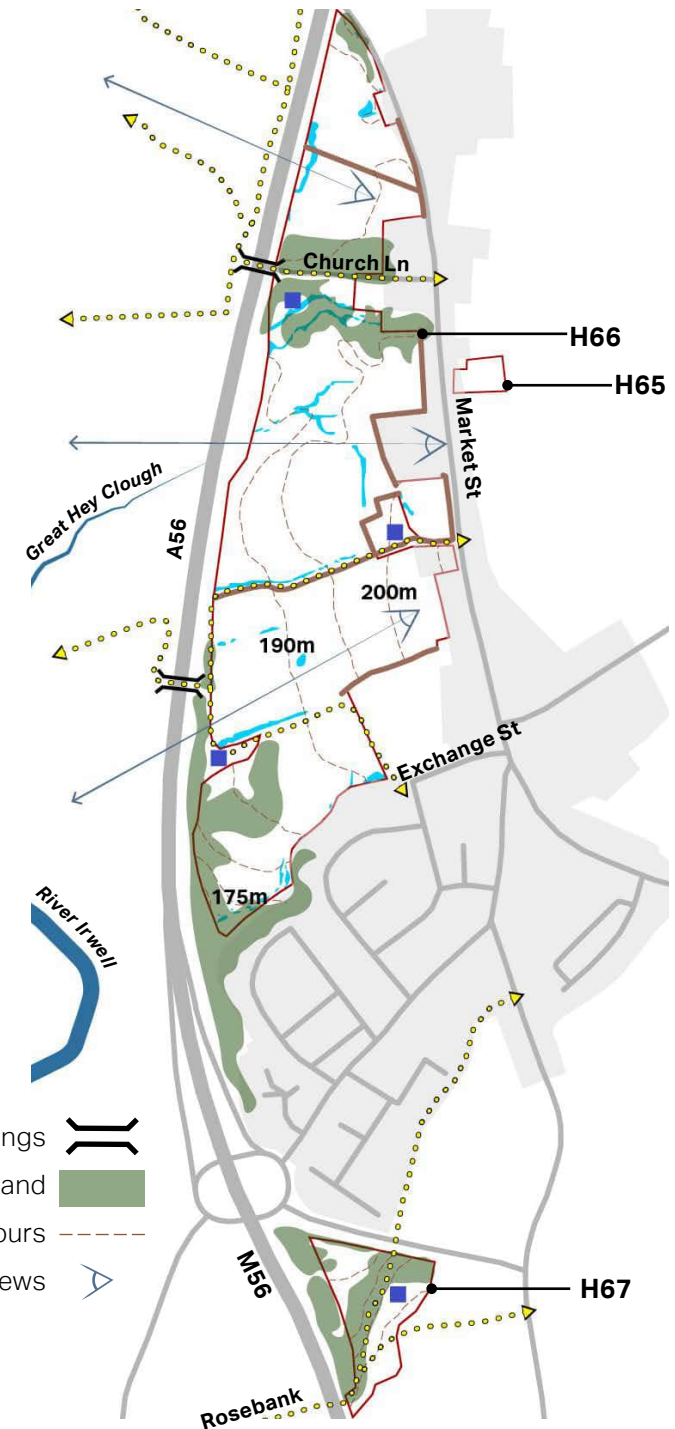
## Trees and woodland

The areas of woodland found across the sites should be incorporated within the landscape design of any proposed scheme. Where possible trees should be retained and where not possible a suitable replacement of each tree lost as a result of development should be provided.

## Existing Buildings

The non-listed heritage assets within and adjacent to the sites will require careful consideration. The setting of these assets may require mitigation measures such as offsets or landscape screening to avoid having an adverse impact on a building and its immediate surroundings.

- |                                |  |                      |  |
|--------------------------------|--|----------------------|--|
| Settlement area                |  | A56 bridge crossings |  |
| Site boundaries                |  | Trees and Woodland   |  |
| Public right of way            |  | 5m Contours          |  |
| Roads                          |  | Landscape views      |  |
| Non-listed heritage asset      |  |                      |  |
| Stone boundary walls           |  |                      |  |
| Surface water flood risk areas |  |                      |  |





**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 KV)** - 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)**- Provides 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.

CODE	Prefix	Character Areas				
		Village Core	Traditional Terraces	Piecemeal Domestic Development	Rural Fringe	Former 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	-	-	-	✓	✓
Green- Blue Infrastructure	GBI	✓	✓	✓	✓	✓

CODE	Prefix	Character Areas				
		Village Core	Traditional Terraces	Piecemeal Domestic Development	Rural Fringe	Former Rural Fringe
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 their 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 this 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 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.
- The use of traditional, local materials is always preferred. However, modern construction materials such as reconstituted or cast stone may be an appropriate material provided that it results in an appearance that reflects and harmonises with the local stone material palette.
- Other materials may also be appropriate, for example, in 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

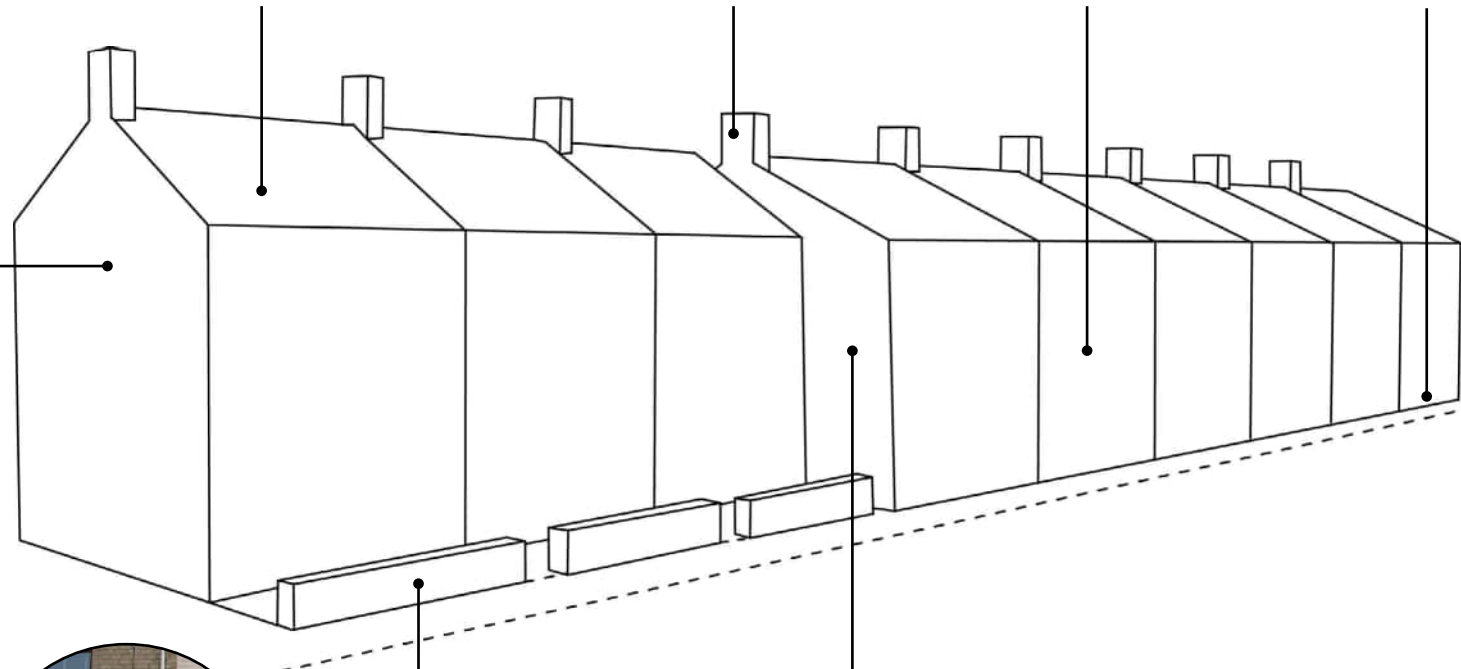


Size, proportion and style to closely mimic existing features



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 or two storey developments with dormers or loft rooms 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 Landscapes Assessment for Rossendale Borough Council dated December 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.

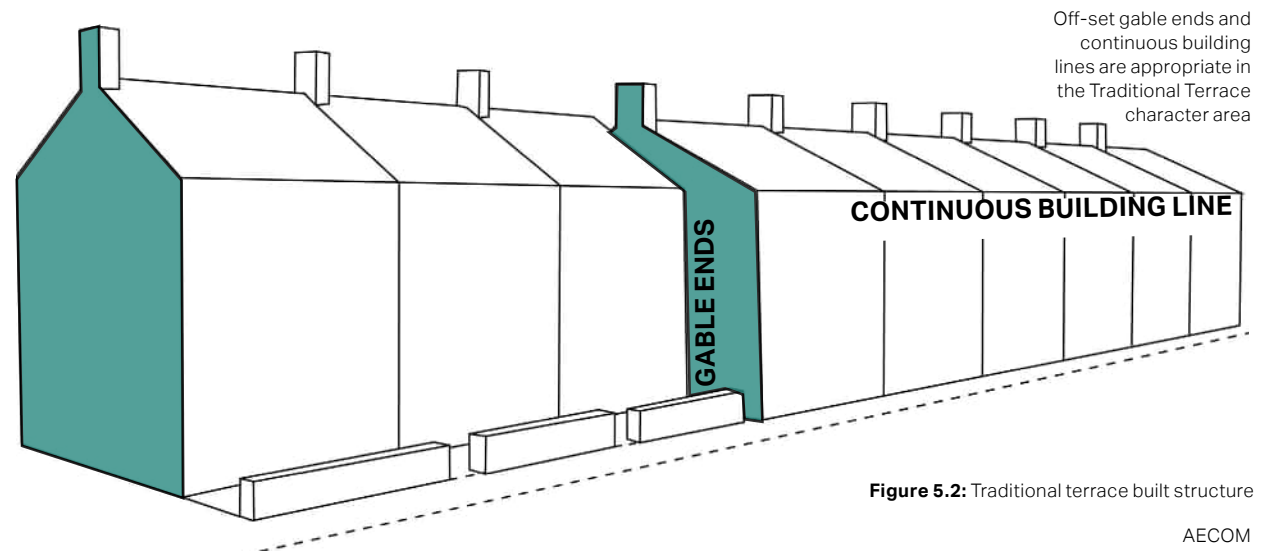
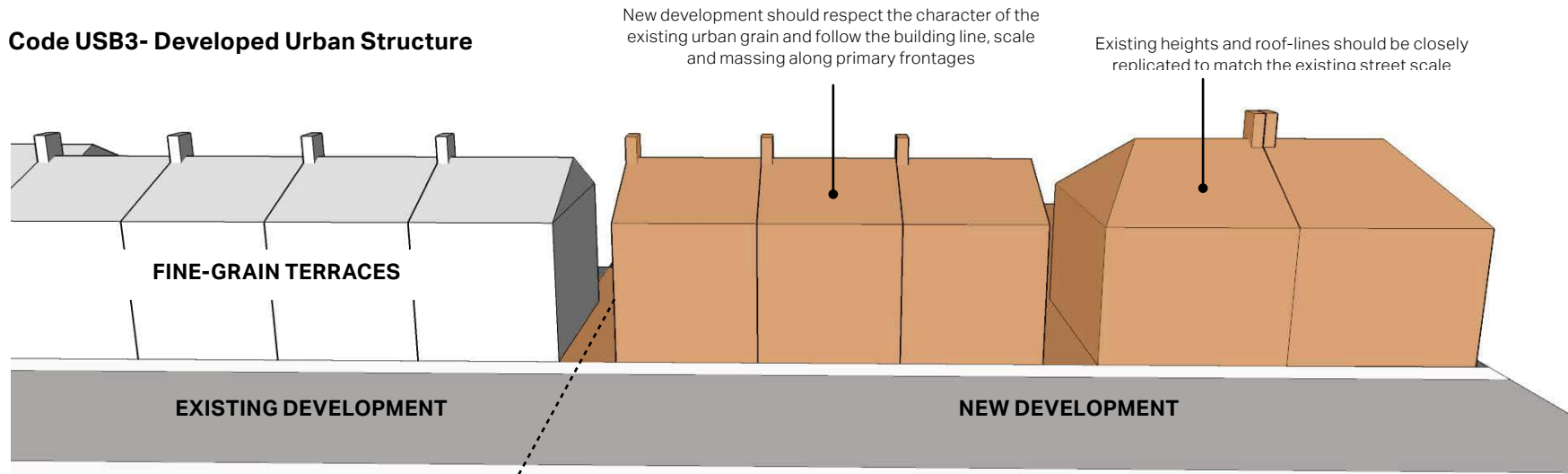


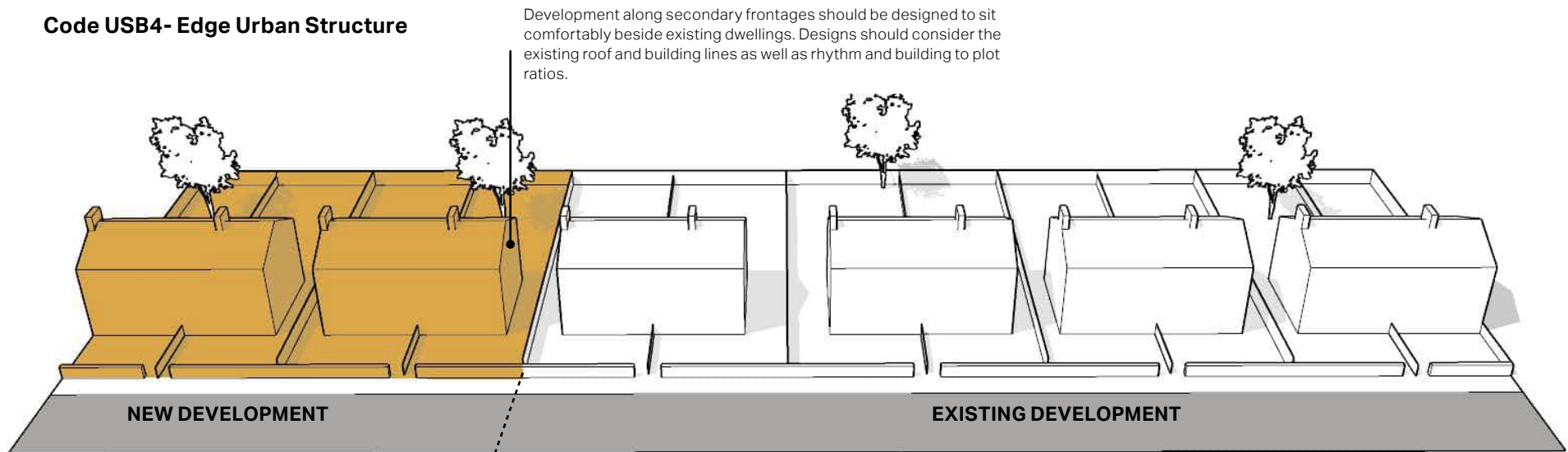
Figure 5.2: Traditional terrace built structure

**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.

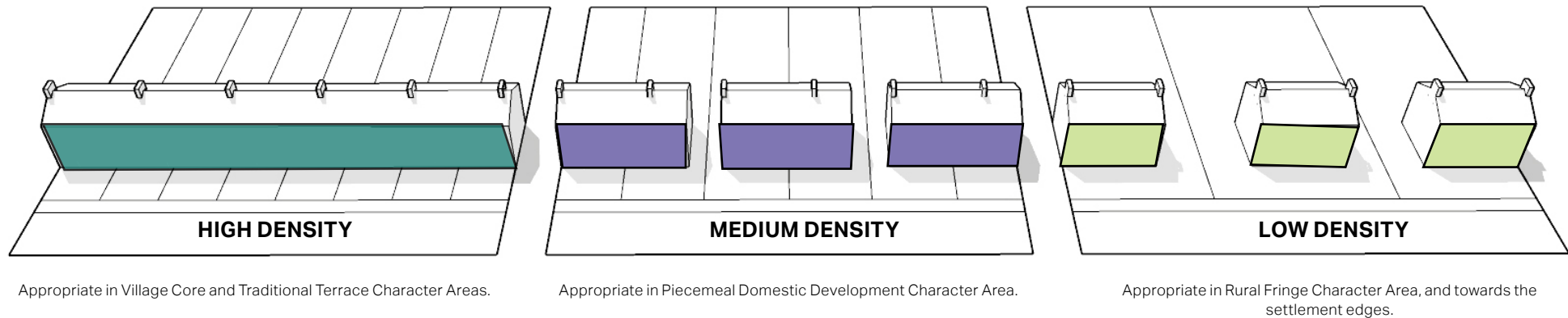


Figure 5.5 Application of density

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

The Lives and Landscapes Assessment (December 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 Cricket Club/recreation 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 and reinforce 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 and frame views and avoid causing visual obstructions.
- 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.
- 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

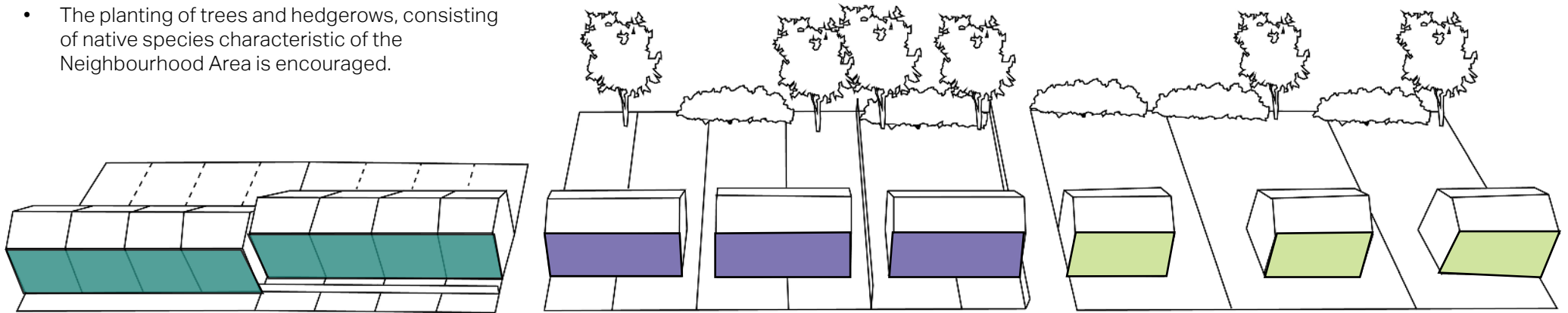
- Ensure the nature of any boundary treatment is appropriate to its character. Closed board fencing should not be used at the landscape edge or onto the public realm. This is appropriate for garden division only
- Retention and planting of locally native trees and hedgerows along property boundaries is encouraged.
- The planting of trees and hedgerows, consisting of native species characteristic of the Neighbourhood Area 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, Rural Fringe and Former Rural Fringe Character Areas. 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 according to context, 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. where trees/ bushes are more likely to be exposed to severe weather particularly wind.



**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.

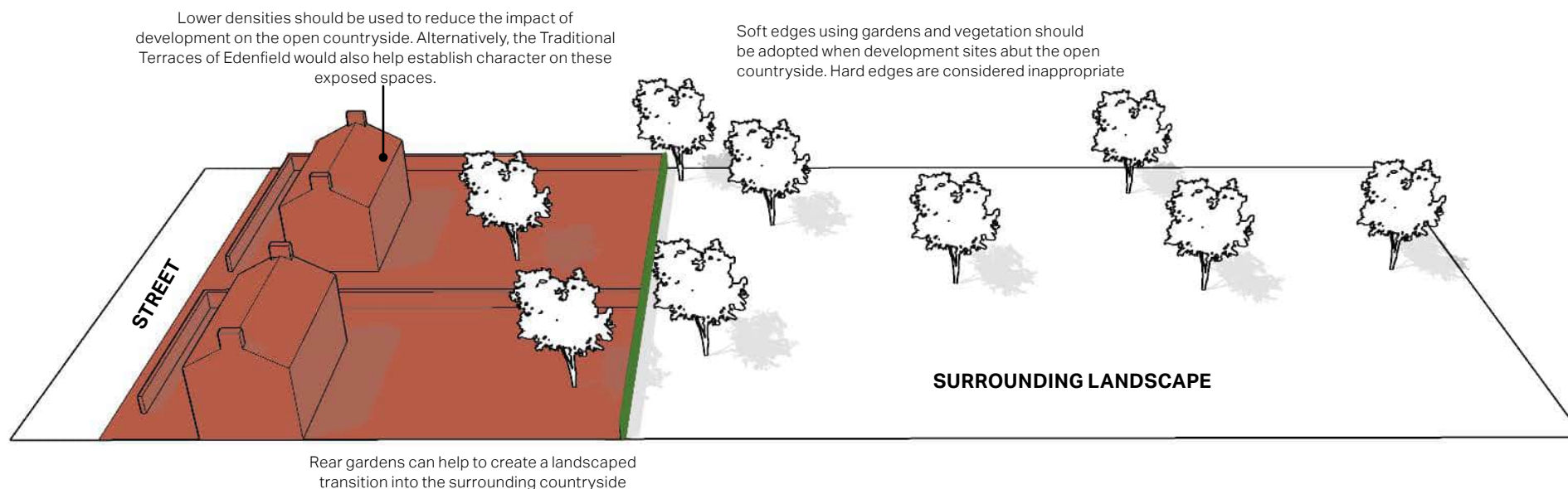


Figure 5.9: Settlement edge treatment

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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 North, 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 Neighbourhood 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 including cyclists and users of mobility scooters, prams and wheelchairs.

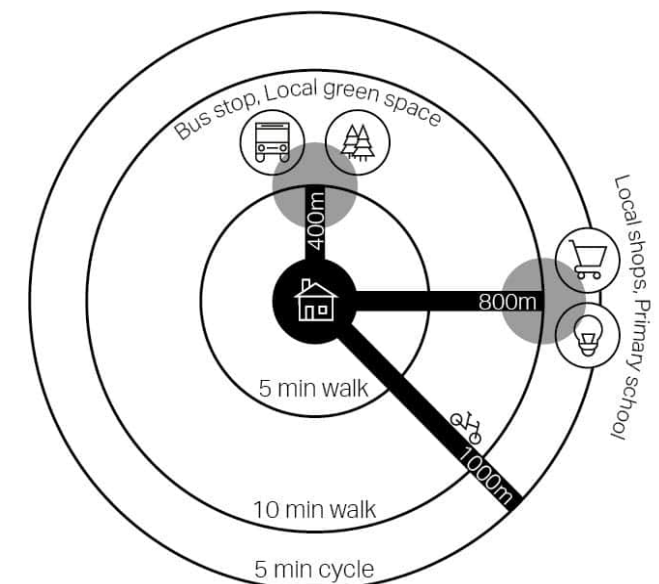


Figure 5.10: 'Walkable neighbourhood' Diagram

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

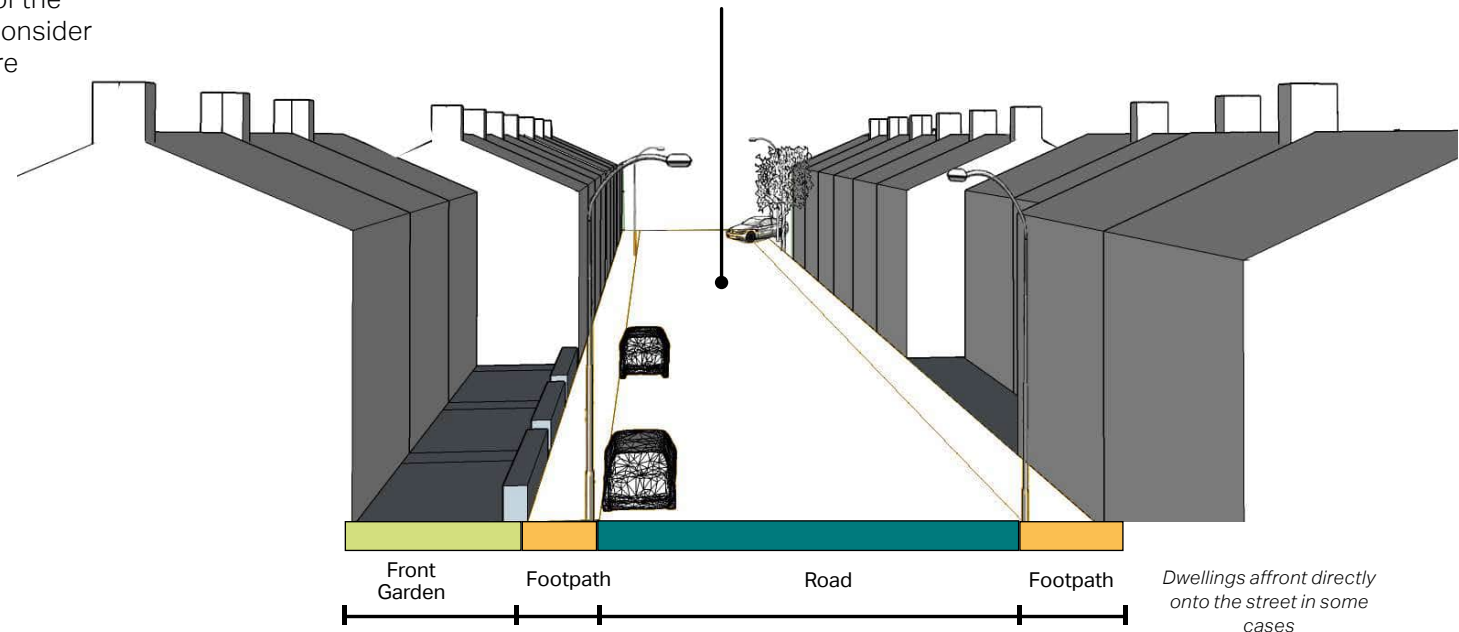


Figure 5.11: Primary street diagram

## 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.

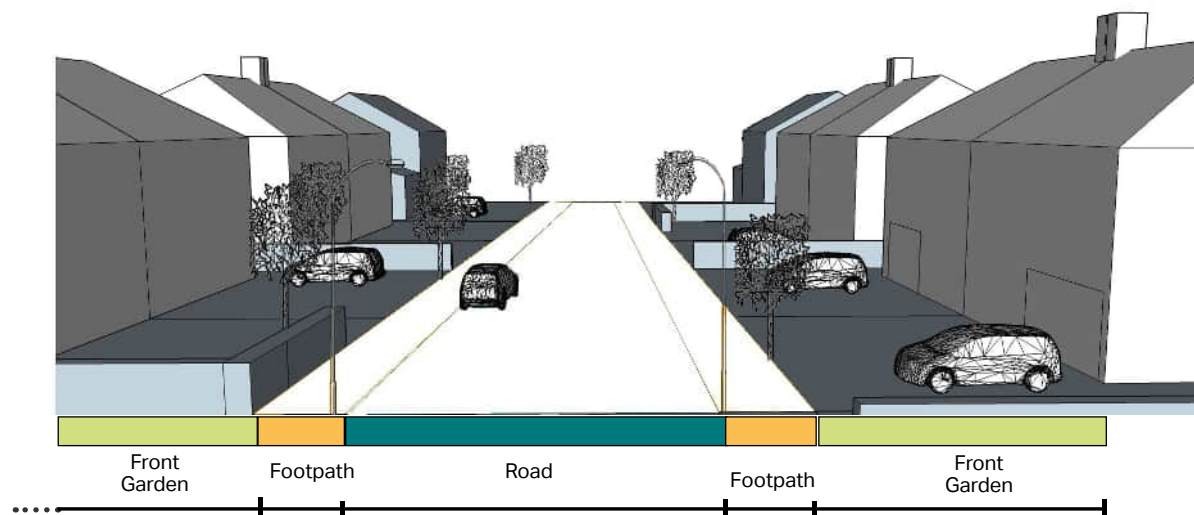


Figure 5.12: Secondary Street Diagram



### 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.

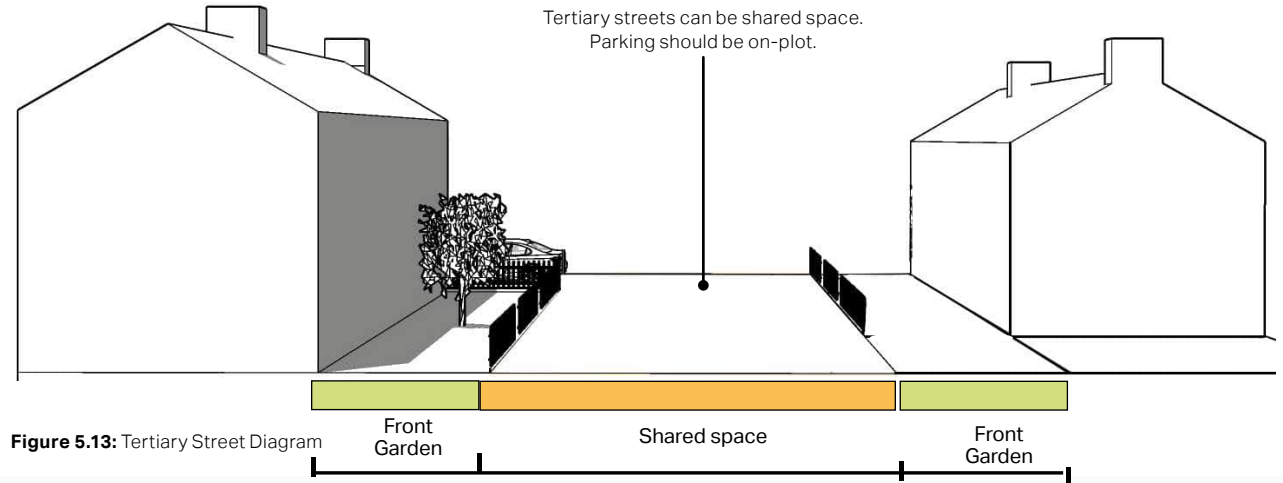


Figure 5.13: Tertiary Street Diagram

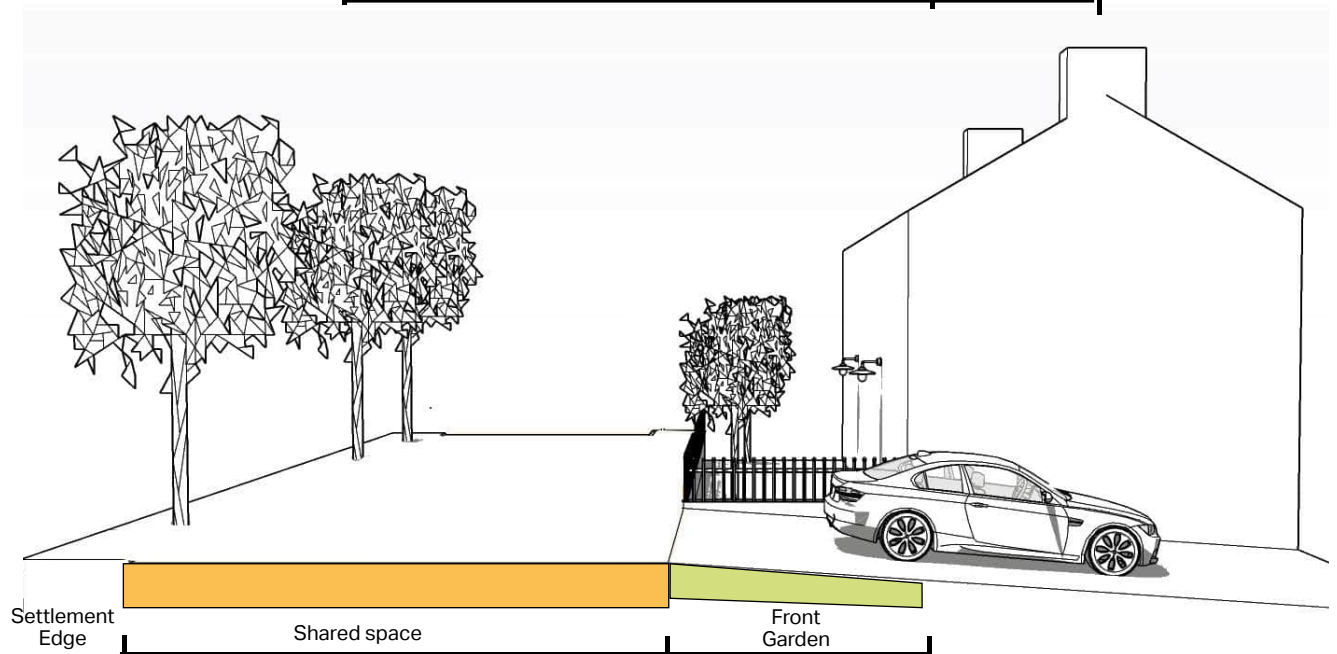


Figure 5.14: Tertiary Street Diagram 02

## 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 without reducing parking provision for existing residents and visitors.
- 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 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.

### 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.

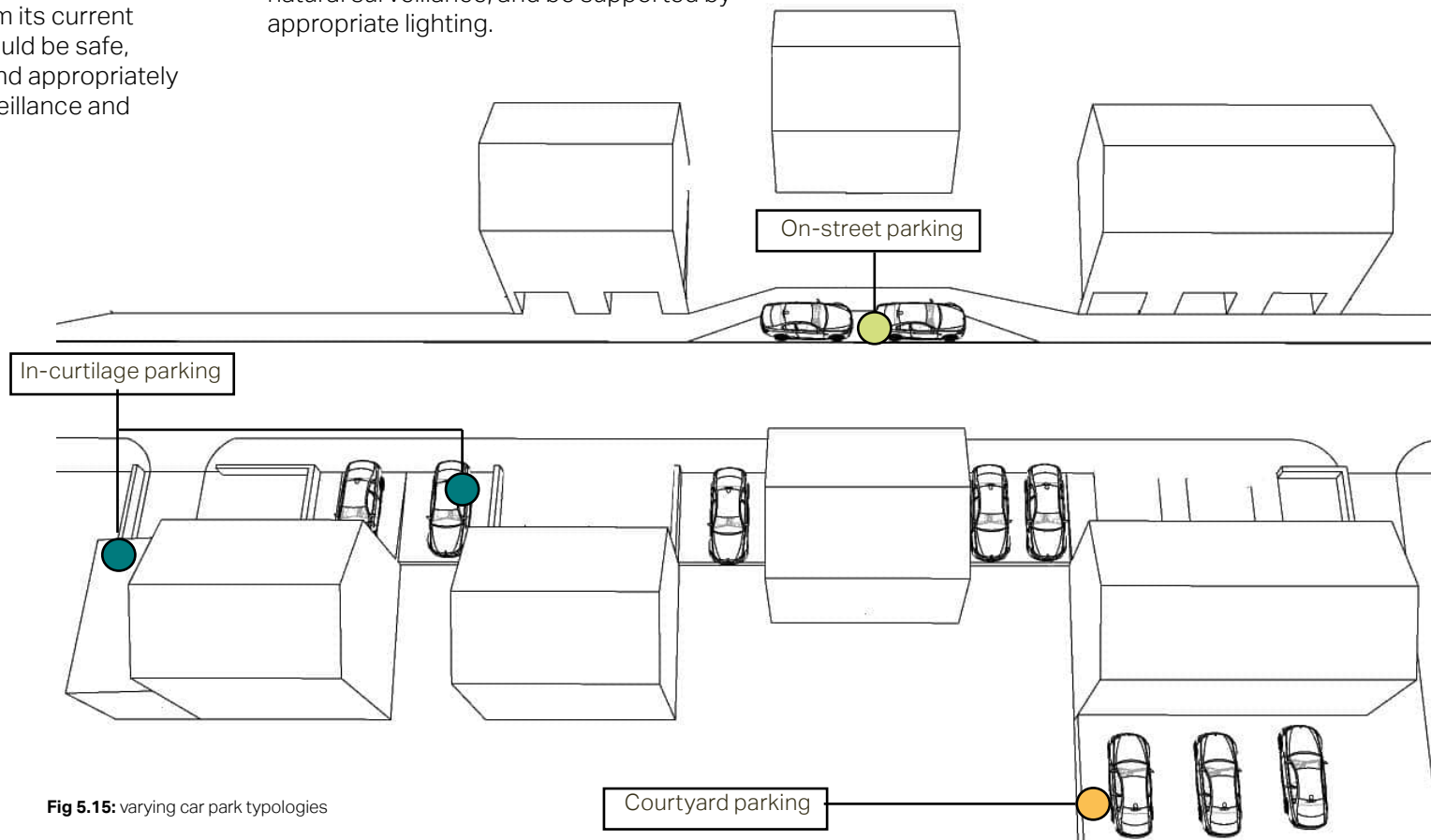


Fig 5.15: varying car park typologies

## 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.

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 need 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

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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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