

Application Number:	2023/0396	Application Type:	Full
Proposal:	Full application for residential development comprising no. 50 units (Use Class C3) and local infrastructure project including all associated work, landscaping and public open space.	Location:	Development Adj. Pinfold and Blackburn Road, and Development Adj. Burnley Road Edenfield.
Report of:	Head of Planning and Building Control	Status:	For Publication
Report to:	Development Control Committee	Date:	24.03.2025
Applicant:	Northstone Development Ltd	Determination Expiry Date:	22.01.2024 (Extension Requested)
Agent:	Mr Mark Saunders (NJL Consulting)		

Contact Officer:	Storm Grimshaw
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REASON FOR REPORTING	
Outside Officer Scheme of Delegation	Yes – strategic residential application of 15 dwellings or greater.
Member Call-In Name of Member: Reason for Call-In:	N/A
3 or more objections received	Yes
Other (please state):	N/A

HUMAN RIGHTS

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:

Article 8

The right to respect for private and family life, home and correspondence.

Article 1 of Protocol 1

The right of peaceful enjoyment of possessions and protection of property.

1. RECOMMENDATION

That Members resolve that they would be minded to grant planning permission and that the determination of the application hereafter be delegated to the Head of Planning, Chair of Development Control Committee and Vice Chair as follows:

(1) To complete a suitable Section 106 Agreement to secure:

- 30% affordable housing provision on site (15 x affordable rent).
- A financial contribution of £1,000 per dwelling towards off site playing pitch provision and/or improvement.
- A financial contribution of £6,000 to enable Lancashire County Council's Travel Planning Team to provide a range of Travel Plan support and monitoring.
- Implementation of an off-site Biodiversity Net Gain Scheme.
- Any education contribution requested by the Local Education Authority until the date the S.106 agreement is signed.
- Management and maintenance of on-site landscaping and communal areas.
- Payment of the Council's S.106 monitoring and recording fees (in accordance with the Council's most up to date list of fees).
- Provision of on-site play areas and community garden.
- Provision of bus tickets to destinations within Rossendale and the wider area (through to Manchester) to be used on either bus service numbers X41, X43 or 483 for a 12-month period per new household on the development.

(2) To carry out drafting amendments to any planning condition, and to insert or delete any other planning conditions as required.

(3) To have to discretion to refuse planning permission in the circumstance that the Section 106 Agreement is not completed within four months of the resolution to grant planning permission.

(4) That upon satisfactory completion of the above legal agreement that planning permission be granted subject to the conditions contained within this report or as amended by (2) above.

APPLICATION DETAILS

2. SITE

The application relates to two separate parcels of land, located on either side of the main thoroughfare through Edenfield at its junction with Blackburn Road. The submitted documentation distinguishes the parcels of land as 'Parcel 1' and 'Parcel 2', and the same labels will be used here.

Parcel 1 is located to the west of Market Street / Blackburn Road behind Church Court, and immediately to the north of Church Lane. Immediately due west of the site is the A56. The site totals 2.15 hectares in area and is an irregular shape comprising greenfield land primarily used for agricultural grazing and a densely wooded area within the southerly section of the site. The trees are not protected by a Tree Preservation Order. A public right of way runs alongside the site on Church Lane. Edenfield Parish Church, a Listed Building (Grade II*) lies around 70m south east of the site.

Parcel 1 is located wholly within the defined urban boundary, and the land forms part of housing allocation H66 under the adopted Local Plan. Land to the north and south of the Parcel 1 (and therefore outside of the application site) is also included within the allocation. Part of the site is designated as

Green Infrastructure on the Policies Map accompanying the Local Plan and this mostly covers the wooded area.

Parcel 2 is located to the east of Burnley Road, immediately to the north of Guide Court – a cul-de-sac surrounded by residential properties. The site also borders to the south the school grounds of Edenfield Church of England Primary School, with the school building positioned to the south of Guide Court. The site totals 1.06 hectares in area and is an irregular shape within an open field primarily used for grazing. The site is located entirely within the Green Belt. Elton Bank, a Listed Building (Grade II), lies around 70m north of the site.

The parcels of land are located within proximity to a variety of amenities including shops, schools and public houses. This includes Edenfield Church of England Primary School (immediately adjacent), The Coach public house / restaurant (140m), Stubbins Primary School (2km), Haslingden High School (2.5km) and a range of shops, cafes / restaurants further south along Market Street.

The sites are located entirely within Flood Zone 1. The Flood Map for Planning indicates there are no main watercourses located within either parcel, there are however several areas within both parcels which may be prone to surface water flooding.

The sites are not located in an area designated for its landscape features. The site lies within a landscape character type referred to as 'Settled Valleys' in the landscape study which forms part of the evidence base for the Local Plan.

Both parcels of land are located in the Coal Authority (low risk) reporting area.

Site specific policy H66 within the Local Plan contains detailed requirements for development proposals involving land forming part of housing allocation H66, and this relates solely to Parcel 1.

Since the planning application was submitted the Edenfield Community Neighbourhood Forum has prepared a Neighbourhood Plan for Edenfield, and both sites are located within the Edenfield Neighbourhood Forum Area. The Referendum on the Edenfield Neighbourhood Plan took place on Thursday 20 February 2025, and of those voting, 95.7% want Rossendale Borough Council to use the Neighbourhood Plan for the Edenfield Neighbourhood Area to help it decide planning applications in the neighbourhood area.

3. RELEVANT PLANNING HISTORY

The site is itself has no relevant planning history apart from a recent pre-application submitted by the applicant and listed below:

2022/0036/PREAPP – Proposed construction of 48 dwellings to the west of Blackburn Road with associated works, and the construction of a new school car park, a nature-based play / recreation space and associated pathways to the east of Burnley Road. (Guidance issued 28.02.2023).

The following planning applications are relevant to the wider site allocation (H66) within the Local Plan, which the application site forms part of:

2022/0451 – Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Pending consideration. Application site is located the south of the current application site.

2022/0015 – Land Adjacent 59 Blackburn Road, Edenfield - Outline application (all matters reserved) for up to 6 dwellings.

Committee Minded To Approve Subject to a Section 106 Agreement and Conditions. 28th June 2022. Application site is located to the north of the current application site.

4. PROPOSAL

Full planning permission is sought for the erection of 50 no. new dwellings on Parcel 1, with associated access, parking, landscaping and other works.

On Parcel 2, planning permission is sought for what the applicant describes as a 'local infrastructure project and community recreational space' which would involve a car park with drop off / pick up facilities and a direct link to Edenfield C.E. School, and recreation features including trails, play equipment, seating and planting.

Further details of the above proposals for each individual parcel are set out below:

Parcel 1

The submitted plans show a new proposed site access from Blackburn Road leading into the site, creating a new internal road with secondary roads branching from it.

The residential scheme proposes a mix of house types including bungalows, apartments, terraces, semi-detached and detached houses (totalling 18 different units). The buildings are predominantly 2 storeys high, with 2 units including living space within the roofs. 5 units are 3 storeys high and 3 units single storey bungalows. The houses would comprise a mix of one, two, three, four and five bedroom dwellings. Each home would have space for vehicle parking and front and rear gardens varying in size.

It is proposed that 15 dwellings would be classed as affordable homes, with all 15 dwellings being made available for affordable rent. The affordable homes would comprise mostly of 1 – 2 bed dwellings within a mix of house types (both apartments and houses), and 1 no.4 bedroom dwelling.

It is proposed that the dwellings would be constructed of a variety of facing and roofing materials, comprising a mix of the following:

- Facing natural stone
- Buff brick (Weinerberger, yellow multi gilt stock)
- Timber (black stained lapped board)
- Slate effect roof tile (Weinerberger Rivius Antique)

All properties would have light grey composite front doors and light grey window and door frames, and all properties would have external dark grey powder coated aluminium porches.

The applicant estimates a net density of around 31 dwellings per hectare when excluding the retained area of woodland and buffer areas from the developable area.

A proportion of the existing woodland would be felled. A cycleway footpath linking Church Lane to Blackburn Road would be created within the woodland, where it would join the proposed internal estate road. Within the woodland the existing clearing would be utilised for a natural based play

area and seating area measuring 585.6m². A community food garden measuring 595m² would also be located at the site's entrance. New planting and trees are proposed throughout the development, with detailed replanting proposals included within the existing woodland and along the proposed acoustic bund.

The proposed 3m high acoustic fence positioned on a 2m high acoustic bund would be located near the western boundary, providing an acoustic barrier between the A56 and the residential site.

A mix of boundary treatments of varying heights would be incorporated across the scheme including post and rail fencing, acoustic fencing, standard timber fencing, dry stone walling, natural stone walls and brick walls.

The primary road and footpath running through the site, including the shared cycle route and footpath, would be surfaced in tarmac and made available for adoption. Private parking in less prominent areas would also be surfaced in tarmac. For areas of prominent parking and private shared surface roads small format pavements in the form of Acheson & Glover, rectangular, Crieve Mix would be used, and for contrasting strips within the highway small format pavements in the form of Acheson & Glover, Country Cobble, Slate would be used. Private footpaths would be laid with Acheson & Glover, Canterra, Slate paving slabs, and public paths across the site would be surfaced in bound gravel.

Parcel 2

The submitted plans show a new proposed site access taken from Burnley Road and leading into the new car park with drop off facilities. The access route within the site is circular with parking bays in the centre and drop off bays around the perimeter of the route except along the western border where further parking would be included. In total 33 no. staff / community parking spaces would be provided and space for 10 no. cars in the drop off area at any one time. Space for 1 no. bus to pick up/drop off and turn is also provided, however this would use all of the car drop off area.

A new pedestrian footpath along Burnley Road would be created along with new routes leading to the proposed car park and the area of public open space proposed to the east of the car park. A new gate into the school playing field to the south is also proposed.

The new area of public open space would cover an area of approximately 2,123m² and would incorporate play areas with play equipment, natural play features and seating including an amphitheatre, as well as a range of new native trees, wildflowers and planting.

A landscape buffer between the parking area and the existing housing at Guide Court would be created with further landscaping and planting proposed throughout the site.

The existing dry stone wall running along Burnley Road would be replaced 'like for like' due to its current 'poor condition' and to facilitate the site access. New boundary treatments including post and rail fencing, and new native hedgerows are also proposed.

Since the planning application was submitted back in late-2023, the development proposed on both parcels has been amended significantly following negotiations between the local planning authority and its technical consultees, the planning agent and the applicant.

5. POLICY CONTEXT

National Planning Policy Framework ('The Framework')

To be considered as a whole, but with emphasis placed on the following:

Section 2	Achieving Sustainable Development
Section 4	Decision Making
Section 5	Delivering a Sufficient Supply of Homes
Section 6	Building a Strong, Competitive Economy
Section 8	Promoting Healthy and Safe Communities
Section 9	Promoting Sustainable Transport
Section 11	Making Effective Use of Land
Section 12	Achieving Well Designed Places
Section 13	Protecting Green Belt Land
Section 14	Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15	Conserving and Enhancing the Natural Environment
Section 16	Conserving and Enhancing the Historic Environment

Development Plan ('The Local Plan')

Local Plan Policies

To be considered as a whole, but with emphasis placed on the following:

SS: Spatial Strategy
SD1: Presumption in Favour of Sustainable Development
SD2: Urban Boundary and Green Belt
SD3: Planning Obligations
SD4: Green Belt Compensatory Measures
HS1: Meeting Rossendale's Housing Requirement
HS2: Housing Site Allocations
H66: Land West of Market Street, Edenfield
HS3: Affordable Housing
HS4: Housing Density
HS5: Housing Standards
HS6: Open Space Requirements in New Housing Developments
HS7: Playing Pitch Requirements in New Housing Developments
HS8: Private Outdoor amenity space
HS16: Self Build and Custom Built Houses
ENV1: High Quality Development in the Borough
ENV2: Historic Environment
ENV3: Landscape Character and Quality
ENV4: Biodiversity, Geodiversity and Ecological Networks
ENV5: Green Infrastructure networks
ENV6: Environmental Protection
ENV9: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality
ENV10: Trees and Hedgerows
LT2: Community Facilities
TR1: Strategic Transport
TR2: Footpaths, Cycleways and Bridleways
TR3: Road Schemes and Development Access
TR4: Parking

Edenfield Neighbourhood Plan ('Neighbourhood Plan')

The Referendum on the Edenfield Neighbourhood Plan took place on Thursday 20 February 2025, and of those voting, 95.7% want Rossendale Borough Council to use the Neighbourhood Plan for the Edenfield Neighbourhood Area to help it decide planning applications in the neighbourhood area.

In light of the result the Neighbourhood Plan is a material planning consideration in the determination of this planning application. At the time of writing, a report still needs to be taken to Council to ensure the Neighbourhood Plan is formally made, nonetheless full weight is afforded to its status in the determination of this application.

Other Material Considerations

National Planning Practice Guidance

National Design Guide

Alterations and Extensions to Residential Properties SPD

Open Space and Play Equipment Contributions SPD

Climate Change SPD

Planning (Listed Buildings and Conservation Areas) Act 1990

LCC Planning Obligations in Lancashire (2008)

6. CONSULTATION RESPONSES

The following table records the latest consultation responses received from consultees during the application's determination. Most consultees have either provided new comments on the revised scheme or confirmed their comments on the original scheme remain valid.

Consultee	Response	Conditions
Ancient Monuments Society	Do not wish to make comments on the application.	N/A
Bury Metropolitan Borough Council	No objection.	No
Cadent Gas	No comments received.	N/A
Ecology (Greater Manchester Ecology Unit)	No objection.	Yes
Ecus (RBC Tree Officer)	No objection.	Yes
Edenfield Neighbourhood Forum	Objection.	
Electricity North West	No comments received.	N/A
Environment Agency	No comments received.	N/A
Environmental Protection (RBC Contamination Consultant)	No objection.	Yes
Fire Brigade	No objection.	No
Growth Lancashire (RBC Conservation Officer)	No objection.	No
Health and Safety Executive	No objection.	No
Historic England	No objection, although they identified the development causes less than	No

	substantial harm to nearby Grade II* Listed Church, albeit at the very lowest end of the spectrum.	
Lancashire Badger Group	No objection.	Yes
Landscape Consultant	Comments received.	No
LCC Archaeology	No objection.	No
LCC Active Travel	No objection.	Yes
LCC Development Management	No comments received.	N/A
LCC Highways	No objection.	Yes
LCC Lead Local Flood Authority (LLFA)	No objection.	Yes
LCC Minerals and Waste Planning	No comments received.	N/A
LCC Schools Planning Team	Last response received November 2024 confirmed no education contribution required.	No
LCC Public Health	No comments received.	N/A
LCC Public Rights of Way	No objection.	No
National Grid	No comments received.	N/A
National Highways	No objection.	Yes
Natural England	No objection.	No
Police Architectural Liaison	No comments received on revised scheme. No objection raised to original scheme.	No
Places Matter	Received comments on original scheme.	No
RBC Building Control	No objection.	No
RBC Environmental Health	No objection.	No
RBC Forward Planning	Further information needed prior to determination.	No
RBC Operations	No objection.	No
RBC Parks and Open Space	No comments received.	N/A
RBC Strategic Housing	No objection.	No
The Coal Authority	No objection.	No
United Utilities	No objection.	Yes

7. REPRESENTATIONS

It should be noted that a separate consultation was carried out in the past by the Council's Forward Planning team on the Masterplan / Design Code which is relevant to housing allocation H66. Comments received during that separate consultation relating to the Masterplan / Design Code have been appropriately considered separately to this planning application. Only comments received specifically in response to this planning application are considered below.

In relation to this planning application and to accord with the General Development Procedure Order, site notices were posted, neighbour letters were sent out, and notices have been published in the Rossendale Free Press.

125 letters of objection / representations have been received to the planning application. A summary of the issues raised by objectors and local interest groups such as the Edenfield Community Neighbourhood Forum and Edenfield Village Residents Association is included below. Members are directed to view the representations themselves on the planning application case on the Council's public access website.

- the submission fails to accord with the Masterplan & Design Code for the allocation.
- the submission is contrary to national planning policy in The Framework, the National Planning Practice Guidance, Local Plan policy and policies set out in the Edenfield Neighbourhood Plan.
- lack of affordable homes.
- unaffordable housing.
- alternative brownfield sites should be built on instead.
- increased traffic/parking issues.
- access issues.
- vehicle movements.
- impact on safety (roads).
- impact on safety (road near school and playground).
- inadequate road infrastructure.
- removal of on-street parking.
- lack of on-street parking/ lack of adequate parking already.
- dependency on car travel due to little infrastructure in Edenfield.
- inadequate public transport.
- improper assessment of local transport network.
- construction management.
- impact on rights of way.
- habitat destruction.
- inadequate infrastructure and facilities within Edenfield to cope with increase demand.
- disproportionate development.
- inadequate school places & inadequate school infrastructure.
- playground safety concerns.
- loss of and impact on Green Belt.
- issues with proposed car park and public open space to the east of Burnley Road.
- Health, wellbeing and safety impact.
- impact on quality of life.
- human rights.
- inadequate amenities.
- discrepancies between masterplan & planning applications.
- alternative empty properties should be used first.
- increased air pollution.
- increased noise pollution.
- loss of green space.
- flood risk.
- impact on character and identity of Edenfield.
- inadequate health infrastructure.
- tree removals and impact on existing woodland.
- landscape design.
- inadequate medical infrastructure.
- adverse visual impact on countryside and surrounding landscape.
- overlooking and loss of privacy.
- inadequate play facilities.

- loss of existing features such as stone boundary treatments.
- maintenance of green spaces on-site.
- loss of greenfield land.
- pedestrian and cycle connectivity.
- lack of Green Belt compensation measures.
- lack of net zero carbon targets.
- housing design and materials are not in keeping with local area.
- land use and density.
- environmentally damaging.
- proposed change in Government policy.
- unsustainable housing.
- lack of housing demand.
- design and layout issues.
- heritage impact.
- impact on views.
- impact on house prices.

8. ASSESSMENT

The proposed scheme includes two separate parcels of land with different development proposals on each parcel. An assessment of the proposals will be split into Parcel 1 and Parcel 2 below, with a final balancing exercise undertaken for the proposed scheme as a whole.

Parcel 1

The decision-taking framework

Paragraph 11 of the Framework contains a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Since the application was originally submitted there has been a change in the Council's housing position based on the latest result of the Housing Delivery Test published on 12th December 2024 and the current 5 Year Housing Land Supply Position published in January 2025.

The latest Housing Delivery Test for 2023, published by MHCLG in December 2024, shows that housing delivery in Rossendale has increased. The number of housing completions over the previous three years (from the period 2020/21 to 2022/23) was 405 and this represents 82% of the housing requirement over the same period.

As a result of not meeting the requirement in full the Council must add a buffer of 20% to the local authority's 5-year land supply and an action plan must be produced to demonstrate how it will increase housing delivery. This is in accordance with paragraph 79 of the National Planning Policy Framework (December 2024).

The Council has published its Five-Year Housing Land Supply report as of 31 March 2024. This shows that Rossendale can demonstrate a 5.2-year supply against the housing requirement of the Local Plan at 185 dwellings per annum inclusive of the backlog and 20% buffer. As a result of meeting 82% of its housing requirement in the latest Housing Delivery Test measurements (2023) and being able to demonstrate 5.2 years of housing land supply (for the period 2024/25 to 2028/29), the tilted balance (criterion 'd' of paragraph 11 of the NPPF) at the time of writing no longer applies for decision-making.

Principle

This parcel of land is contained entirely within housing allocation H66 in the adopted Local Plan. The parcel is also located entirely within the Edenfield Neighbourhood Area. Therefore, subject to compliance with the site-specific criteria outlined in policy H66 in the Local Plan, and the site-specific criteria outlined in policy HO4 of the Edenfield Neighbourhood Plan, the development is considered acceptable in principle.

In terms of the site's sustainability, parcel 1 is located within the defined urban boundary, and is adjacent to a bus route served by a regular service providing journeys from Accrington to Manchester, via Haslingden, Helmshore and Ramsbottom. A primary school, church and a public house/restaurant are within walking distance of parcel 1, and less than 600m to the south is the Edenfield Neighbourhood Area, where a selection of shops and other facilities are located. Overall, it is considered that parcel 1 is located in a sustainable location.

Site Specific Policy: H66 of the Local Plan

Policy H66 of the Local Plan is relevant to this application. An assessment of the development's (Parcel 1) compliance with Policy H66 is set out below, with the policy written in *italics* and the Council's comments in **bold**.

Policy H66 states:

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

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

The Masterplan, Phasing and Implementation Strategy and Design Codes were approved by the Council's Cabinet on 18th September 2024, with any future amendments to the Phasing and Implementation Strategy to be brought back to Cabinet for agreement. Accordingly, it is considered that criterion 1 has been complied with.

2. The development is implemented in accordance with an agreed design code;

It is considered that criterion 2 has been complied with. This is discussed in further detail in the Visual Amenity and Landscape Impact section below.

3. A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site. In particular:

- i. safe vehicular access points to the site are achieved from the field adjacent to no. 5 Blackburn Road and from the field opposite nos. 88 – 116 Market Street. Full details of access, including the number of access points, will be determined through the Transport Assessment work and agreed with the Local Highway Authority;*
- ii. agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rawstron Arms. Measures to assist pedestrian and vulnerable road users will be required;*

It is considered that criterion 3 has been complied with. This is discussed in further detail in the Highway Safety section below.

4. A Heritage Statement and Impact Assessment is provided and suitable mitigation measures are identified and secured to conserve, and where possible, enhance the setting of the Church, the non-designated heritage assets which include Chatterton Hey (Heaton House), Mushroom House, and the former Vicarage, and the other designated and non-designated heritage assets in the area;

It is considered that criterion 4 has been complied with. This is discussed in further detail in the Heritage Impact section below.

5. Specific criteria for the design and layout needs to take account of:

- i. Retention and strengthening of the woodland enclosures to the north and south of the Church*
- ii. The layout of the housing parcels should be designed to allow views to the Church to continue*
- iii. The relationship of the new dwellings to the Recreation Ground to ensure safe non-vehicular access is provided*
- iv. Public open space to be provided along the woodland area south of the brook/Church enclosure*
- v. Landscaping of an appropriate density and height is implemented throughout the site to 'soften' the overall impact of the development and provide a buffer to the new Green Belt boundary*
- vi. Materials and boundary treatments should reflect the local context*

In reference to the above, only criterion i., v., and vi., are relevant to the development under consideration here. It is considered that criterion 5 has been partially complied with. This is discussed in further detail in the Trees/Woodland section and Visual Amenity and Landscape section below.

6. An Ecological Assessment is undertaken which identifies suitable mitigation measures for any adverse impacts particularly on the Woodland Network and stepping stone habitat located within the site.

It is considered that criterion 6 has been complied with. This is discussed in further detail in the Ecology section and Trees/Woodland section below.

7. Compensatory improvements must be provided to the Green Belt land in proximity of the site in accordance with Policy SD4.

It is considered that criterion 7 has been complied with. This is discussed in further detail in the Green Belt Compensation Measures section below.

8. Geotechnical investigations will be required to confirm land stability and protection of the A56, and consideration paid to the suitability or not of sustainable drainage systems on the boundary adjoining the A56.

National Highways have raised no objection to the development, and have recommended a planning condition securing the submission and approval of geotechnical details to ensure there is no adverse impact on land stability in relation to the A56 Trunk Road or adjacent land. Based on the response from National Highways, it is considered that criterion 8 has been complied with.

9. Provision will be required to expand either Edenfield CE Primary School or Stubbins Primary School from a 1 form entry to a 1.5 form entry primary school, and for a secondary school contribution subject to the Education Authority. Land to the rear of Edenfield CE Primary School which may be suitable is shown on the Policies Map as 'Potential School and Playing Field Extension'. Any proposals to extend the schools into the Green Belt would need to be justified under very special circumstances and the provisions of paragraph 144 of the NPPF;

As of 28th November 2024, Lancashire County Council's Schools Planning Team confirmed an education contribution (including land to be provided) is not required. The Council has requested a final position assessment from the Schools Planning Team to inform the assessment of this application but at the time of writing this has not been received. If LCC's School Planning Team do confirm that an education contribution is necessary to make the development acceptable, it is recommended that this matter is addressed through the signing of a suitable S106 agreement in the event an education contribution is determined to be necessary by the Schools Planning Team. At the time of writing, it is considered that criterion 9 has been complied with.

10. Noise and air quality impacts will need to be investigated and necessary mitigation measures secured;

It is considered that criterion 10 has been complied with. This is discussed in further detail in the Residential Amenity section below.

11. Consideration should be given to any potential future road widening on the amenity of any dwellings facing the A56."

National Highways have been consulted on the application and have advised the applicant and prospective purchasers of the proposed dwellings, they should bear in mind that there is a future possibility that the A56 will be widened. No further details have been provided by National Highways in this regard, therefore the scale and location of potential future works has not been identified. Consequently, there is no evidence that land within the allocation would be needed. Therefore, it is not considered reasonable to request further mitigation measures are incorporated within the development site, in order to reduce the potential

impact that would result from the A56 being widened. Accordingly, it is considered that criterion 11 has been complied with.

Policy HO4. Site H66 design and layout

Policy HO4 of the Neighbourhood Plan is relevant to this application. An assessment of the development's (Parcel 1) compliance with Policy HO4 is set out below, with the policy written in *italics* and the Council's comments in **bold**.

1. Development of site H66 (land west of Market Street) as identified in the Rossendale Local Plan 2019-2036 will be supported if it also takes into account the following design and layout criteria specified in the Local Plan:

- a) Retention and strengthening of the woodland enclosures to the north and south of the church.*
- b) The layout of the housing parcels should be designed to allow views to the Church to continue.*
- c) The relationship of the new dwellings to the Recreation Ground to ensure safe nonvehicular access is provided.*
- d) Public open space to be provided along the woodland area south of the brook/Church enclosure.*
- e) Landscaping of an appropriate density and height is implemented throughout the site to "soften" the overall impact of the development and provide a buffer to the new Green Belt boundary.*
- f) Materials and boundary treatments should reflect the local context.*

In reference to the above, only criterion a), e) and f) are relevant to the development under consideration here. It is considered that Policy HO4 has been partially complied with. This is discussed in further detail in the Trees/Woodland section and Visual Amenity and Landscape section below.

Visual Amenity and Landscape Impact

At the national level, section 12 of the Framework makes it clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the Framework states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 139 requires permission to be refused for development of poor design, especially where it fails to reflect local design policies and government guidance on design such as the National Design Guide.

Site Specific Policy ref: H66 specifically requires a masterplan, a phasing and implementation strategy and design codes to be provided. It also requires that the design and layout of any development on the site needs to take account of the following:

- *Retention and strengthening of the woodland enclosures to the north and south of the church.*
- *The layout of the housing parcels should be designed to allow views to the Church to continue.*
- *The relationship of the new dwellings to the recreation ground to ensure safe non-vehicular access is provided.*
- *Public open space to be provided along the woodland area to the south of the brook/church enclosure.*
- *Landscaping of an appropriate density and height is implemented throughout the site to soften the overall impact of the development and provide a buffer to the new Green Belt boundary.*
- *Materials and boundary treatment should reflect the local context.*

A Masterplan and Design Code for H66 has been approved with the Masterplan identifying the site within the Edenfield North area type. The area type has its own Design Code with its own rules for key characteristics such as density, massing, height, building materials, etc.

H66 is listed in Policy SD2 as being land removed from the Green Belt on the basis that exceptional circumstances exist. The policy expects that the design of development on sites such as H66 will minimise the impact on the character of the area and addresses relevant criteria in policy ENV3.

Chapter 4 (Environment) of the Local Plan covers design-related policies. Policy ENV1 expects all new development to be high quality and to take account of the character and appearance of the local area, including, as appropriate, a list of criteria set out under the policy. Policy ENV3 seeks to protect and enhance the distinctive character of Rossendale and supports developments which are in scale and keeping with landscape character, and which are appropriate to its surroundings in terms of siting, design, density, materials, and external appearance and landscaping.

Alongside the design and layout criteria set out under Policy HO4 of the Edenfield Neighbourhood Plan, the Neighbourhood Plan also contains specific policies relating to design, local character and landscape. Appendix 3 of the Neighbourhood Plan includes an Edenfield Design Code, aiming to

raise an appreciation for Edenfield's existing village character, and to strengthen and protect the village setting. The Design Code identifies distinctive character areas within the Edenfield Neighbourhood Area, with Parcel 1 falling within Character Area 5 Former Rural Fringe, which includes areas allocated for development in the Local Plan

Following an independent design review by Places Matter and feedback from the Council, the proposed scheme has been revised significantly from that originally submitted, resulting in a new layout, amended house types, a significant increase in natural materials and a larger proportion of the on-site woodland retained.

As originally submitted, of the 50 dwellings, only 4 dwellings were faced in natural stone, with all but one timber-clad bungalow faced in buff brick. All roof coverings were finished in standard tile. Further design-related concerns were also raised in respect of the layout and arrangement of buildings, the appearance of house types, the distribution of open space and landscaping, parking arrangements, and boundary treatments. Officers advised the Applicant at an early stage that the development failed to reflect high quality design and it failed to respond to the character of the surrounding area and the rural context of the site. The independent design review by Places Matter shared similar concerns and provided the Applicant with advice to take forward in future revisions. Since the design review, a revised layout has been submitted and several amendments have been made to the appearance of the house types and the palette and distribution of materials such as natural stone.

In reference to the final revised scheme submitted by the applicant (received January 2025), the proposed site layout plan shows that access is proposed from Blackburn Road (to the east), with the site entrance flanked by a detached stone-built dwelling (fronting Blackburn Road) to the left and an area of open space to the right. No Locally Important Views have been identified by the Neighbourhood Plan in this area, but the arrangement of the development means views of the Irwell Valley from within and outside of the site are retained, particularly from the proposed community garden and the existing 'finger post triangle' at the junction of Blackburn Road-Burnley Road.

Within the site parking has been well-considered and sensitively integrated to ensure it does not dominate the development or street scene, and the limited set-back of buildings from the highway means pressure from future occupants to replace landscaped gardens with driveways would be removed. Soft landscaping and planting is incorporated within private plots and areas of managed landscape to help soften the visual impact of hardstanding and cars, whilst also providing a visually attractive and pleasant street scene.

Most dwellings are 2 storey, but plots also include bungalows, 2.5 storey buildings and 3 storey buildings across the site. The variation in building heights responds to comments from the Places Matter Design Panel, who asked for greater variation in roof heights and for 3 storey dwellings to be added. While it's acknowledged code AT/EN 03 of the Design Code for H66 does not list 3 storey in its key characteristics for building heights, it's not considered that the proposed 3 storey units would conflict with the reasoning for this specific code, given long distance views from the 'finger post triangle' would be retained and the proposed building heights add variation to the scheme. For similar reasons it's also considered that the scale of the building types accord with Code USB1 (Building Height) within the Neighbourhood Plan. It should also be recognised that buildings near to the site are also 3 storey and 2.5 storey in height, albeit in less sensitive locations. Overall, it is considered that the scale of the development is appropriate for this site, having regard to the surrounding residential developments and the site's location.

In terms of the appearance and character of the proposed dwellings, the proposed scheme as revised now includes 20 dwellings (labelled Category 1 "Traditional Stone") fully faced in natural

stone, with 6 further dwellings including natural stone to their front elevations. The stone faced properties are concentrated towards the most prominent areas of the site including the northern site boundary, Blackburn Road and along the proposed shared access route running through the site south to north-east. All house types would include roofs with premium slate effect tiles, and after reviewing a physical sample of the proposed roof tile, Officers are satisfied that the material has an appearance which is significantly more akin to natural slate than the standard tile originally proposed. The remaining dwellings would be finished in buff brick, with several properties featuring minor extensions clad in black timber cladding.

It is considered that the palette of materials, and the distribution of natural stone more specifically, accords with the relevant design codes and site criteria for H66. Public views from outside the site would be limited to Blackburn Road and beyond to the northeast, where views of the brick faced buildings within the proposed development would be screened by proposed landscaping or the proposed stone faced dwellings. Views of brick elevations would also be largely obscured when travelling along the proposed shared access route running through the site. Longer distance views of the brick dwellings would be possible, however the buff colour of the brick would ensure the dwellings at a distance would blend into the surrounding buildings and would not appear inappropriate in the landscape.

As originally submitted, most of the dwellings proposed were standard Northstone house types identical to those the developer has delivered in other parts of the North West. Considering the site's location, it's previous inclusion within the Green Belt, and also the landscape surrounding the site, the developer was advised at an early stage that the house types and overall visual impression of the development felt suburban, failing to respond to local character, identity and context.

Alongside a wider distribution of natural stone, Officers requested a greater distribution of the 'traditional detailing' the Applicant had originally proposed on only a very limited number of plots. Details included stone sills and portrait windows, however Officers felt the detailing could go much further in order for the development to respond to the character and identity of Edenfield. Stone quoins feature widely in Edenfield, on properties which are also predominantly faced. Similarly stone heads and sills also feature widely on the more visually attractive brick-faced properties found across Edenfield.

Following extensive negotiations the use of detailing has been increased significantly across the development. The no.20 Category 1 "Traditional Stone" dwellings all feature symmetrical windows in a portrait format, with stone quoins and stone heads and/or sills on all prominent elevations. The no.6 Category 2 "Modern Stone" dwellings with stone fronted elevations also include stone quoins and stone heads and/or sills to prominent elevations, but include large modern windows. The remaining Category 3 "Brick" dwellings across the site feature 150mm stone heads and/or sills on prominent elevations. The Category 3 units make up a sizeable proportion of the development, and they are broadly standard Northstone house types, but it should be noted that they are concentrated within the western half of the site, towards the A56 and away from the traditional built environment found along primary routes within Edenfield. However, they are of good quality design and it is considered, on balance, that the appearance of house types and the use of stone and other key detailing across the development now results in a development that complies with the design criteria and design codes relevant to this particular site.

In order to properly assess the visual impact and proposed landscaping associated with the development, the Council has employed its Landscape Consultant, an independent Landscape Architect (Penny Bennett Landscape Architects) to review the application. A series of amendments to the plans have resulted from this consultation process, culminating in proposals that broadly satisfy Officer's concerns. The Landscape Consultant has confirmed that planting along the

southern, western and northern edges of the proposed acoustic bund and fence are appropriate and in time would suitably screen the features when viewed from surrounding areas. The Council's Consultant has advised that further improvements could be made to the eastern side of the bund, facing towards the proposed housing and Edenfield, in addition to pockets of landscaping across the development where shrubs have been proposed instead of trees. Whilst Officers consider that the landscaping proposals could go further, it is considered that the proposals would suitably mitigate the impact of the most sensitive parts of the site (i.e. longer distance views of the bund/fence) once established. Subject to a condition requiring the approval of a final landscaping scheme to satisfy the outstanding concerns raised by the Landscape Consultant, it is considered that the proposed landscaping would be acceptable.

The existing woodland within parcel 1, whilst made up mostly on non-native Sitka spruce, is an important landscape feature to the local area which the specific site criteria listed above seeks to retain and strengthen. The proposed scheme would involve a significant amount of tree removal from the woodland, and from the outset Officers have raised concerns over the potential impact the partial loss of the woodland would have on the surrounding landscape. In respect of the woodland, the Applicant has submitted a number of reports and the finalised Arboricultural Impact Assessment (AIA) and Tree and Woodland Management Plan (TWMP) have been reviewed and confirmed as appropriate by the Council's Tree Officer. More detailed surveys have been undertaken since the original submission and a greater understanding of the woodland's composition and condition is now known. Whilst the subject of trees (and loss of) is discussed in further details below, it is understood from the TWMP that approximately 80% of the existing woodland is made up of Spruce (50%) and Ash (30%). The Spruce dominate the northern half, where the proposed dwellings would be developed, and Ash is common in central and western parts. The surveys have found that the majority of Ash within the the woodland display symptoms of Chalara Ash dieback infection and the TWMP states it is reasonable to assume that the majority of the Ash trees present on the site will succumb to the disease, which is likely to have a significant effect on the aesthetics and function of parts of the woodland. The Council's Tree Officer agrees with the findings. To compensate for the tree losses the TWMP provides a framework for the long-term management and enhancement of the retained trees, including a series of management interventions to replant new trees and understorey planting of native species to improve woodland structure.

Taking all the above into account, it is considered that the adverse impact the tree removals would have on the surrounding landscape would be suitably mitigated (over time) through the implementation of the TWMP, which would be secured by planning condition. A belt of trees would be retained along Church Lane, and new planting would be incorporated throughout, including along the boundary shared with properties at Church Court, where the land until Officers' intervention was previously proposed to be incorporated into residential plots. The southeast quadrant of the woodland, adjacent to Church Lane and the graveyard of the Church, is the most species diverse and this area in particular will be strengthened through the TWMP. It should also be noted that views of the Spruce from this location are mostly obscured except for the tips, and therefore the impact of the removals would be limited.

Overall, for the reasons set out above, it is considered, on balance, that the proposed development within parcel 1 would be acceptable in terms of visual amenity and landscape impact.

Heritage Impact

Policy ENV2 of the Local Plan follows the approach of Section 16 of the Framework concerning the historic environment, and states:

“Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Less than substantial harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal.”

Chapter 8 of the Edenfield Neighbourhood Plan set out policies to protect heritage assets within Edenfield. Policy HE1 seeks to conserve or enhance any listed or non-listed heritage assets and their setting.

The Neighbourhood Plan identifies buildings of local interest or historic importance which Policy HE2 of the Plan seeks to protect. None of the buildings are located close to Parcel 1.

Policy HE3 of the Neighbourhood Plan sets out planning application requirements for any applications impacting heritage assets.

In accordance with criterion 4 of Policy H66 of the Local Plan, the applicant has submitted a Heritage Statement which includes an assessment of the impact of the proposed development on the significance of nearby designated heritage assets.

Parcel 1 is located to the north of the Grade II* listed Edenfield Parish Church. It is also close to the former Vicarage, a Non-Designated Heritage Asset.

In reference to the listed building, the Council’s Heritage Advisers (Growth Lancashire) concluded:

“The proposal would meet the statutory test ‘to preserve’ the significance of the designated heritage assets and the contribution made by their setting. Therefore, no balancing exercise is required as per NPPF P.202. As such, the proposal meets the objectives of Chapter 16 of the NPPF and accord with the policy ENV2 of the Local Plan.”

Historic England have also been consulted on the application and their recommendation advised they had no objection on heritage grounds. Contrary to their recommendation, Historic England did comment the application would result in a very minor negative impact on the significance of the listed church, causing less than substantial harm, albeit at the very lowest end of the spectrum of impact that is covered by paragraph 215 of the Framework (previously paragraph 202). They also noted the harm is further mitigated by the incorporation of the woodland screening to the north of Church Lane.

The closest part of the development to the grounds of Edenfield Parish Church is the proposed woodland play area made up of natural play features. Views of the play area (and the houses beyond) would be obscured by a mix of new shrub native planting, as well as new planting within the retained area of woodland. This new planting would comprise understorey planting and new trees to both strengthen the woodland and replace the diseased Ash trees identified in this area. Overall, it is considered that the impact of the development on the significance of the listed building would be negligible, subject to the planting proposals being carried out. The submitted landscaping plans and Woodland Management Plan provide details of the replanting within the woodland area, and such details can be secured by condition, including requirements to replant in the event any new planting fails within a set period of time. For the reasons set out above, it is not considered that the development would result in less than substantial harm to the significance of the listed building, and as such paragraph 215 of the Framework does not apply in this case (as confirmed by Growth Lancashire).

Growth Lancashire concluded that the development would have a negligible level of harm to the contribution made by the setting of the former Vicarage. The grounds of the Vicarage contain

mature planting, and the retained woodland would serve as a further visual buffer to the proposed dwellings.

LCC Archaeology have also confirmed the site has no archaeological or historic interest.

For the reasons set out above it is considered that the development is acceptable in terms of its impact on heritage assets.

Residential Amenity

The proposed development would not have any unacceptable impact on the daylight, privacy or outlook enjoyed by the occupants of any nearby residential properties, having regard to the proposed siting, orientation and levels of the proposed dwellings.

Section 2.1 of the Council's Alterations and Extensions to Residential Properties SPD contains guidance on separation distances between habitable room windows. It specifies that there should be a minimum of 20m between habitable room windows in properties that are directly facing each other, with other distance standards recommended for different scenarios.

The layout of the development demonstrates compliance with this guidance in respect of plots within Parcel 1. The separation distances between the proposed dwellings and neighbouring properties are complied with apart from the distance between plot 1 and no. 5 Blackburn Road, which extends to approximately 16.5m. Plot 1 would include a habitable room window on its side elevation at FF level, while no. 5 Blackburn Road includes 3 windows on its gable elevation: 2 at GF level and 1 narrow window in the roof space. It's likely that the GF windows serve habitable rooms. Owing to the siting and orientation of the properties, and the distance involved, the relationship between plot 1 and no. 5 Blackburn Road would not be overbearing or result in undue loss of light and outlook. It's also not considered that the shortfall in distance from that recommended would materially impact the privacy enjoyed by residents of no. 5 Blackburn Road anymore than the separation distance currently proposed. On this basis it is considered that the separation distance in this case is acceptable. The distance between the proposed dwellings and residential gardens of neighbouring properties is more than adequate to prevent unacceptable levels of overlooking into neighbouring gardens. Overall, it is considered that the layout and form is acceptable.

Given the proximity of nearby residential properties and the scale of the proposed development, it is considered appropriate to include a condition restricting the hours of construction on site.

The application is accompanied by a Noise Impact Assessment and Air Quality Assessment. The Council's Environmental Health Officer recommends that the mitigation measures contained within them are secured by condition, for example higher specification glazing, and acoustic fencing/bund.

In terms of the amenity for future occupants of the development, the proposed dwellings would comply with the Nationally Described Space Standards (NDSS) in terms of their internal spaces, and the applicant indicates that at least 20% of the proposed dwellings would be specifically tailored to meet the needs of elderly or disabled residents, or be easily adaptable in line with the Optional Standards M4(2) of the Building Regulations – as required by Local Plan policy HS5. The specific plots this applies to will be secured by condition.

Policy HS8 of the Local Plan requires all new residential development to provide adequate private outdoor amenity space, which should be in the form of gardens. It is considered that each dwelling would be provided with an adequate amount of useable outdoor amenity space. The proposed

apartments would share outdoor amenity areas and this is considered acceptable for such dwellings. Some garden areas would front internal roads within Parcel 1, and the boundary treatments enclosing such areas in some cases would rely on low level fencing and hedging to ensure adequate levels of privacy. Owing to the location of such areas, it will be necessary for the hedging to be of a suitable height to provide an adequate level of privacy, however, in time, it is considered that adequate levels of privacy would be achieved while providing an attractive boundary treatment and biodiversity benefits (compared to only fencing).

Subject to the conditions mentioned above, the scheme is considered acceptable in terms of residential amenity.

Access, Parking, Highway Safety and Phasing and Implementation

The Framework makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (paragraph 116).

Policy H66 of the Local Plan requires a Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site. In relation to this site the policy goes on to state, a safe vehicular access point to the site will need to be achieved from the field adjacent to no. 5 Blackburn Road, and suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic.

The Local Highway Authority has no objection to the proposed development subject to conditions, and has provided recommended wording for such conditions. National Highways has also raised no objection to the development subject to conditions.

Other works of highway-related mitigation (off site) would be carried out under separate agreement between the developer and the local highway authority under S.278, with a planning condition recommended to ensure these are completed at an appropriate point in the development. These mitigation measures are outlined in the submitted Transport Assessment and include the proposed off street car park to the east of Burnley Road which is subject to this application. The Phasing and Implementation Strategy agreed by the Council's Cabinet in September 2024 required the access bellmouth to the development to be undertaken prior to construction of the development site and all other works within the highway to be carried out under a Section 278 Agreement and the School Car Park to be developed prior to occupation of any dwellings. There is no evidence with this application that this cannot be achieved, however if changes are necessary to the Phasing and Implementation Strategy, they would need to be reported back to the Council's Cabinet for their agreement as per the decision of 18th September 2024.

Subject to the above conditions, the scheme is considered acceptable in terms of access and highway safety.

Affordable Housing

Policy HS3 of the Local Plan contains a requirement for affordable housing to be provided on larger developments of ten or more dwellings. Part a) of the policy requires at least 10% of the total number of homes to be provided should be available for affordable home ownership as part of the overall affordable housing contribution, and b) expects affordable housing to be provided in

line with identified needs of tenure, size and type as set out in the latest available information on housing needs.

Policy HO2 of the Neighbourhood Plan corresponds with Policy HS3, while Policy HO3 of the Neighbourhood Plan sets out specific affordable housing eligibility within the Edenfield Neighbourhood Area.

It should be noted that the requirement for at least 10% of affordable housing provision to be available for affordable home ownership reflected national planning policy that has since been superseded by the latest updated to the Framework (December, 2024).

The proposed development would include 30% affordable housing on site. The Applicant originally proposed a tenure split of 10 social / affordable rent units and 5 affordable home ownership units, however the Council's Forward Planning team, with input from Strategic Housing, concluded that the proposed mix failed to comply with part b) of Policy HS3 as the proposed tenure split of affordable dwellings failed to correlate with the findings of the Strategic Housing Market Assessments (SMHA's) of 2017 and 2019, which concluded that the majority of affordable housing needs were for social / affordable rental dwellings. Strategic Housing have reiterated throughout the course of the application, that social / affordable rent is the priority tenure.

In response to negotiations regarding identified need, the Applicant subsequently proposed to provide 30% of dwellings on-site as Affordable Rental properties. Considering the evidence available, and the update in policy set out in the Framework, the Council's Forward Planning team concluded that a tenure mix of 30% (15) dwellings on-site to be Affordable Rental units complies with paragraph 66 of the Framework and is in-line with local Affordable Housing needs as identified in the SHMA. Officers are also satisfied with the distribution of the affordable housing units across the site. As such, notwithstanding the conflict with parts of Policy HS3 and HO2, it is considered that the proposed affordable housing provision accords with the Framework and is in line with local identified need. As such the proposed affordable housing is considered appropriate.

It is acknowledged that the eligibility for affordable housing set out in Policy HO3 of the Neighbourhood Plan will have to be taken into account when administered by the Council.

Developer Contributions

In order to accord with Policies SD3, HS6 and HS7 of the Local Plan, the development would need to make the following contributions (as requested by various consultees and stakeholders):

- 30% affordable housing provision on site (15 x affordable rent).
- A financial contribution of £1,000 per dwelling towards off site playing pitch provision and/or improvement.
- A financial contribution of £6,000 to enable Lancashire County Council's Travel Planning Team to provide a range of Travel Plan support and monitoring.
- Provision of bus tickets to destinations within Rossendale and the wider area (through to Manchester) to be used on either bus service numbers X41, X43 or 483 for a 12-month period per new household on the development.

It is considered that the above contributions are necessary to make the development acceptable (in accordance with Policies SD3 and HS3). It is therefore considered appropriate to require the signing of a S.106 Agreement prior to planning permission being granted, in order to secure the contributions.

The Local Education Authority's (LEA) latest position (dated 29/11/2024) advised an education contribution towards school places and/or land to be provided meeting the school site requirements is not required for the proposed development at this stage. Given the application is now being presented before Members, the Council have asked the Education Authority to confirm their final position assessment of the development's impact on school places. No further comments have been received, but if the LEA do request a contribution, it can be included in any Section 106 Agreement.

For reasons discussed in the relevant section below, the Council is satisfied that no financial contribution is required in relation to compensatory improvements to the Green Belt.

Green Belt Compensation

As the land identified as Parcel 1 has been released from the Green Belt, it is necessary for the development to deliver compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land as required by Policy SD4 and criterion 7 of Policy H66 of the Local Plan and policy UB1 of the Neighbourhood Plan. Policy SD4 lists the types of improvements that would be considered acceptable such as tree planting, new walking routes and improved access to new recreational provision.

The Council's Forward Planning team have estimated the Green Belt compensation measures for site allocation H66 at £1,250 per dwelling. Therefore, the total contribution for the development proposed on Parcel 1 would be:

Land released from GB (Parcel 1): £1,250 x 50 dwellings = **£62,500**

The applicant is proposing works to the Green Belt land within Parcel 2 which they consider to be compensatory improvements that would satisfy the above financial contribution. The works comprise the creation of a new area of public open space, new pathways, seating areas and play provision, and the applicant has submitted an estimated breakdown of costs of the works. The total construction cost has been calculated as £141,836.00 and the Council has no evidence to suggest the estimated costs are not reasonable and proportionate to the works proposed.

It is acknowledged that some of the works proposed (i.e. play provision, landscaping etc.) would need to be provided by the developer in order to satisfy other policy requirements set out in the Local Plan and Neighbourhood Plan. Nonetheless, considering the overall works proposed by the applicant to the Green Belt that amount to 'compensatory improvements', the Council is satisfied the Applicant has demonstrated that works amounting to compensatory improvements to the Green Belt exceed the required figure of £62,500. As such, it is considered that no financial contribution is required and the development accords with Policy SD4 and criterion 7 of Policy 66 of the Local Plan and Policy UB1 of the Neighbourhood Plan.

Public Open Space

Policy HS6 of the Local Plan states housing developments of 10 or more new dwellings (0.50 hectares or part thereof) will be required to make provision for open space, and should have regard to the most up to date evidence on the quantity, accessibility and quality of open space in the Borough, as identified in the 2021 Rossendale Open Space Report or its successors or more up to date robust evidence. The policy goes on to state where there is an identified local deficiency in quantity of open space, on-site provision will be required.

Parcel 1 is situated in the Eden analysis area where the Open Space Study (2021) reports a deficiency in the quantity of Parks & Gardens, Urban Greenspace and also Allotments compared

to the local standard. At ward level there is also a deficiency in the quantity of Parks & Gardens, Urban Greenspaces and Allotments for Eden. The site itself has few designated areas of open space nearby, with Parcel 1 located less than 700m away (as the crow flies) from Edenfield playground.

The Council recently adopted a new Open Space and Sports Provision Supplementary Planning Document (SPD) in December 2024, however, because the application was subject to the now superseded 2008 SPD for almost all of its determination, it has been considered against the original SPD.

Notwithstanding the above, both SPDs make clear that the preference should be for new open space to be provided on-site, and given the lack of open space in this part of Edenfield it is considered necessary that the development should deliver on-site public open space provision.

The revised proposed site plan for Parcel 1 shows an area of community food gardens within the north-eastern section (595m²) and a woodland play area (585.6m²) created within the existing woodland. A further area of public open space (2,123.3m²) is also proposed within Parcel 2, with the area described as a recreational and nature-based area open to any member of the public. Whilst not located within Parcel 1, it is necessary to take into account of this area open space when considering if future occupants of the residential development will have sufficient access to open space provision.

The Council's Forward Planning team, commenting on both parcels of land, have raised no objection to the quantity and type of public open space provision proposed, but have maintained throughout the application that at least one of the play areas must reach the status of a 'Locally Equipped Area of Play' (LEAP). A LEAP is defined in the Council's 2021 Open Space Study as an area "designed for unsupervised play and a wider age range of users; often containing a wider range of equipment types".

Detailed proposals of the woodland play area have not been provided, but given its location and size it is not considered that this area would be suitable for a LEAP. Therefore, the focus has been on enhancing the play provision proposed on Parcel 2, and the Council is satisfied that the revised play provision provided on Parcel 2 can now be considered to reach the status of a LEAP. This area of public open space would contain a sufficient number of play experiences that would cater to wide age range of users. Whilst it would have been preferable for a LEAP to be located within Parcel 1, the area of public open space would be less than 400m distance from all future occupants of Parcel 1, and is positioned near to Edenfield C of E Primary School, where pupils (and the school) could make use of it. Overall, it is considered that the level of play provision proposed by the development is acceptable, and it would make a welcome contribution towards meeting an identified deficiency of such open space in this part of Edenfield.

In terms of the proposed community food garden, the Council's Forward Planning team have confirmed the proposal would contribute to alleviating the lack of allotment provision within the Edenfield area and are supportive of its inclusion.

Overall, it is considered that the amount and type of open space proposed is acceptable.

Ecology, Green Infrastructure and Trees

The submitted documentation in relation to ecological and arboriculture matters is thorough, and comprises the following:

- Ecological Assessment (dated July 2023)

- Ecological Assessment (dated July 2024) – update of above assessment with updated walkover survey.
- Biodiversity Net Gain Design Stage Report with statutory metric (dated July 2024)
- Blackburn Road Ground Level Tree Assessment (dated May 2024)
- Gincroft Lane Ecological Desk Study (dated May 2024) – in relation to BNG off-site mitigation.
- Gincroft Lane Ecological Impact Assessment (dated August 2024) – in relation to BNG off-site mitigation.
- Arboricultural Impact Assessment v5 (dated September 2024).
- Ecological Precautionary Working Method Statement (dated December 2024)
- Invasive Weed Management Plan (dated December 2024)
- Tree Planting Off-setting Note (dated January 2025, recorded in error as 2024 on report)
- Tree and Woodland Management Plan v3 (dated February 2025)

The documents above have been subject to assessment by the either the Council's Ecologist, Tree Officer and Natural England.

The Council's Ecologist (Greater Manchester Ecology Unit) has no objection to the proposals, subject to the inclusion of conditions to secure habitat enhancement on site, appropriate control or eradication of invasive species, and the protection of species which may otherwise be affected by the development. Natural England have also raised no objection, and the Lancashire Badger Group have recommended conditions to ensure further survey work is undertaken prior to commencement and reasonable avoidance measures are adhered to throughout construction.

As the application was submitted before 12 February 2024, the application is not subject to the mandatory requirement of delivering a biodiversity net gain of 10%. Nonetheless a BNG report with a statutory metric has been submitted in support of the application, demonstrating that a net gain of 10.3% is achievable through interventions both on-site and off-site. The off-site mitigation measures include the enhancement of the grassland and the creation of a broadleaved woodland on a nearby site off Gincroft Lane. The Council's Ecologist has reviewed the submitted details and has confirmed that a net gain of 10% is achievable as a result of the proposals. The Ecologist has recommended that the on-site and off-site measures are secured via a legal agreement for 30 years. The Applicant has also provided details of measures to mitigate for wildlife such as nesting bird and bats through the incorporation of multiple bird and bat boxes within Parcel 1. Such measures will be secured by condition.

Part of Parcel 1 lies within an area identified as Green Infrastructure comprising part of the Woodland Network and serves specifically as a 'stepping stone habitat'. The land designated as Green Infrastructure washes over the existing woodland and extends south. The proposed development would result in a net loss of green infrastructure on-site, and in such cases Policy ENV5 state development will only be permitted if:

- *The function and connectivity of green infrastructure networks are retained or replaced; or*
- *The development scheme integrates new or enhanced green infrastructure where appropriate, such as natural greenspace and trees; and in all cases*
- *The proposal would not have an unacceptable impact on amenity, surface water or nature conservation.*

In order to retain part of the function and connectivity of the remaining Green Infrastructure on-site, the remaining woodland needs to be enhanced and it's considered that this would be achieved, in part, through the replacement of non-native species and diseased trees with new native species, new understorey planting and the incorporation of biodiversity enhancement measures. The proposals would also integrate new and enhanced green infrastructure, especially when

considering the number of diseased Ash located within the retained woodland. It's acknowledged that the function and connectivity of the network would be disrupted by the incorporation of the shared access path and woodland play area, but it's considered that the above interventions should improve the overall function of the remaining woodland given its condition and composition. Furthermore, it's considered that the net loss of Green Infrastructure would be replaced by the Applicant's off-site BNG proposal to plant a new broadleaved woodland off Gincroft Lane, and this area could be incorporated within the Green Infrastructure Network at a later date once it begins to establish. It's not considered that the net loss of Green Infrastructure would have an unacceptable impact on amenity for reasons covered in the above section, while there is no reason to suspect the loss would unacceptably impact surface water given the LLFA have raised no objection. In terms of nature conservation, the site is not designated for its ecological value or nature conservation and the Council's Ecologist and Natural England have raised no objection.

Turning to trees, the site-specific policy criteria to retain and strengthen the existing woodland (as set out in Policy H66 of the Local Plan and Policy HO4 of the Neighbourhood Plan) would not be fully complied with given the development would result in a significant amount of tree removals in this area. Nonetheless, it is considered, subject to the implementation of the TWMP, that the remaining woodland in the longer term would be strengthened for reasons already set out.

Policy ENV10 of the Local Plan states development proposals must seek to avoid the loss of, and minimise the risk of harm, to existing trees and woodland. To ensure the benefits of a development outweigh the harm resulting from the loss of trees, compensatory planting using native species must take place at a ratio of at least 2:1.

Paragraph 1. of Policy NE3 of the Neighbourhood Plan expects development to retain or enhance well-established features of landscape, including mature trees, and any proposal for removal of such features must be justified by substantive evidence. In cases where there is a significant loss of trees as part of a development, Policy NE3 expects new provision to be provided for elsewhere on the site or if not possible on sites elsewhere within the Neighbourhood Area providing equivalent coverage and acceptable contribution towards the natural environment and local character.

For cases involving a significant number of tree removals and tree planting, using the number of individual trees as a means of securing an acceptable level of compensatory planting is less than ideal when considering the difficulties in determining an accurate number of tree losses within a dense and varied woodland, and the large volume of saplings that would be planted in compensation but may not successfully establish.

The calculations put forward in the Tree Planting Off-setting Note estimate 168 trees would be removed as a result of the development, with a further 20% accounting for known but unmapped trees. The Note goes on to state that the scheme could be expected to deliver around 700 individual trees, which would achieve a replacement ratio of 4:1 for those removed. Whilst the figure of 700 trees would appear to include some non-native trees, the Council is satisfied that the compensatory planting of native species across Parcel 1, Parcel 2 and the BNG off-site woodland would comply with the ratio of 2:1 as set out in Policy ENV10 of the Local Plan.

For reasons set out above it is also considered that the proposed compensatory tree planting would comply with policy NE3 of the Neighbourhood Plan, given the removals are justified in light of the evidence submitted, a greater area of coverage would be achieved within the Neighbourhood Area once established, and the strengthening of the existing woodland and new woodland would make an acceptable contribution towards the natural environment and local character in the long term.

Overall, despite the partial conflict with the relevant site-specific policies resulting from the partial loss of the woodland, the scheme is considered acceptable in terms of ecology, green infrastructure and trees.

Ground Conditions

The Council's Land Contamination Consultant has raised no objection to the proposals, subject to the inclusion of conditions requiring extensive investigation and potentially remediation of the site prior to commencement of development.

Flood Risk and Drainage

The Lead Local Flood Authority (Lancashire County Council) and United Utilities have been consulted on the proposed scheme, and have raised no objection subject to the inclusion of conditions. Therefore, the drainage infrastructure proposed would mitigate the impact of the development and it is not considered that the proposed development would have an adverse impact on flood risk.

Climate Change

The Council has adopted a Climate Change Supplementary Planning Document (SPD). The SPD is a material consideration in the determination of this planning application.

The SPD focuses on four themes: Reducing the dominance of fossil-fuelled vehicles via encouraging sustainable and more active transport; Improving energy efficiency and promoting renewables in the Borough; Water interventions; and Biodiversity and Green Infrastructure.

The submitted application demonstrates satisfactorily that the development has been designed with consideration of the need to be adaptable to climate change as per the requirements of Local Plan Policy ENV1(q). A brief summary of some of the measures proposed is included below, however the Planning Statement includes a Climate Change Checklist which assesses the development against the Checklist at Appendix C of the Climate Change SPD. Whilst the Applicant's checklist relates to the original submission for the proposed development, the measures are still relevant to the revised scheme now proposed.

Sustainable transport infrastructure (cycle storage) within the development has been incorporated, and a new shared pathway for pedestrians and cyclists is proposed to connect PROW nos. BW1403128 / BW1403279 with the cycle route along Blackburn Road. The development would also include electric vehicle charging points for every individual house where such provision can be provided.

An Energy Strategy Statement has been submitted in support of the application and identifies appropriate technologies that could be used within the development to reduce energy consumption such as the use of Solar Photovoltaic Panels (PV Panels) and Air Source Heat Pumps (ASHP), with PV panels and ASHP proposed for all dwellings.

SUDS have been integrated into the drainage strategy via the provision of rain gardens, permeable paving within shared parking areas and water butts within private rear gardens where space and roof arrangement allows.

Native planting is integrated throughout the development, and the biodiversity enhancement measures such as bat and bird boxes will be incorporated.

Therefore, it is considered that the proposal complies with policy ENV1 of the Adopted Rossendale Local Plan and the Council's Climate Change SPD.

Masterplan and Design Codes

The application follows the parameters set out in the Masterplan including the principles of green and blue infrastructure; land use; vehicular movement; pedestrian and cycle connectivity, and landscape. The development proposed also responds to the site wide Design Codes of Use; Identity; Nature; Public Space; Movement; Built Form; Homes & Buildings; Resources, and Lifespan. Within the agreed Design Code, this development is situated within the defined Edenfield North Area Type. The application is in accordance with the agreed key characteristics set out in the Edenfield North Design Code, for the reasons set out in the relevant sections of this assessment. Therefore, the application conforms with the Adopted Masterplan and Design Codes and criterion 1 & 2 of policy H66.

Parcel 2

Principle / Development in the Green Belt

The applicant proposes to construct a surface level car park with drop off / pick up facilities and a new area of public open space on the land referred to as Parcel 2.

In reference to the proposed car park, prior to the adoption of the Rossendale Local Plan (2021) and as part of the examination of the emerging Local Plan, the Planning Inspectors requested input from Lancashire County Council regarding access and transport improvements for the H66 site allocation. LCC Highways made the following comments which are relevant to the development proposed on Parcel 2 (officer's underlining):

*'The addition of circa 400 additional dwellings in Edenfield will place additional strain on the local highway infrastructure and any development would be expected to assess this impact and suggest improvements to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rostron Arms and include measures to assist pedestrian and vulnerable road user interests.'*¹

Following the above, the Inspectors in their report on the examination of the Rossendale Local Plan acknowledged that: *'Further Transport Assessment work undertaken as part of the planning application process would provide an opportunity to explore access options and identify any necessary mitigation measures.'*²

While the land for the proposed car park falls outside the H66 site allocation, criterion 3.ii. of Policy H66 is relevant and is repeated below:

3. *A Transport Assessment is provided demonstrating that the site can be safely and suitably accessed by all users, including disabled people, prior to development taking place on site. In particular:*

ii. agree suitable mitigation measures in respect of the capacity of Market Street to accommodate additional traffic. Improvements will be needed to the Market Street corridor from Blackburn Road to the mini-roundabout near the Rawstron Arms. Measures to assist pedestrian and vulnerable road users will be required.

¹ RBC Response to Schedule of Action Matter 14: <https://www.rossendale.gov.uk/downloads/file/16396/el8-014-actions-14-1-to-14-4-housing-site-allocations-edenfield-helmshore-irwell-vale-and-ewood-bridge-with-appendices->

² Report on the Examination of the Rossendale Local Plan:

https://www.rossendale.gov.uk/downloads/file/17244/rossendale_local_plan_2019_to_2036_-_inspectors_report

Parcel 2 broadly corresponds with the land indicatively identified in the Masterplan and Design Code (and associated highway-related documents) as a potential area for community car parking and public open space outside of site allocation H66. In terms of the car park, the Masterplan commented that the detailed requirements and justification for this provision will be addressed through subsequent planning applications. The 'community car park' on Parcel 2 forms part of the off-site highway improvement scheme proposed in the Transport Assessment for the wider site allocation H66, however this parcel of land is located entirely within the Green Belt, outside of the boundaries of site allocation H66, and as such the development needs to be assessed against relevant policies relating to the Green Belt as set out in the Framework, the Local Plan and the Edenfield Neighbourhood Plan.

Since the planning application was made valid in October 2023, the policies seeking to protect Green Belt land as set out in the Framework have been revised, and therefore the Applicant's position and reference to specific paragraphs of the Framework in respect of this site may not reference the most up-to-date policy.

Paragraph 153 of the Framework states: *"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."*

The Local Plan is mostly silent on the Green Belt, deferring to the precedence of the Framework on this issue, however, Policy SD2 seeks to direct all new development within the boundaries of the Urban Boundary. Policy UB1 of the Neighbourhood Plan echoes Policy SD2 as well as paragraph 153 of the Framework. Criterion j) of Policy D1 and Policy GI1 of the Neighbourhood Plan also state proposals for development within the Green Belt will be supported only if they accord with national and local policy.

In reference to the proposed car park, the Applicant proposes that the works at Parcel 2 should be considered 'local transport infrastructure which can demonstrate a requirement for a Green Belt location', which would therefore comply with exception h) iii. of the latest Framework (para 150 part c) of the previous version).

However, in order to comply with the above exception, the development proposed would also need to preserve the openness of the Green Belt and not conflict with the purposes of including land within it. For reasons set out below it is considered that the proposed development would fail to preserve the openness of the Green Belt and would conflict with the purposes of including land within it. As such, the exception set out under part h) iii. of paragraph 154 of the Framework does not apply.

Paragraph 155 of the Framework states: *"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:*

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. There is a demonstrable unmet need for the type of development proposed;*

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

d. Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs 156-157 below.”

To determine whether this land can be classed as ‘grey belt’ land it is essential to look at the associated definition within Annex 2 of the NPPF. This states as follows:

*“For the purposes of plan-making and decision-making, ‘grey belt’ is defined as land in the Green Belt comprising **previously developed land** and/or any other land that, in either case, **does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143.** ‘Grey Belt’ excludes land where the application of the policies relating to the **areas or assets in footnote 7** (other than Green Belt) would provide a strong reason for refusing or restricting development.” (Bold emphasis added by the Case Officer).*

Parcel 2 is a greenfield site and is therefore not previously developed land. The site also does not relate to any of the areas or assets in footnote 7.

In reference to paragraph 143 of the Framework, purposes (a), (b) and (d) are repeated below:

a) to check the unrestricted sprawl of large built-up areas;

b) to prevent neighbouring towns merging into one another;

d) to preserve the setting and special character of historic towns;

The land within the boundaries of Parcel 2 was assessed in the 2016 Green Belt Review commissioned by the Council as part of a much larger parcel identified as Land Parcel 38. The Green Belt Assessment of Land Parcel 38 in Appendix 4.1 of the Review found the site as a whole made the following contributions (highlighted in **bold**):

a) to check the unrestricted sprawl of large built-up areas³: **Moderate**

b) to prevent neighbouring towns merging into one another⁴: **Weak**

d) to preserve the setting and special character of historic towns⁵: **No contribution**

It should be stressed that the above contributions relate to all of the Green Belt land identified as Land Parcel 38, and not specifically the land within Parcel 2, which is considered to be located in a more sensitive location in respect of purpose a) listed above.

In reference to purpose a), the 2016 Green Belt Review identified two separate criteria which are repeated below alongside the identified contributions in **bold** for Land Parcel 38:

1a) – Does the parcel exhibit evidence of existing urban sprawl and consequent loss of openness? **Moderate**

1b) – Does the parcel protect open land from the potential for urban sprawl to occur?
Strong

³ Labelled Purpose 1 in 2016 Green Belt Review.

⁴ Labelled Purpose 2 in 2016 Green Belt Review.

⁵ Labelled Purpose 4 in 2016 Green Belt Review.

According to the Green Belt Review criterion 1a considers whether land has already been affected by sprawl and whether it retains an open character, while criterion 1b considers the role of the following in affecting the potential for urban sprawl to occur in the absence of a Green Belt designation:

- The strength of boundary features
- The nature of the settlement form
- The presence of roads
- Potential for sprawl to occur beyond the parcel boundary

In rating Land Parcel 38 Strong against criteria 1b) the Review identified that the parcel met the following description: 'adjacent to large built up area and land parcel has a high potential for urban sprawl to occur.'

In specific reference to Parcel 2, the site is open grazing land, does not exhibit evidence of existing urban sprawl, and as such is inherently open in character. Therefore, in assessing the site's performance against criteria 1a) in isolation from Land Parcel 38, it is considered that the site would be rated **Strong**. In terms of criteria 1b), Parcel 2 is adjacent to Burnley Road and separates urban development adjacent to its northern and southern borders. Therefore, Parcel 2's designation as Green Belt at the edge of the urban settlement boundary plays a strong role in preventing urban sprawl from occurring and would be rated **Strong**. Overall, it is considered that Parcel 2 strongly contributes to purpose (a) in paragraph 143, and therefore cannot be considered 'grey belt' land.

For the reasons set out above, the proposed development comprising the area of car park and associated works on is considered inappropriate development within the Green Belt, which would be harmful by definition. Substantial weight needs to be afforded to such harm. As per paragraph 153 of the Framework inappropriate development within the Green Belt should not be approved except in very special circumstances, and 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The Applicant has put forward that the proposed works comprising the car park with drop off /pick up facilities do constitute very special circumstances relevant for determination against paragraph 153 of the Framework and has presented a case for consideration. The applicant's case of very special circumstances has been considered in the relevant section below.

In terms of the new area of public open space to be created on Parcel 2, Officers are satisfied that the works would comply with the exception set out under paragraph 154b) of the Framework set out below:

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

The public open space would comprise facilities proposed in connection with a change of use of the land, and for reasons set out below Officers are satisfied that the facilities would preserve the openness of the Green Belt and would not conflict with the purposes of including land within it.

Impact on Openness and Purposes of Green Belt

The essential characteristics of Green Belts are their openness and their permanence as set out in paragraph 142 of the Framework. Paragraph 143 identifies the five purposes the Green Belt serves including (but not exclusively) to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.

The Government provides guidance for considering the potential impact of development on the openness of the Green Belt (paragraph 013 Reference ID: 64-013-2025022):

Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgement based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume*
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness*
- the degree of activity likely to be generated, such as traffic generation*

In considering the impact of the development on the openness of the Green Belt, the applicant has submitted a Green Belt Openness Appraisal which forms part of the submitted Landscape and Visual Impact Assessment (LVIA).

Focusing on Parcel 2 itself, the applicant's Appraisal recognises '*that the site is an open field with no urbanising features present and when considered in isolation possesses a strong sense of openness*'. In visual terms, it goes on to comment that '*the site has an open character and is part of the open countryside that surrounds the settlement edge of Edenfield*'.

Notwithstanding the above, the Appraisal makes reference to the 'urbanising influences' surrounding parts of the site such as the existing built development and the presence of Burnley Road which impact the sense of openness. Nonetheless, the Appraisal acknowledges '*open views are possible looking out of the Site to the southeast where rolling countryside within the Irwell Valley provides a strong sense of openness*', and it's also accepted that open views towards the site from the surrounding area are possible despite the presence of existing residential properties and mature trees around the site.

In summary, the Appraisal accepts '*The introduction of a car park development would result in a reduction in spatial openness of the Site itself. Impacts on visual openness would be limited as no buildings are proposed in the Site and wider views across the Site to the moors would be maintained, albeit impacted to a degree by parked cars when spaces are occupied*'.

In reference to the above Appraisal, the applicant's Planning Statement suggests the works proposed on parcel 2 will retain the openness of the Green Belt through employing a number of '*mitigations measures to preserve the rural appearance of the site*', while visual openness would be maintained when the car park is not in use.

It's not clear how the 'rural appearance' of a site could be employed to preserve openness, particularly when the development proposed is the creation of a car park capable of accommodating a high number of cars, but even so it's notable that some of the mitigation measures listed in the applicant's Planning Statement have not been implemented. This includes

the utilisation of a more informal arrangement for the car park and the use of permeable surfacing materials (tarmac is proposed throughout). It's accepted that the site would retain a sense of openness when the car park is not in use, however, based on details put forward by the applicant, it's clear that the car park would be in use throughout the school calendar and will be made available to residents and visitors also. Therefore, the likelihood of a high number of cars being parked within the site Monday to Friday for large parts of the day would be strong.

In spatial terms, whilst no buildings are proposed on the site, the introduction of a car park and the activity this would generate would inevitably reduce the spatial openness of the site. Given the strong open character of the site itself as existing, it is considered that the proposal would result in an unavoidable and significant loss of openness in spatial terms.

In visual terms, it's acknowledged that the site is partially contained by buildings and mature trees, and therefore it is accepted that views of the development from a number of public vantage points would be obscured. It is also recognised that the loss of openness in visual terms would be limited to some degree by the nature of the development and how it would be operated and used, and the retention of open areas around the car park itself both to the north and south of the car park. Considering the above it is accepted that the site benefits from a degree of enclosure and visual containment that is likely to limit to some degree the impact the development would have on openness in purely visual terms. Nonetheless, the impact of the development on users of Burnley Road and other public footpaths in the wider area (such as FP1403139, FP1403136) would be significant given such locations would provide clear views of the site. That said, the potential impact of the development would be reduced over time through new planting. Overall, it is considered that the visual harm to openness would be moderate.

Overall, it is not considered that the introduction of a car park and a significant area of hardstanding capable of accommodating 33 vehicles with 10 additional spaces for drop off, combined with the traffic movements this would generate, and any infrastructure such as lighting associated with the use such as lighting, EV charge points etc., would preserve the openness of the site in both spatial and visual terms. Therefore, it is considered that the level of harm to the Green Belt resulting from the development proposed would be significant, which would be afforded substantial weight.

Furthermore, considering the scale and nature of the proposed use, it is considered the development would conflict with purposes a) and c) of the Green Belt, given the permanence and openness of the Green Belt in this location would be fundamentally altered as a result of the proposal.

Visual Amenity and Landscape Impact

Penny Bennett Landscape Architects have reviewed the Landscape and Visual Impact Assessment (LVIA) submitted by the Applicant and also their proposals for Parcel 2, which include a number of revisions to the planting and play provision proposed on this site. Whilst no landscape designations cover the site, the Council's Landscape Consultant has confirmed the site is important in landscape terms, stating in a previous review of the site in the Lives and Landscape Study for Rossendale that: *'The value of this site is in its openness and in the way it allows the South Pennine landscape to be experienced as a snapshot to local users, whether pedestrians or car drivers waiting at the traffic lights, setting the village in context.'*

In reference to the car park and drop off area within Parcel 2, the Landscape Consultant comments:

'Proposals to create a new car park and drop off area would be inappropriate and would result in the unnecessary suburbanisation of a greenfield site. Creation of extensive new areas of impermeable hard standing immediately adjacent to the main road which would be one assumes largely covered in parked cars would be very unattractive and completely out of character with the village and its surroundings. The large area needed for drop off including substantial areas of pedestrian pavement to serve these seems excessive for something that will be used perhaps for a little more than an hour, five days a week in term time. The LVA fails to address the visual effects of this scheme.'

As noted above the partial containment of the site from existing buildings and trees would limit some wider views of the site from the surrounding area, and it is recognised that the effects of the development in the wider landscape would be limited. Nonetheless the magnitude of change to visual amenity for users of Burnley Road is considered to be high, given the site's appearance and character would be significantly altered as a result of the development, and the relationship receptors have with the site would be fundamentally altered. The submitted LVIA concluded that the magnitude of change from Burnley Road (Viewpoint 4) would be medium adverse in year 1, and medium-low adverse in year 15. Officers disagree with such findings, and in line with the comments from the Council's Landscape Consultant consider the localised effects of the proposed car park and drop off area would be significant, resulting in an adverse impact on the character and appearance of the local area. The impact of the development would also be visible from public footpaths further away such as FP1403139. Overall, it is considered that the development proposed on Parcel 2 when considered as a whole would have an adverse impact on this area of countryside (designated as Green Belt) and the landscape of the local area.

Further concerns were raised by the Council's Landscape Consultant in respect of the detailed planting proposals and the play provision proposed on the new area of public open space. However, following extensive negotiations and amendments, the Landscape Consultant has now confirmed they are satisfied the proposed landscaping/planting and area of public open space on Parcel 2 are acceptable.

Heritage Impact

The closest listed buildings to Parcel 2 are the Grade II listed residential property, Elton Banks to the north, and the Grade II* listed Edenfield Parish Church to the southwest. At a further distance are the Grade II listed Hey Meadow Farmhouse and Eaton Banks Farm.

Growth Lancashire have concluded that the proposal would accord with Chapter 16 of the NPPF and also with Policy ENV2 of the Local Plan. Edenfield Parish Church is separated from Parcel 2 by built development and highways and it is not considered that the development would have any impact on the setting of the Grade II* listed building. Elton Banks to the north is within its own domestic curtilage, and whilst the proposed development would be seen in the setting of Elton House, the views would be limited and would have a minimal impact on its setting according to Growth Lancashire. Owing to the distance, topography and features in the landscape, views of the site from both Hey Meadow Farmhouse and Eaton Banks Farmhouse would be limited.

In regard to Policy HE2 of the Edenfield Neighbourhood Plan, no buildings of local interest or historic importance are located close to Parcel 2.

Historic England also raised no objection to the development proposed on Parcel 2.

For the reasons set out above it is considered that the development is acceptable in terms of its impact on heritage assets.

Residential Amenity

Given the nature of the development proposed, and the distance from neighbouring properties, it's not considered that the development proposed on Parcel 2 would have any unacceptable impact on the daylight, privacy or outlook enjoyed by the occupants of any nearby residential properties.

Access, Parking and Highway Safety

The car park and drop off facilities proposed on Parcel 2 form part of the off-site highway improvement scheme proposed for the wider site allocation H66. The Local Highway Authority have concluded they are supportive of the proposed car park in managing parking within the area and have recommended a car park management plan is secured by condition to effectively manage the car park. From a purely highways perspective, the Local Highway Authority has also advised, by removing existing on street parking from a number of locations in this area of Edenfield, the proposed car park would be a benefit to the highway network, assisting in highway safety and traffic flows.

Overall, it's considered that the development would be acceptable in terms of access, parking and highway safety.

Need for the Development (Car Park and Drop off Area)

In demonstrating a local need for the development proposed, the applicant submitted a Parking Study which identified 8-10 cars more were parked during the day on a weekday on streets surrounding the application sites, most likely a result of school staff parking nearby. The peak demand occurred at school pick-up with approximately 50 additional cars parked at the busiest time around 3pm. The Parking Study recommended that mitigation measures in the form of some off-street parking and servicing facilities should be provided to compensate for the impact the development would have on on-street parking in the area.

The Proposed Highway Improvement Plan (appendix 1 of the submitted Travel Plan) estimates the impact the development would have for on-street parking as a result of parking restrictions, and for the north of Edenfield it's estimated that space for 35 cars would be lost along the western side of Blackburn Road, the eastern side of Burnley Road, and outside 152 Market Street to the Coach Pub.

In reference to the eastern side of Burnley Road, it's acknowledged there are no parking restrictions along this section of the highway (apart from near the signalised junction), however officers questioned the prevalence of parking along this section considering cars are parked more frequently on the western side of the highway and cars parked on both sides would significantly restrict traffic flowing in both directions. The above issue was raised with the Local Highway Authority who advised the road is wide enough to facilitate parking on both sides, and from their observations parking does occur on both sides, although primarily on the western side. The Local Highway Authority have reviewed the evidence submitted and have raised no objection.

Further to the above, the applicant has referenced the 2019 Highways Development Access and Capacity Study, commissioned by the Edenfield Neighbourhood Forum, as further evidence of on-street parking along Blackburn Road associated with the school, with the Study concluding the parking in this area would need to be removed and displaced elsewhere in the local area.

Overall, having regard to all of the above and comments received from the Local Highway Authority, officers are satisfied it has been demonstrated that there is a need for some level of additional parking in the local area as a result of the development proposed on Parcel 1.

Ground Conditions

The Council's land contamination consultant has raised no objection to the proposals, subject to the inclusion of conditions requiring extensive investigation and potentially remediation of the site prior to commencement of development.

Flood Risk and Drainage

The Lead Local Flood Authority (Lancashire County Council) and United Utilities have been consulted on the proposed scheme, and have raised no objection subject to the inclusion of conditions.

Ecology and Trees

Parcel 2 has been surveyed as part of the ecological and arboriculture submissions listed in the relevant section above for Parcel 1. The site is used for grazing and is classed as semi-improved grassland, with no trees within the perimeter of the site. Consultees have raised no objection to the development proposed on Parcel 2 in regards to ecological and arboriculture matters.

The development's impact on biodiversity has been taken into account in the applicant's BNG report which demonstrates a net gain of 10.3% is achievable.

The development proposed on Parcel 2 is acceptable in terms of ecology and trees.

Green Belt Compensation

Policy SD4 of the Local Plan makes clear that the policy should be applied '*to developments on land that is located within the Green Belt*', in addition to allocated housing sites that were previously located in the Green Belt. As such, the proposed creation of the car park/areas of hardstanding within Parcel 2 results in a requirement for compensatory improvements to the environmental quality and accessibility of Green Belt land.

The Forward Planning team have concluded that the per hectare GB compensation requirement for the H66 housing allocation (in its entirety) is £36,390.10 p/ha. This established figure will be used in the following calculations specifically for the proposed car parking area within Parcel 2:

Per hectare GB compensation requirement = £36,390.10

Area of car parking and associated hardstanding (measured using the Council's Document Management System) = 0.19ha

Compensation financial contribution required (£36,390.10 x 0.19ha) = £6914.12

Having regard to the above, the overall financial contribution for compensatory improvements to the remaining Green Belt land as a result of the creation of the new car parking area/hardstanding is **£6,194.12**.

As discussed above, the applicant is proposing works to the Green Belt land within Parcel 2 which they consider to be compensatory improvements that would satisfy the above financial contribution. In addition to the figure of £62,500 required for the development proposed on Parcel 1, the Council is satisfied that the applicant has demonstrated that works amounting to compensatory improvements to the Green Belt exceed the required figure of £6,914.12. As such, it

is considered that no financial contribution is required and the development accords with Policy SD4 and Policy UB1 of the Neighbourhood Plan.

Operation and Management of the Car Park

Considering the harm the proposed car park and drop off area would have on the Green Belt and visual amenity of the area, officers requested details of how the car park would be operated and managed. The applicant has advised the facility will be fully funded and developed by Northstone and is to be available for use prior to occupation of the proposed residential development. It will then be managed by an appointed Management Company which will ensure ongoing maintenance and will put into place a car park management plan which will be enforced through a suitably qualified security company to ensure the car park is used for its intended purpose. The main points of the car park operation and matters to be included within the final management plan are as follows:

- Clear signage to ensure it is known that it is private land subject to a parking permit system from Monday to Friday.
- Either ANPR or warden monitored parking management system will monitor vehicles entering and leaving site. Should ANPR be used this would be managed during peak drop off/pick up times to allow parents to access
- Permit parking for school staff and local residents and their visitors
- Weekend availability for up to 2 hours for wider community use without enforcement
- Fines system will be in place with suggested charges of £100 reduced to £60 for early payment

Officers are satisfied, in principle, that the arrangements outlined above are acceptable, and that the final details of a car park management plan can be secured by planning condition.

Overall Balancing Exercise and case of Very Special Circumstances

Considering the Council's latest housing position at the time of writing, the tilted balance set out under paragraph 11 of the Framework does not currently apply in decision-making terms. Nonetheless it is necessary to carry out a balancing exercise and consider the benefits and harm resulting from the development proposed as part of the application, including both development parcels. It is also necessary to consider whether very special circumstances exist to justify the inappropriate development in the Green Belt. As noted above, very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Benefits of the Development

The development would provide 50 new dwellings, in a sustainable location on an allocated housing site, towards the Borough's housing need. Such a contribution to the housing supply would represent a considerable benefit. While housing delivery in Rossendale has increased over the past number of years, and the tilted-balance is currently not engaged, the number of completions from the period of 2020/21 to 2022/23 still fell short of the housing requirement over the same period. Accordingly, **substantial weight** is afforded to the proposed delivery of new dwellings in this case.

Furthermore, the development would comply with policy requirements to provide 30% on-site affordable housing, with all 15 dwellings being made available for affordable rent. This is a tenure that has been identified as being most in need locally. The development would represent a significant contribution towards addressing the established specific, urgent need for such

accommodation within the Borough. Accordingly, **significant** weight is also attached to this benefit.

The application is not subject to the mandatory requirement of delivering a biodiversity net gain of 10%, however, the submission demonstrates that a net gain of 10.3% would be delivered as part of the development through on-site and off-site mitigation measures, including the creation of a new broadleaved woodland within the Green Belt. The biodiversity proposals and long term management/monitoring will be secured by a 30 year legal agreement. Considering policy requirements for this application only require the development to deliver a net gain (as opposed to 10%), it is considered that the proposals would make a significant contribution to improving biodiversity in Edenfield. Accordingly, **significant** weight is attached to this benefit.

The development would displace on-street parking in the local area, and the proposed car park and drop off area would provide a solution to parking demands in the local area that are exacerbated by the absence of parking within the school's grounds. Furthermore, the car park would also provide an opportunity to remove on-street servicing of the school by larger vehicles (i.e. coaches for school trips). The Local Highway Authority support the development and have concluded the proposal would assist highway safety and traffic flow. Overall, it is considered the proposed car park and drop off area would provide a considerable benefit in addressing highway-related issues in the local area. Accordingly, **substantial** weight is attached to this benefit.

In addition, there would be potential temporary economic benefits brought about during the construction process in relation to job creation, materials sourcing and increased trade to some local businesses. These benefits would be limited and temporary in nature, and accordingly only **moderate** weight can be afforded to them.

Harm Caused by the Development

The development would result in harm to the Green Belt and in accordance with the Framework such harm is afforded **substantial** weight.

It is considered that the proposal would have an adverse impact on the visual amenity of the local area, owing to the significant impact the proposed car park and drop off area would have on the open and rural character of Parcel 2. This development in particular would also have an adverse impact on the wider landscape, although such harm would be limited by the visual containment of the site in parts. In addition, it has been identified by the Council's Landscape Consultant that the landscaping along the eastern side of the acoustic bund could be enhanced in order to reduce the visual impact of the development in this location. Although, the Council will seek to deliver the required enhancement through a planning condition. Overall, taking all of the above into account, it is considered that the development would have a significant impact on the visual amenity of the local area, primarily as a result of the development on Parcel 2, which could not be improved or mitigated through the inclusion of a condition seeking the submission of a satisfactory scheme. Accordingly, the visual harm identified is afforded **significant** weight.

Other Considerations

It is not considered that the proposed scheme will have any unacceptable impacts in terms of residential amenity, highway safety, flood risk, pollution, ecology, nearby heritage assets or public open space provision, subject to the inclusion of conditions requested by the consultees who have provided advice on such matters. As such, the impact of the scheme in respect of these matters is considered to be neutral.

Very Special Circumstances

As noted above, very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

The development proposed has been identified as inappropriate development in the Green Belt (attracting substantial weight in the planning balance), and would also result in significant loss of openness of the Green Belt, with the level of harm identified in this case being significant. Harm to the Green Belt carries substantial weight. Further harm has also been identified in terms of the development's impact on visual and landscape grounds.

There is no definition in national planning guidance of what amounts to very special circumstances. Therefore, it is necessary for the Council to consider what these may be. It is your Officers' view that the proposed development within the Green Belt results in substantial benefits which amount to very special circumstances. These benefits are supported by a statutory consultee, in the form of Lancashire County Council, as the Highway Authority. These circumstances which are very special are as follows:

- The proposed car park and drop off area is outlined within the proposed Market Street Corridor Improvement works and represent the only possible solution to highway-related issues (displaced parking, lack of school parking, congestion and safety etc.) in the local area.
- In terms of school drop off and pick up, the proposal will result in a safer and more convenient situation than currently exists.
- The highway-related issues have been evidenced by the local community, the applicant's submission and the highway authority.
- The benefits of the proposed car park and drop off area can only be realised at this site, with no alternative site adjacent to the school being available.
- Without the proposals being put forward by the applicant, the above highway-related issues would remain unresolved.
- The proposals have support from the local highway authority, as they will result in a considerable benefit.

It is only this parcel of land that offers the opportunity to provide the benefits associated with the development. The land is under the control of the Applicant, who has demonstrated their intent to develop it by submitting a detailed planning application. Therefore, the benefits associated with the development are deliverable and highly likely to be realised. It is unrealistic that a similar opportunity is likely to come forward with the same level of benefits, in any other location, through any other landowner. Therefore, for the reasons outlined above, it is considered the circumstances are very special.

Conclusion

The proposed development would deliver substantial benefits in terms of overall housing delivery, in a sustainable location on a site already allocated for housing development in the Adopted Local Plan. The Applicant owns the site and throughout the application has sought to address a number of information requirements requested by Officers & Technical Consultees that could be addressed through planning conditions. As such, there is a very strong likelihood that the development would be delivered if planning permission was granted.

Parcel 1 complies with the objectives of the Framework and the policies of Adopted Local Plan and Edenfield Neighbourhood Plan. The scheme broadly complies with the relevant site specific

policies for site allocation H66, and where partial conflict has been identified, the Council is satisfied that this is either justified based on the evidence provided or can be addressed by planning conditions to the satisfaction of the Local Planning Authority. Overall, the levels of harm associated with a development of this scale on a greenfield site would be suitably mitigated, to ensure an appropriately designed scheme which complies with national and local planning policies.

Whilst the development proposed on Parcel 2 amounts to inappropriate development within the Green Belt, very special circumstances have been demonstrated, therefore, the policies within the Framework have been met. The benefits of the whole development, including those that amount to very special circumstances are outlined above. The harm caused by the development is also explained above. A balancing exercise has been undertaken and it has been established that the harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. The weight to be attached to both the benefits and the harm has been appropriately apportioned, and it is clear from the balancing exercise that the benefits outweigh the harm. As such, it is recommended that planning permission should be granted, subject to the conditions contained within this report and subject to the signing of a suitable Section 106 Agreement.

9. SUMMARY REASON FOR APPROVAL

The development proposed on Parcel 1 is a residential scheme on a site allocated for housing. The proposed scheme broadly complies with the relevant site specific policies for site allocation H66, and where partial conflict has been identified, the Council is satisfied that this is either justified based on the evidence provided or can be addressed by planning conditions to the satisfaction of the Local Planning Authority. The development is considered acceptable in principle, and it would make a substantial contribution to the Borough's housing need, including the need for a new affordable housing. The development proposed on Parcel 2 represents inappropriate development within the Green Belt, but it has been demonstrated that the harm to the Green Belt by reason of inappropriateness, and all other harm resulting from the proposed scheme (as a whole), is clearly outweighed by other considerations. As such, very special circumstances exist for granting permission for the proposals. The development accords overall with the National Planning Policy Framework, the Council's Adopted Local Plan, the approved Masterplan and Design Code for site allocation H66, as well as the Edenfield Neighbourhood Plan.

10. CONDITIONS

1. The development hereby approved shall be begun before the expiration of three years from the date of this permission.

Reason: Required by Section 51 of the Planning and Compulsory Purchase 2004 Act.

2. The development shall be carried out in accordance with the following drawings and documentation unless otherwise required by the conditions below:

Document / Plan Title	Document / Plan ref.	Date / Latest Revision Date Recorded or Date Received
Location Plan	EF01-P-LP-101 Rev A	26.02.2025
Existing Site Plan	EF01-P-XSP-100 Rev A	26.02.2025
Hard Surfaces Plan	EF01-P-SL-100 Rev E	28.06.2024
Proposed Site Plan 2	EF01-P-SL-201 Rev F	17.01.2025

Proposed Site Plan 1	EF01-P-SL-003 Rev W	26.02.2025
Proposed Materials Plan	EF01-P-ML-001 Rev L	26.02.2025
Tenures Plan	EF01-P-SL-009 Rev F	26.02.2025
EV Charger Site Plan	EF01-P-SL-011 Rev H	26.02.2025
Refuse Site Plan	EF01-P-SL-012 Rev H	26.02.2025
Sustainable Technology Plan	EF01-P-SL-014 Rev J	26.02.2025
Site Section 01	EF01-P-SS-001 Rev E	26.02.2025
Site Section 02	EF01-P-SS-002 Rev D	26.02.2025
Ancillary Buildings Drawings	EF01-P-SL-013 Rev F	26.02.2025
3.6m of 1.8m Standard Closeboard Fence & 1.2m Post & Rail Fence	NS/MAN/BTD/04 Rev B	20.09.2022
1.8m Closeboard Acoustic Fence	NS/MAN/BTD/08 Rev B	20.09.2022
2.7m Acoustic Closeboard Fence	NS/MAN/BTD/12A	20.01.2025 (Date received)
3m Closeboard Acoustic Fence	NS/MAN/BTD/14 Rev A	20.09.2022
2m Closeboard Acoustic Fence	NS/MAN/BTD/15 Rev A	20.09.2022
1200mm Close Boarded Fencing	NS/MAN/BTD/19 Rev A	20.09.2022
2m Wall – Stone	NS/MAN/BTD/24	Jul 24
Typical 1.8m Brick Wall with Piers Creasing Tiles with Brick on Edge Capping	BTD_W02 Rev B	20.09.2022
Typical 600mm Traditional Dry-Stone Wall Detail	BTD_W05	Jul 24
Single Shed Plans & Elevations	P-SD-02 Rev A	10.12.2024
563-633 V0 Plans & Elevations CATEGORY 1	563-633-V0-AR-C1	Jan 25
694 V7 Plans & Elevations CATEGORY 1	694-V7-AR-C1	Dec 24
700 V7 Plans & Elevations CATEGORY 1	700-V7-N-C1	Dec 24
705-778 V7 Plans & Elevations CATEGORY 1	705-778-V7-AR-C1	Jan 25
705-778 V7 Plans & Elevations CATEGORY 3	705-778-V7-AR-C3 Rev A	Dec 24
765 V12 Plans & Elevations CATEGORY 3	765-V12-N-C3 Rev A	Dec 24
1047 V0 Plans & Elevations CATEGORY 3	1047-V0-N-C3 Rev A	Nov 24
1047 V2 Plans & Elevations CATEGORY 2	1047-V2-N-C3 Rev A	Nov 24
1159 V15 Plans & Elevations CATEGORY 3	1159-V15-N-C3 Rev A	Dec 24

1275 V13 Plans & Elevations CATEGORY 3	1275-V13-N-C3 Rev A	Dec 24
1300 V10 Plans & Elevations CATEGORY 1	1300-V10-N-C1 Rev A	07.03.2025
1354 V16 Plans & Elevations CATEGORY 1	1354-V16-N-C1	Dec 24
1385 V13 Plans & Elevations CATEGORY 1	1385-V13-N-C1	Dec 24
1385 V13 Plans & Elevations CATEGORY 2	1385-V13-N-C2 Rev A	Dec 24
1620 V6 Plans & Elevations CATEGORY 1	1620-V6-N-C1	Dec 24
1620 V6 Plans & Elevations CATEGORY 2	1620-V6-N-C2 Rev A	Dec 24
1940 V1 Plans & Elevations CATEGORY 3	1940-V1-N-C3 Rev A	Dec 24
1940 V3 Plans & Elevations CATEGORY 1	1940-V3-N-C1	Dec 24
Double Shed Specification (Atlas Sheds – 10x8 Deluxe Pent Shed)	N/A	Date Received 20/01/2025
765 V 12 Terrace (as) CATEGORY 3	765-V12x3-C3-P-BP Rev A	Dec 24
1047 V0x2 – 1047 V2 (As) CATEGORY 3	1047-V0x2V2a-C3-P-BP Rev A	Dec 24
1047 V0x2 – 1047 V2 (Opp) CATEGORY 3	1047-V0X2V2o-C3-P-BP Rev A	Dec 24
1159 V15 Semi CATEGORY 3	1159-V15x2-C3-P-BP Rev A	Dec 24
1159 V15 Terrace CATEGORY 3	1159-V15x3-C3-P-BP Rev A	Dec 24
1354 V16 Semi (as) CATEGORY 1	1354-V16x2-C1-P-BP	Nov 24
Landscape Masterplan – Amenity Site	12334_LD_PLN_002 P05	23.01.2025
Play Area – Amenity Site	12334_LD_PLN_003 P02	22.01.2025
Planting Plan – Amenity Site	12334_LD_PLN_402 P07	22.01.2025
Arboricultural Impact Assessment Version 5.0	10631.001	12.09.2024
Tree and Woodland Management Plan version 3.0	10631.003	04.02.2025
Invasive Weed Management Plan	NIG/DN20277 Rev B	15.12.2024
Ecological Precautionary Working Method Statement (PWMS)	9429.01.004 Version 1.0	December 2024
Noise Assessment	102774-3 Version 4	17 July 2024

Phase I Geoenvironmental Site Assessment	15-642-R1-5	July 2024
Transport Assessment	GW/210421/TA/3	25.07.2024

Reason: To define the permission and in the interests of the proper development of the site.

3. Prior to the commencement of above ground construction, full details of the following (including physical samples and supporting trade literature) shall be submitted to and approved by the Local Planning Authority in writing:
 - Details of the colour, form and texture of all external facing and roofing materials to the proposed dwellings
 - Details of the colour, appearance and style of all windows and doors
 - Details of the colour, form and texture of all hard ground surfacing materials.

The development thereafter shall be constructed utilising the approved materials.

Reason: To ensure that the development is appropriate in terms of visual amenity and to ensure that it responds to the local context of the site.

4. Prior to first occupation of plots 11-21 hereby approved the biodiversity enhancement measures listed below shall be installed in accordance with the details set out in the approved Woodland Management Plan:
 - 6 bat boxes: 3 x Schwegler 2F Bat Box with Double Front Panel and 3 x Schwegler 1FD Bat Box)
 - 9 bird boxes: 6 x Schwegler 1B Nest Box (32mm entrance hole) and 3 x Schwegler 3S Starling Nest Box

At least 6 of the above bird/bat boxes shall be integrated within plots 11-21 of the development.

Reason: To mitigate for the loss of bird nesting and bat roosting habitat.

5. The trees (G1.1 & G1.2) categorised as having bat roosting potential in the approved Ground Level Tree Assessment (ref. 9429.01.003) shall be felled in accordance with the precautionary working measures specified in paragraphs 4.3 – 4.7 of the Assessment. Should the trees not be felled within 12 months of the date of the Assessment (07/05/2024) an updated inspection by a bat licensed ecologist shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To avoid harm to bats.

6. No development shall commence, including any earthworks or other enabling works associated to the development, until an updated survey for badger setts on the site and within 30m of the site boundary is submitted to the Local Planning Authority for its approval.

If any setts are present within the zone of influence, the survey shall also contain a mitigation and enhancement strategy, which shall include:

- Dates for updated surveys and monitoring of badgers that may be present;
- Reasonable avoidance measures
- Measures to protect and mitigate if required for any setts that may be present within the zone of influence of the development during construction;
- Measure to protect badgers from accidental harm during construction;
- Measures to protect any setts present within the zone of influence of the development from disturbance post development and;
- Measures to mitigate for loss of any foraging habitat

The development shall be implemented in strict accordance with the approved details.

Reason: To avoid harm to badgers.

7. Any work that will impact on habitats where nesting birds may be present (for example clearance of vegetation including undergrowth like bramble), shall not be undertaken in the main bird nesting season (March – August inclusive) unless suitable checks for active bird nests have first been undertaken by a qualified ecologist, who has confirmed that no nests are present.

Reason: In the interests of biodiversity.

8. If the development hereby approved does not commence prior to the 1st April 2026 an updated ecological assessment shall be submitted to and approved in writing by the Local Planning Authority.

Reason: The submitted Ecological Assessment ref. 9429.002 version 2.0 is valid until the above date.

9. Notwithstanding any information submitted with the application, no development shall take place until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The submitted report shall include:
 - i. A revised Phase 2 Site Investigation report shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, groundwater and the wider environment; and
 - ii. Should unacceptable risks be identified the applicant shall also submit and agree with the Local Planning Authority in writing a contaminated land remediation strategy (including verification plan) prior to commencement of development. The development shall thereafter be carried out in full accordance with the duly approved remediation

strategy or such varied remediation strategy as may be agreed in writing with the Local Planning Authority.

Reason: To mitigate risks associated with land contamination and to ensure the site is suitable for the proposed end use.

9. Pursuant to condition 8; and prior to first use or occupation a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To mitigate risks associated with land contamination and to ensure the site is suitable for the proposed end use.

10. During the period of construction, should contamination be found on site that has not been previously identified, no further works shall be undertaken in the affected area. Prior to further works being carried out in the affected area, the contamination shall be reported to the Local Planning Authority within a maximum of 5 days from the discovery, a further contaminated land assessment shall be carried out, appropriate mitigation identified and agreed in writing by the Local Planning Authority. The development shall be undertaken in accordance with the agreed mitigation scheme.

Reason: To mitigate risks associated with land contamination and to ensure the site is suitable for the proposed end use.

11. No development shall commence, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the Local Planning Authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Details of the parking of vehicles of site operatives and visitors.
- Details of loading and unloading of plant and materials.
- Arrangements for turning of vehicles within the site.
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Wheel washing facilities.
- Measures to deal by mechanical means with dirt, debris, mud or loose material deposited on the highway as a result of construction.
- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Construction vehicle routing.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

- 12.No part of the development hereby approved shall be commenced until all the highway works relating to the site access have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority. The submitted scheme shall include, but not be limited to, the following:

Site access onto Blackburn Road including:

- Relocation of Bus Stop
- Provision of tactile paving
- Acceptable visibility splays

Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

- 13.No part of the development hereby approved shall be occupied until the agreed off site highway improvements as outlined in Appendix 1 (including the Proposed Highway Improvement Plan) of the approved Transport Assessment (ref. GW/210421/TA/3 rev 3) and also the phasing and deliverability strategy within the approved Masterplan and Design Code (June 2024) has been delivered.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

- 14.The new estate road for the development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads or temporary haul road to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extended before any development commences fronting the new access road.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

- 15.No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality.

- 16.No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been

submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified;
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

17. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the indicative surface water sustainable drainage strategy submitted (2489-Land West of Blackburn Road, Edenfield, Drainage Strategy & Maintenance Report, Rev: P08, 25.07.2024, Shape Consulting Engineers) and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
 - i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event + 40% climate change allowance, with an allowance for urban creep;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 45% climate change allowance, with an allowance for urban creep
- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
 - i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;
 - ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;

- vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
- vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and delivers suitably clean water to sustainable drainage components;

- c) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 173 and 175 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems and Policy ENV9 of the adopted Rossendale Local Plan.

18. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:

a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.

b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 173 of the National Planning Policy Framework.

19. The occupation of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and
- g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 175 of the National Planning Policy Framework.

20. The occupation of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

Reason: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 173 and 175 of the National Planning Policy Framework.

21. Prior to operation and use of the approved community car park (Site area 2) full details of the external lighting, including details of its installation, dimensions, illuminance levels and spillage, siting, appearance and finish, forming part of the development shall be submitted to and approved in writing by the Local Planning Authority.

The approved lighting details shall thereafter be implemented prior to first use of the community car park.

Reason: To ensure any external lighting is appropriate to the context of the site and does not unduly harm the character and appearance of the Green Belt; to ensure the safety of users of the car park and the surrounding highways, and to ensure wildlife is not unduly harmed by increased levels of lighting.

22. Prior to first occupation of any of the dwellings hereby approved the recommended mitigation measures for the relevant plot in addition to the acoustic bund and acoustic boundary treatments, as outlined in the approved Noise Assessment (ref. 102774-3 version 4), shall be implemented in full, and shall be maintained, and if necessary, replaced in perpetuity to the satisfaction of the Local Planning Authority.

Reason: To protect the amenity of occupants of the development.

23. No above ground construction shall take place until full details demonstrating how at least 20% of any new dwellings provided on site shall be specifically tailored to meet the needs of elderly or disabled residents, or shall be easily adaptable in line with the Optional Standards M4(2) of the Building Regulations, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that provision is made on site for dwellings to meet the needs of elderly or disabled residents, and to ensure compliance with Policy HS5 of the Local Plan.

24. Any construction works associated with the development hereby approved shall not take place except between the hours of 7:30am and 6:00pm Monday to Friday and 8:00am and 1:00pm on Saturdays. No construction shall take place on Sundays and Bank / Public Holidays.

Construction-related HGV movements and deliveries shall not take place between 8:00am and 9:00am or between 2:30pm and 4:30pm during school term time.

Reason: In the interests of neighbour amenity and highway / pedestrian safety.

25. No above ground construction shall take place until full details, including a Boundary Treatment Plan for Parcel 1, samples and supporting trade literature, of all fences and walls and gates to be erected shall be submitted to and approved in writing by the Local Planning Authority.

No dwelling shall be occupied until all fences, walls and other boundary treatments shown in the approved details to bound its plot have been erected in conformity with the approved details. Other fences, walls and other boundary treatments shown in the approved details shall have been erected in conformity with the approved details prior to substantial completion of the development.

Reason: To ensure a visually satisfactory form of development and to provide reasonable standards of privacy to residents.

26. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The

CEMP shall set out, as a minimum, site specific measures to control and monitor impact arising in relation to noise and vibration, dust and air pollutants, the environment and ecology.

It shall also set out arrangements by which the developer shall maintain communication with residents and businesses in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: To safeguard the amenities of nearby premises and the local area generally, and to safeguard the environment and ecology.

27. Notwithstanding the details shown on the approved drawings, full details of how each dwelling shall have secure, covered cycle storage for a minimum of 2 bicycles prior to its occupation shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To promote sustainable modes of travel.

28. Notwithstanding the details shown on the approved drawings, prior to first occupation of any dwelling full details (including construction, surfacing, drainage, signage and proposed access controls) of the unadopted section of the shared pedestrian/cyclist route shall be submitted to and approved in writing by the Local Planning Authority. The relevant section of the shared pedestrian/cyclist route shall thereafter be constructed in accordance with the approved details prior to first occupation of any dwelling, and shall be kept available and maintained in perpetuity.

Reason: To ensure the relevant section of the shared pedestrian/cyclist route is constructed to an appropriate standard, is visually acceptable and includes suitable measures to display and control access.

29. Prior to the commencement of development full details of the proposed ground levels (relative to the existing ground levels) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the proper development of the site, and to ensure the development as a result of the proposed levels would not detract from the visual amenity of the local area or the amenity of surrounding properties

30. No development shall commence until:

(a) a plan showing the alignment and elevational treatment of a close-boarded fence of not less than two metres in height to be erected between the western boundary of the development site (or at least one metre from any part of the existing A56 boundary fence where the boundary lies within one metre of this) with the A56 Trunk Road, including details of its future management and maintenance in perpetuity, has been submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A56 trunk road); and

(b) the fence approved by part (a) of this condition has been erected in accordance with the agreed details.

Thereafter, the fence shall remain in situ and only be repaired or replaced in accordance with the requirements of this condition.

Reason: For reasons of safety, liability and maintenance in accordance with paragraph 57 DfT Circular 01/2022.

31. Prior to the commencement of development, full details of new drainage and its location shall be submitted to and approved in writing the Local Planning Authority (in consultation with the Highway Authority for the A56 Trunk Road). The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems.

Reason: In the interest of the safe and efficient operation of the Strategic Road Network, and to protect the integrity of the Trunk Road drainage asset in accordance with DfT Circular 01/2022.

32. Prior to any planting being undertaken in proximity to the A56 boundary a Landscape Plan and Planting Schedule which shall include future maintenance shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A56 Trunk Road). Planting shall be undertaken and maintained in perpetuity in accordance with the agreed plan and schedule.

Reason: In the interest of the safe and efficient operation of the Trunk Road and to protect the Trunk Road soft estate.

33. Prior to the commencement of any excavation works and landscaping works, geotechnical submissions, which demonstrate that the development will have no adverse impact on land stability in relation to the A56 Trunk Road or adjacent land, shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A56 Trunk Road).

Reason: To mitigate any adverse impact from the development on the A56 Trunk Road in accordance with DfT Circular 01/2022.

34. No development pursuant to this application shall commence until a detailed Construction Design Plan and working Method Statement relating to site earthworks (including protection of root systems of adjoining existing A56 boundary planting) has been submitted to and approved by the Local Planning Authority (in consultation with the Highway Authority for the A56 Trunk Road). Construction of the development shall then be carried out in accordance with the agreed Construction Design Plan and working Method Statement.

Reason: To mitigate any adverse impact from the development on the A56 Trunk Road in accordance with DfT Circular 01/2022.

35. No development shall commence until an Interim Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority (in consultation with the Highway authority for the A56 Trunk Road). The Interim Travel Plan would need to include the following as a minimum:

- a) Commitment and timescale for the appointment of a Travel Plan Coordinator (suggest at least 3 months prior to first occupation).
- b) A commitment and timescale to undertake travel surveys (recommend within 3 months of 50% occupation).
- c) A commitment and timescale for the development of a Full Travel Plan (recommend within 3 months of 1st travel survey).
- d) Details of cycling, pedestrian and public transport links to and within the site.
- e) List of any proposed measures to be introduced particularly any to be implemented prior to the development of the Full Travel Plan.
- f) Details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

To further support sustainable travel within point (f) of the Interim Travel Plan requirements above, Public Transport bus tickets to destinations within Rossendale and the wider area (through to Manchester) to be used on either bus service numbers X41, X43 or 483 are to be provided for a 12-month period per new household. Tickets can also be broken down to more than one resident per household but totalling not more than 12 months of travel from the date of first occupation and must commence use within the first 3 months of first occupation of each dwelling.

The provisions of the Interim Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to minimise the use of the private car and promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (December 2023) and paragraph 40 DfT Circular 01/2022.

36. No dwelling hereby approved shall be occupied until the community car park (Site Area 2) has been completed in full, marked out and made available for use, and until off-site works to create a pedestrian access route from the car park to the rear of Edenfield C of E Primary School have been completed in accordance with a scheme first submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure a safe and suitable pedestrian access route is created from the car park to the school, and to ensure the highway safety improvements the development is aiming to deliver are realised.

37. Prior to first occupation of any dwelling, a car parking management plan (for the community car park – Site Area 2) shall be submitted to and approved in writing by the Local Planning Authority. The car parking management plan shall include details of how the new car park will be operated and managed for the lifetime of the development.

Once approved the car park management plan shall be implemented in strict accordance with the approved details, and any variations to the approved plan shall first be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the safe operation of the approved car park, and to ensure appropriate restrictions are applied to its use.

38. The development hereby approved shall be carried out in strict accordance with the approved Tree and Woodland Management Plan (ref. 10631.003 version 3.0). Any amendments to the implementation of the approved Tree and Woodland Management Plan must first be agreed in writing by the Local Planning Authority.

Reason: To ensure the Tree and Woodland Management Plan is implemented, and to ensure the retained woodland is appropriately managed and strengthened in the long term.

39. No development shall commence until tree protection fencing has been erected in conformity with the details set out in the approved Arboricultural Impact Assessment version 5.0 (ref. 10631.001) and in the locations shown on the Tree Protection Plans (drawing nos. D10631.007 and D10631.008) within the approved Arboricultural Impact Assessment. Such protection shall remain until all development within the respective sites is completed, and no work, including any form of drainage or storage of materials, earth, or topsoil shall take place within the perimeter of such fencing.

Reason: To protect existing trees.

40. Prior to the commencement of above ground construction, full details of the woodland play area proposed within the retained woodland shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall confirm the layout and appearance of the area of public open space, including the appearance, siting and specification of all play facilities, seating and any other features proposed within the space. The details shall also include an appraisal of the impact of such facilities on the retained woodland and any necessary mitigation/protection measures.

The development shall thereafter proceed in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The area of public open space shall be made available for use prior to first occupation of the fortieth dwelling on site.

Reason: To ensure the area of public open space and its facilities are appropriate to the context of the site and have no adverse visual impact on the area, and to ensure the works have no detrimental impact on retained trees.

41. Prior to the commencement of above ground construction, a full scheme of soft landscaping for the proposed residential site (Site Area 1), including tree planting, grass seed/turf mix,

plant numbers, locations, mix, etc., a specification for depth of soil and its cultivation and the setting out, planting, staking, protection and mulch of the stock, shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in strict accordance with the approved landscaping scheme.

All soft landscaping and planting forming part of the approved scheme shall be undertaken in accordance with a timetable of implementation which shall be provided with the submitted details.

Any shrubs/trees forming part of the approved landscaping scheme which are removed, dying or becoming seriously damaged, or diseased within 10 years of planting shall be replaced by plants of a similar size or species.

Reason: To ensure the landscaping and planting within the residential site is acceptable and suitably mitigates the adverse visual impact the development would have on the surrounding landscape.

42. The development hereby approved on Parcel 2 shall not be brought into use until the landscaping proposals for the site have been carried out in accordance with the approved plans (drawing nos. 12334_LD_PLN_002 P05 and 12334_LD_PLN_402 P07).

Any shrubs/trees forming part of the approved landscaping scheme which are removed, dying or becoming seriously damaged, or diseased within 10 years of planting shall be replaced by plants of a similar size or species.

Reason: To ensure the impact of the development is mitigated and to ensure a high quality landscaping scheme is implemented.

43. The existing dry stone wall running along the northern boundary of Parcel 1 shall be retained and repaired where necessary, and shall not be replaced by any other form of boundary treatment without the prior written approval of the Local Planning Authority. Approval for such works shall be sought in the form of a separate application for planning permission.

Reason: To safeguard the visual amenity of the local area.

44. Notwithstanding the details shown on the approved plans, full details demonstrating how provision will be made for the following within the approved car park shall be submitted to and approved in writing by the Local Planning Authority:

- 3 Electric Vehicle Charging Points
- 3 Mobility Impaired Parking Spaces
- 1 Motorbike Space
- 3 Cycle Bays

The development shall thereafter be implemented in strict accordance with the approved details and they shall be retained as approved thereafter. The development shall not be brought into use until the approved details have been implemented in full.

Reason: To encourage sustainable travel and to ensure the development accords with the Council's Parking Standards set out in the Local Plan.

45. The Local Equipped Area of Play hereby approved on Parcel 2 shall be completed in accordance with the approved details (drawing no. 12334_LD_PLN_003 P02) and made available for use prior to first occupation of the twentieth dwelling on site.

Reason: To ensure the provision of satisfactory play / recreation facilities for occupants of the development.

11. INFORMATIVES

1. Standard approval informative.

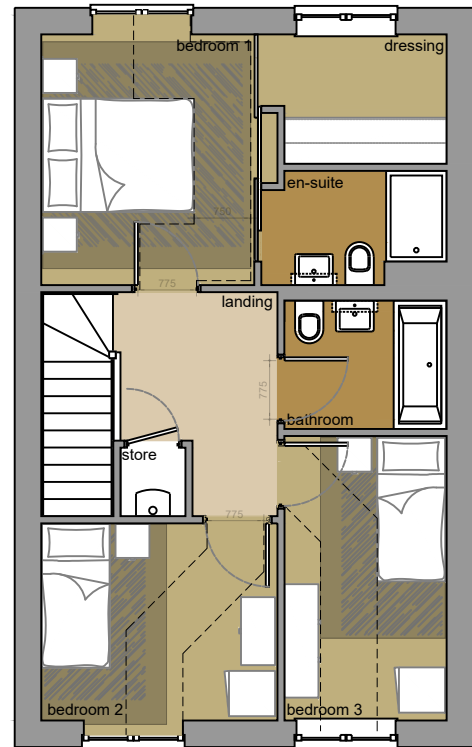
Materials Legend

- 1
Brickwork - specification as per site specific materials plan
- 2
Projecting brickwork detail - same brick as associated dwelling
- 3
150mm height stone header and/or sill
- 4
Aluminium porch - Anthracite grey (RAL 7016)
- 5
UPVC window - colour as per site specific materials plan
- 6
Recessed slot - same material as associated dwelling

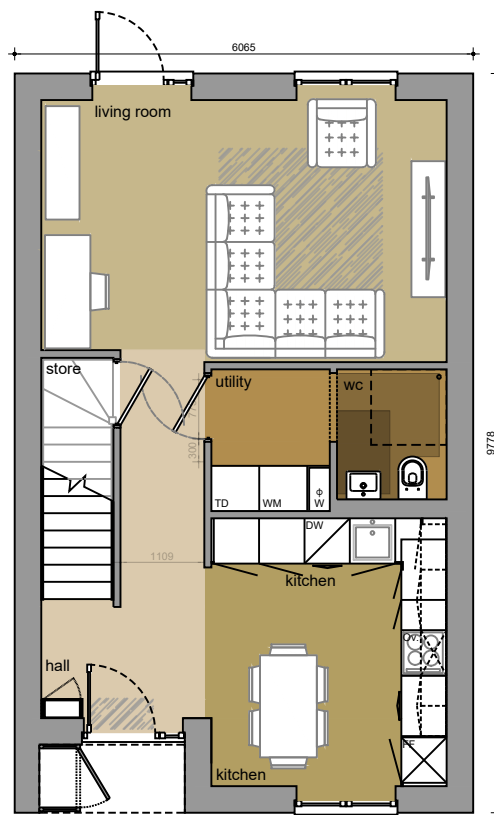
Refer to the **site specific materials plan** for further information including material specification

Always print in colour at full scale

1:100 @ A2



First Floor Plan



Ground Floor Plan

NDSS Notes - 1047 - 3B4P

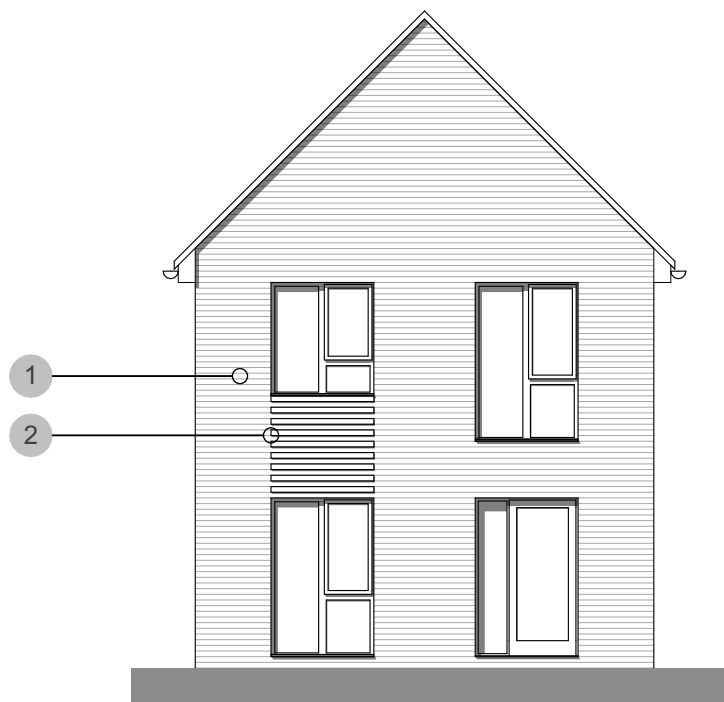
Overall area - 96.06m²
Bedroom 1 - NDSS Double - 14.20m²
Bedroom 2 - NDSS Single - 8.47m²
Bedroom 3 - NDSS Single - 8.12m²
Built in Storage - 3.0m²

NDSS Requirements - 3B4P

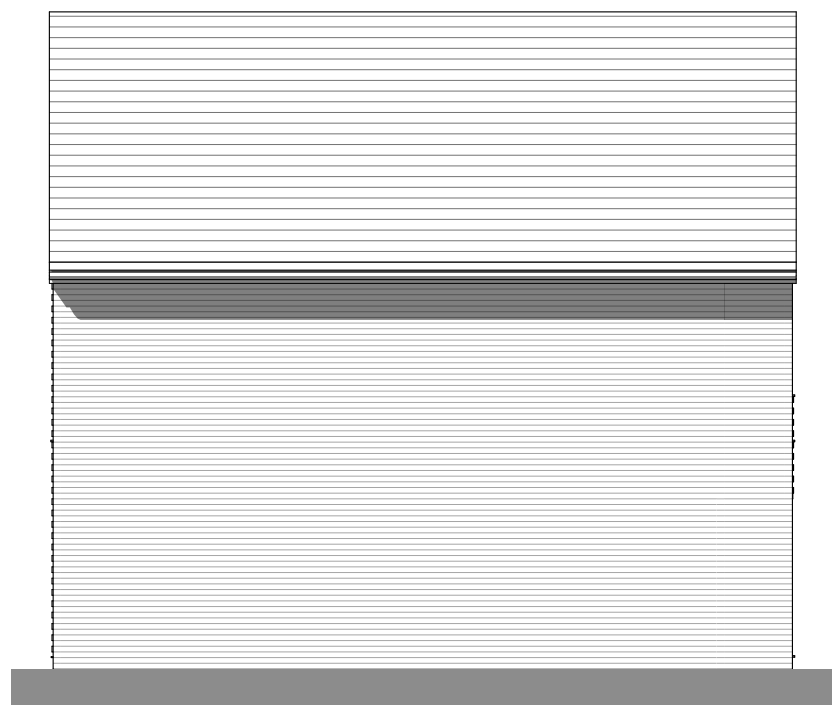
Overall area - 84m²
Double Bedroom - 11.5m²
Single Bedroom - 7.5m²
Built in Storage - 2.5m²



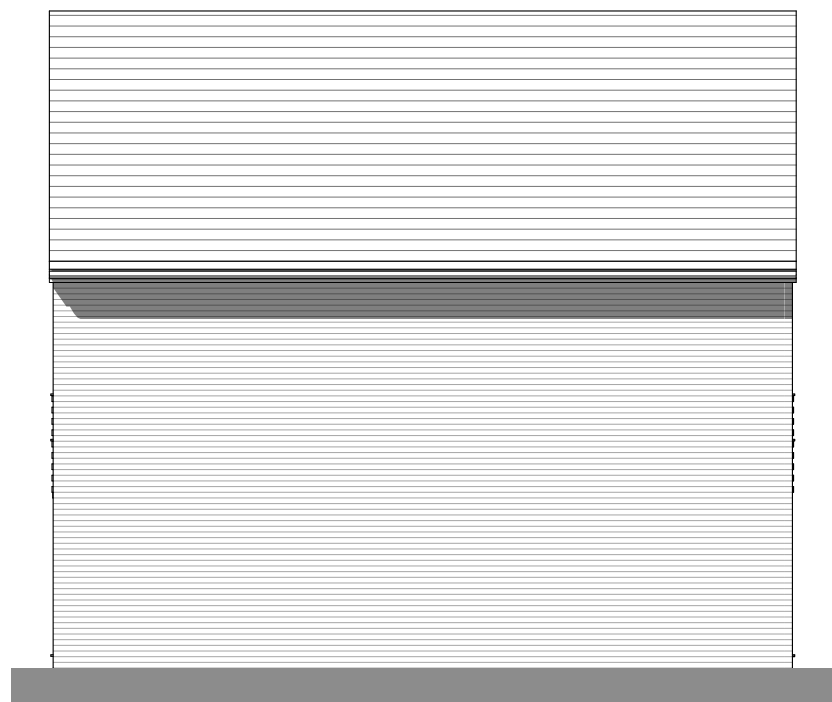
Front Elevation



Rear Elevation



Side Elevation



Side Elevation

House type drawings renamed for clarity between categories,
revisions reset accordingly

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

Edenfield

Drawing Name:

1047 V0 Plans & Elevations CATEGORY 3

Scale @ A2:

1:100

Date:

Nov 24

Drawn:

HF

Checked:

RO

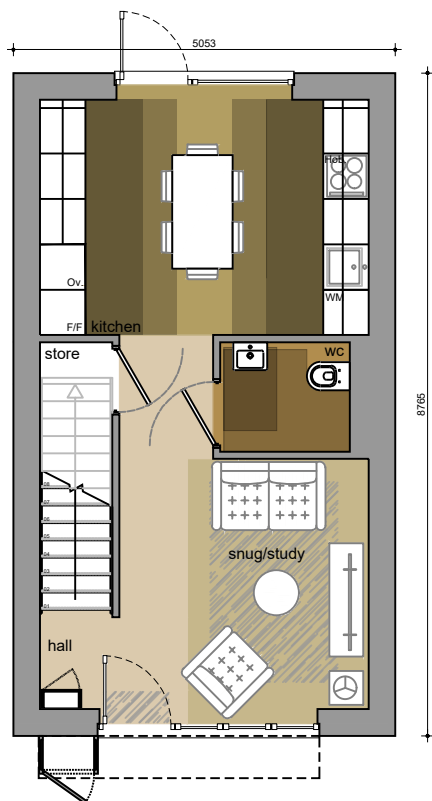
Drawing No:

1047-V0-N-C3

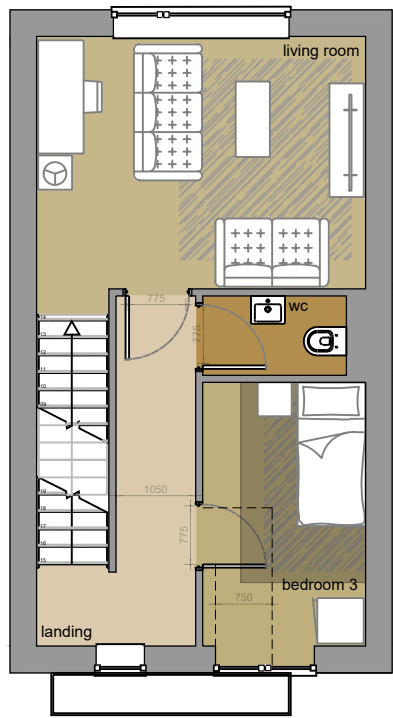
Revision:

A

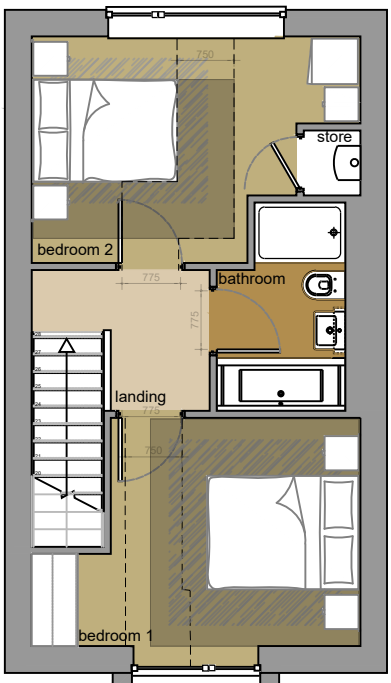
Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.



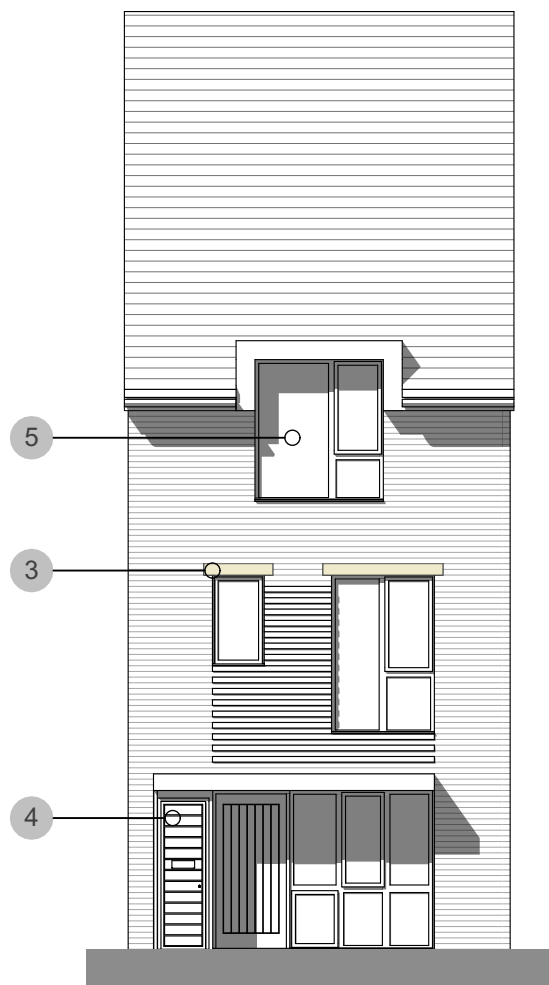
Ground Floor Plan



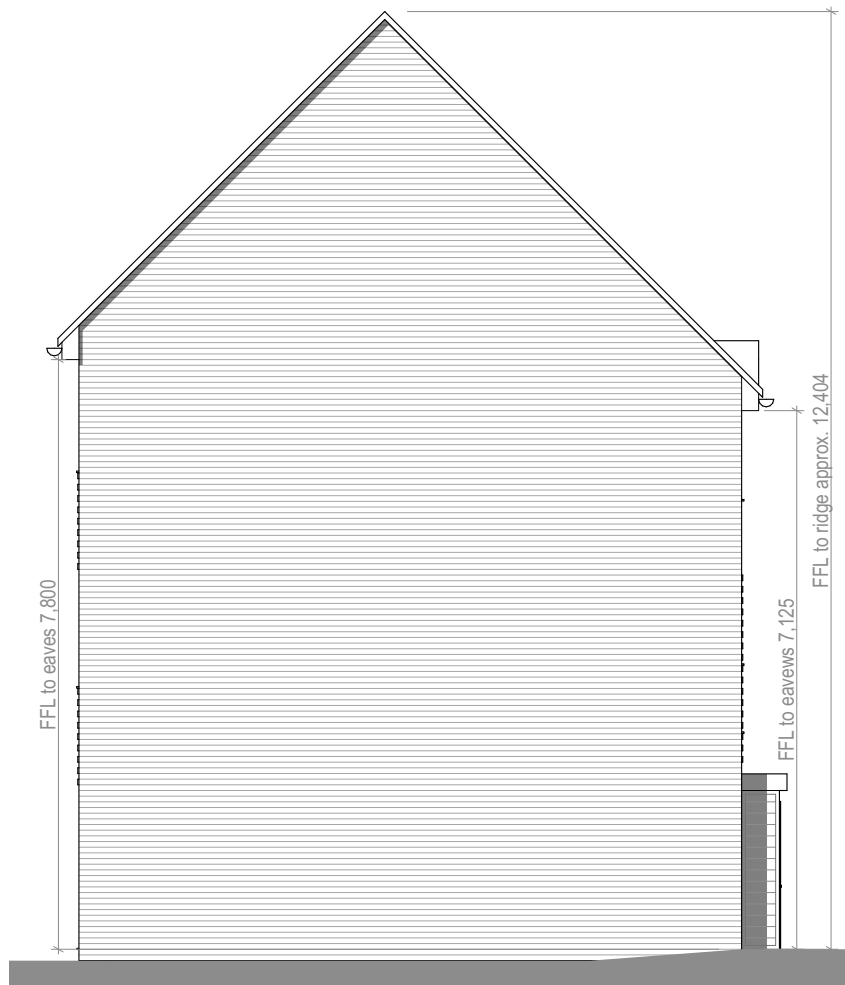
First Floor Plan



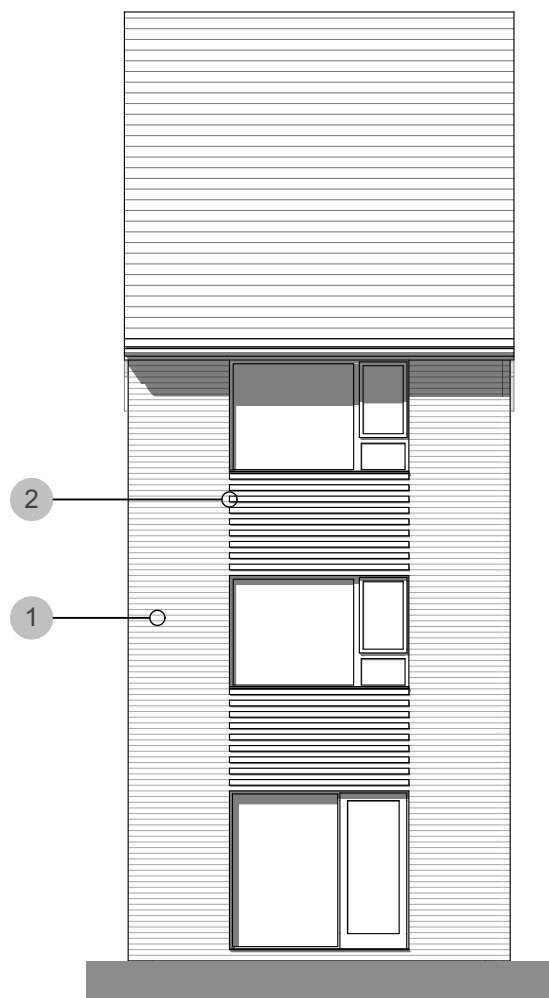
Second Floor Plan



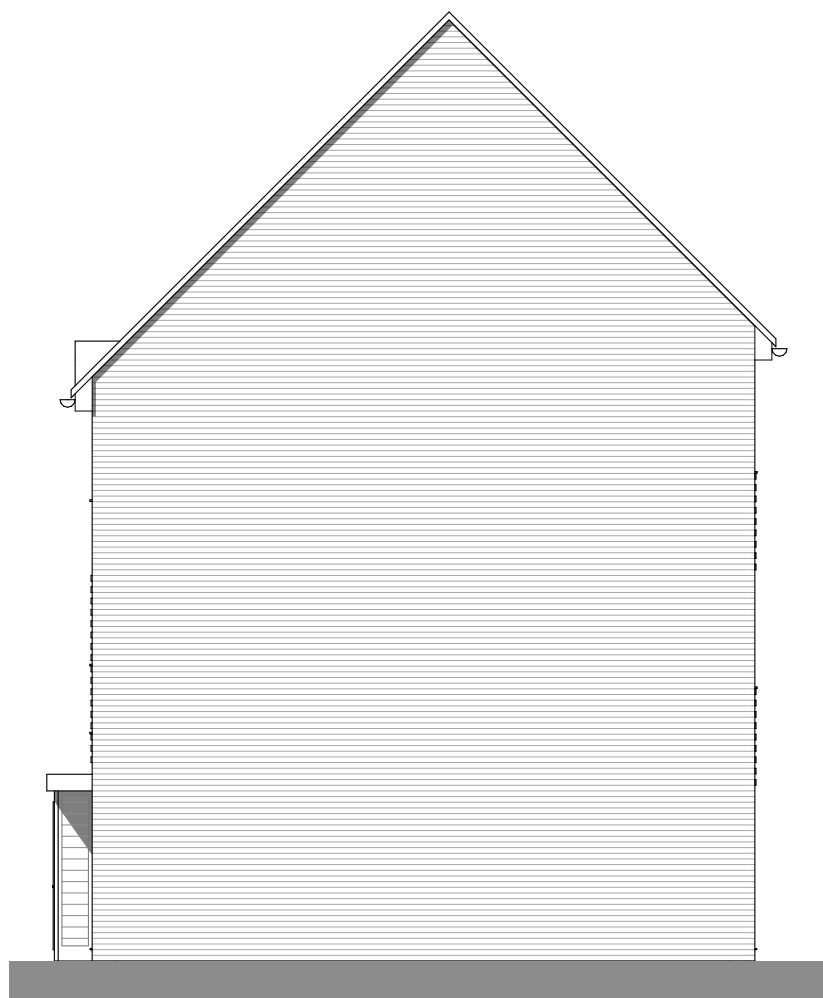
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Materials Legend

- Brickwork - specification as per site specific materials plan
- Projecting brickwork detail - same brick as associated dwelling
- 150mm height stone header and/or sill
- Aluminium porch - Anthracite grey (RAL 7016)
- UPVC window - colour as per site specific materials plan

Refer to the **site specific materials plan** for further information including material specification

Always print in colour at full scale

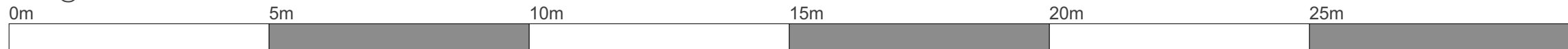
NDSS Notes - 1159 - 3B4P

Overall area - 106.00m²
Bedroom 1 - NDSS Double - 11.63m²
Bedroom 2 - NDSS Single - 10.80m²
Bedroom 3 - NDSS Single - 7.50m²
Built in Storage - 3.0m²

NDSS Requirements - 3B4P

Overall area - 90m²
Double Bedroom - 11.5m²
Single Bedroom - 7.5m²
Built in Storage - 2.0m²

1:100 @ A2



House type drawings renamed for clarity between categories, revisions reset accordingly

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

Edenfield

Drawing Name:

1159 V15 Plans & Elevations CATEGORY 3

Scale @ A2:

1:100

Date:

Dec 24

Drawn:

HF

Checked:

RO

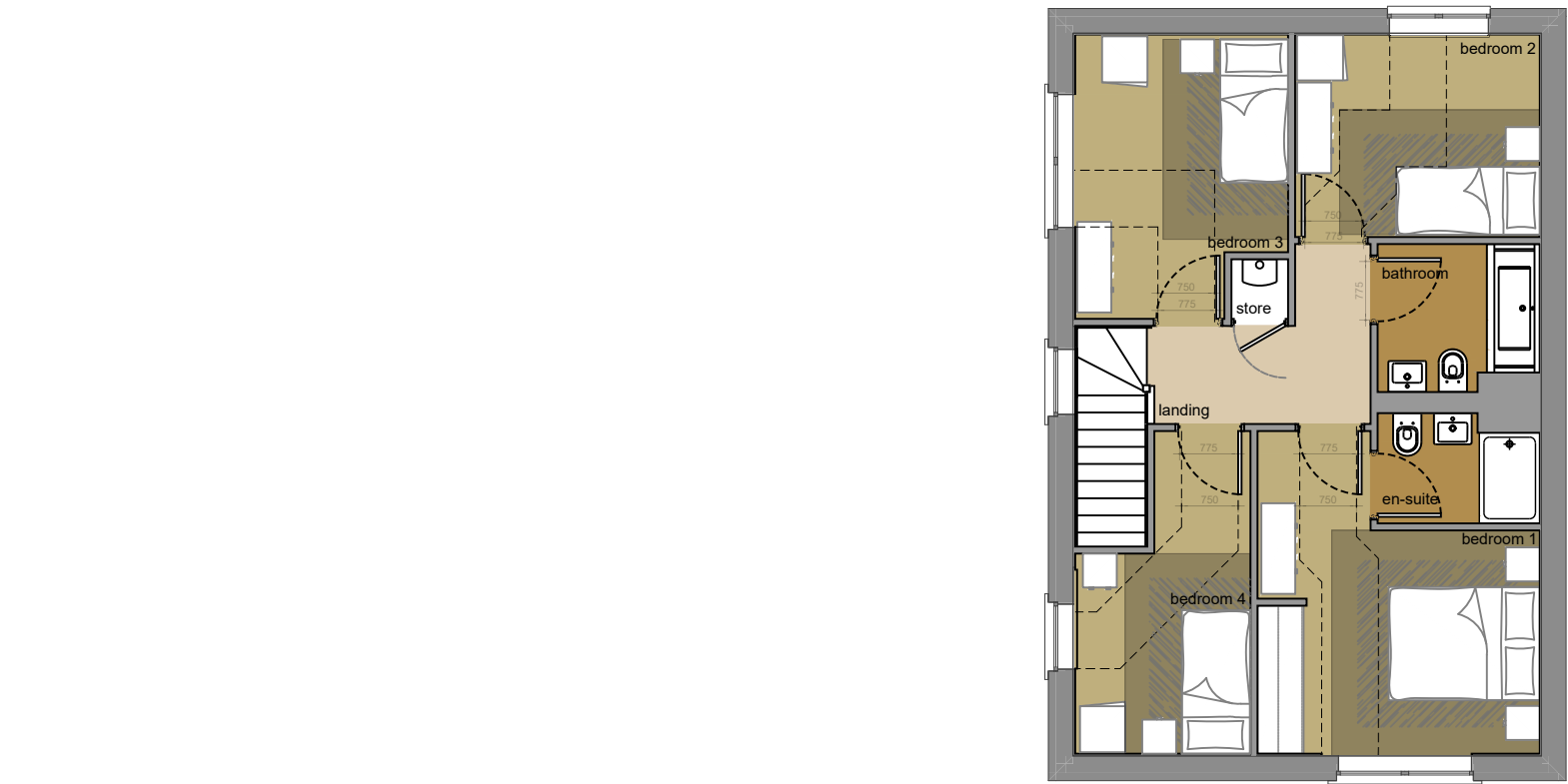
Drawing No:

1159-V15-N-C3

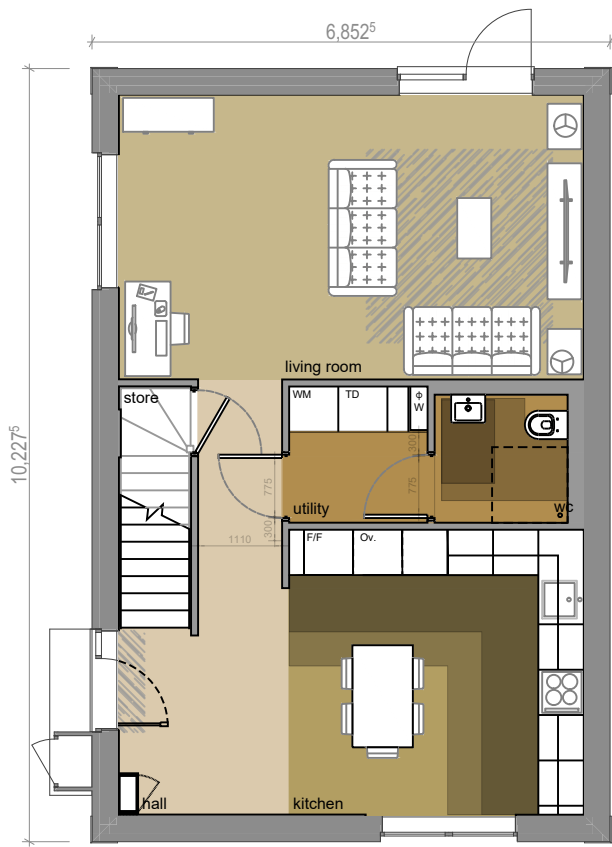
Revision:

A

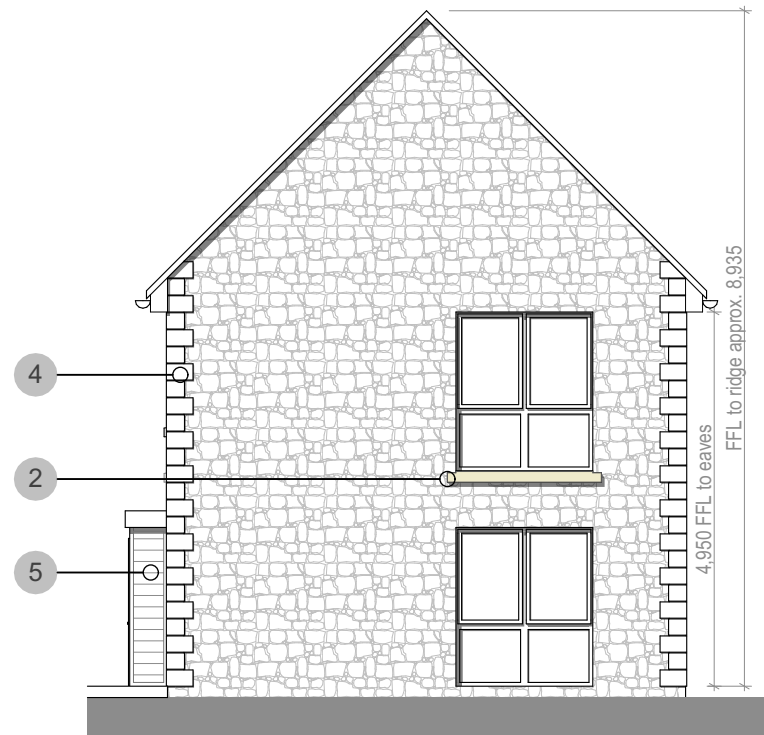
Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.



First Floor Plan



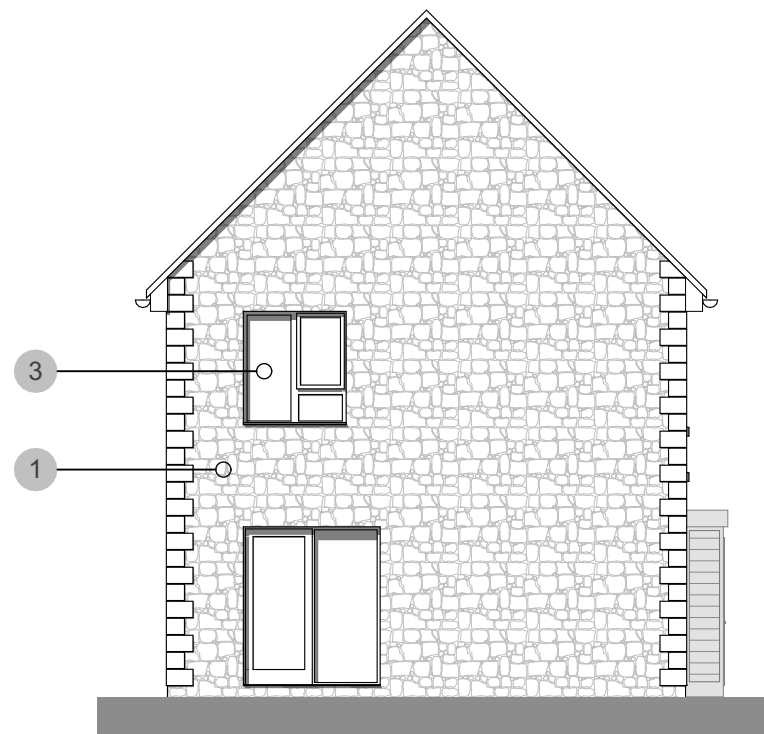
Ground Floor Plan



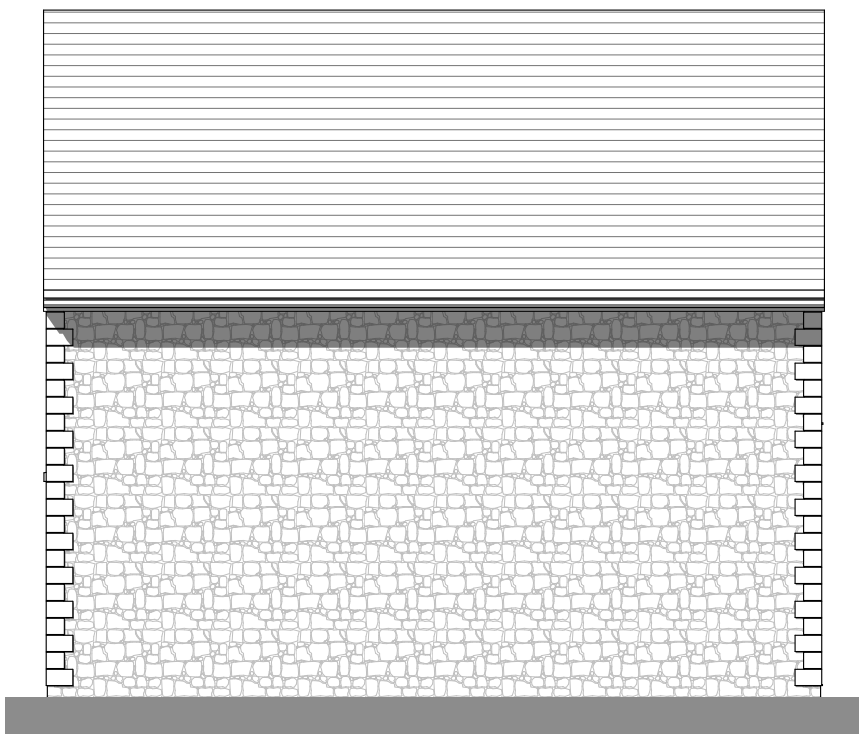
Front Elevation



Side (Street) Elevation



Rear Elevation



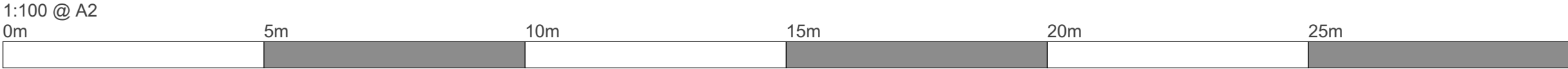
Side Elevation

Materials Legend

- 1
Coursed natural stone
- 2
150mm Stone header and/or sill
- 3
UPVC window - colour as per site specific materials plan
- 4
Stone quoins
- 5
Aluminium porch - Anthracite grey (RAL 7016)

Refer to the **site specific materials plan** for further information including material specification

Always print in colour at full scale



House type drawings renamed for clarity between categories, revisions reset accordingly

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

Edenfield

Drawing Name:

1300 V10 Plans & Elevations CATEGORY 1

Scale @ A2:

1:100

Date:

Dec 24

Drawn:

HF

Checked:

RO

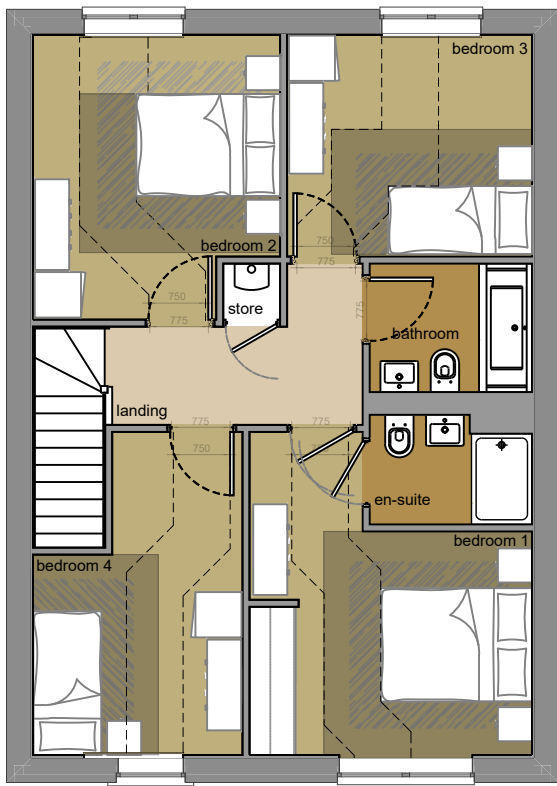
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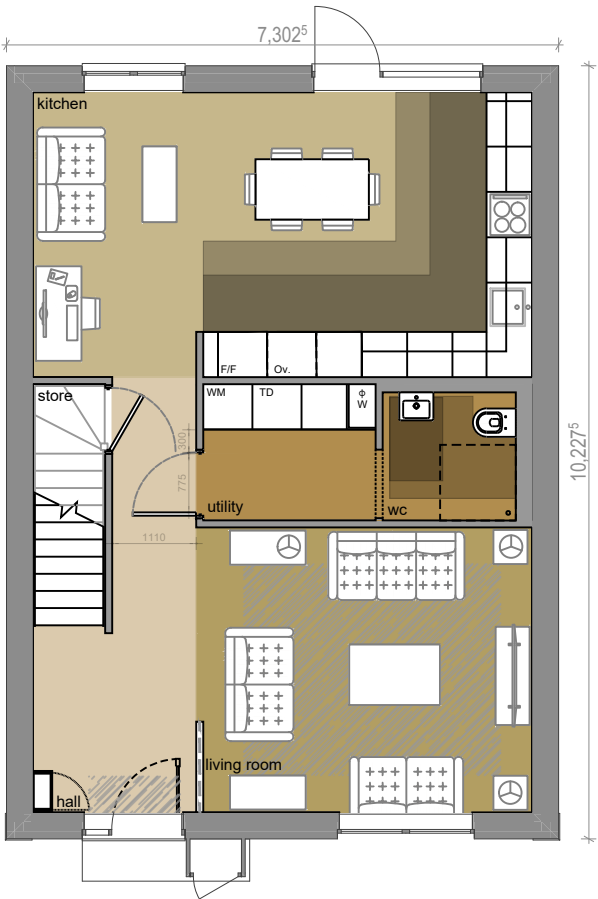
Revision:

-

Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.



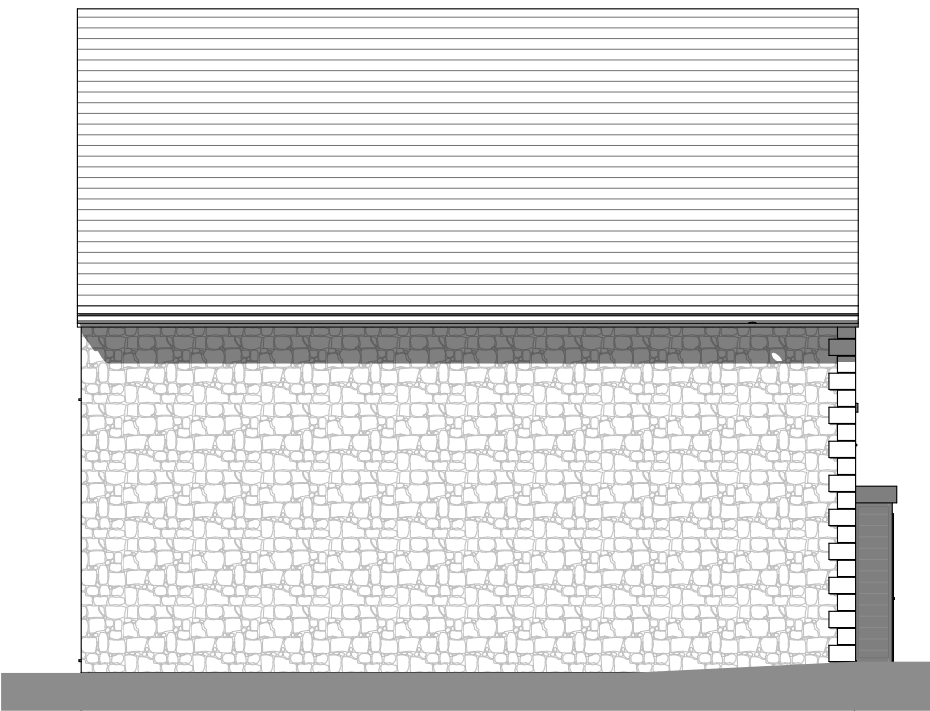
First Floor Plan



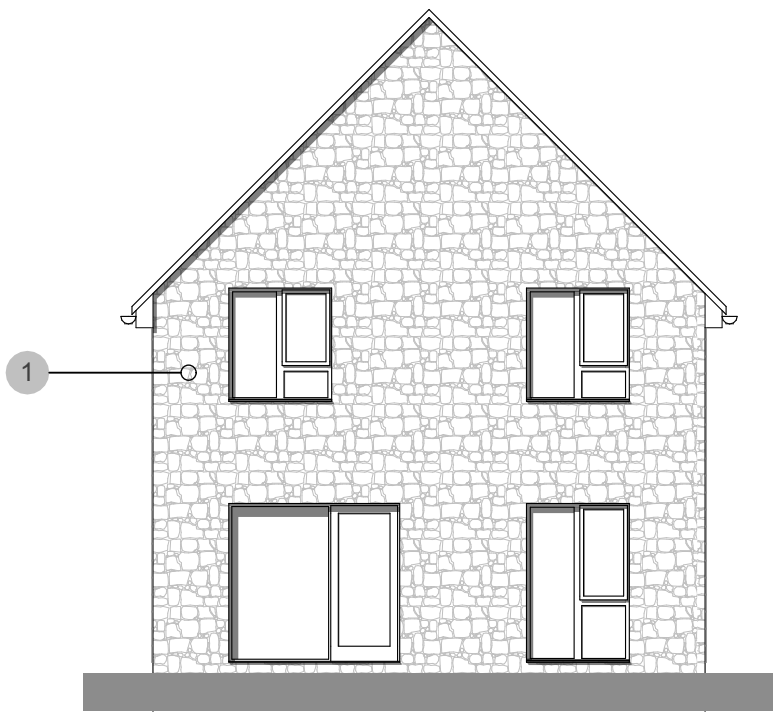
Ground Floor Plan



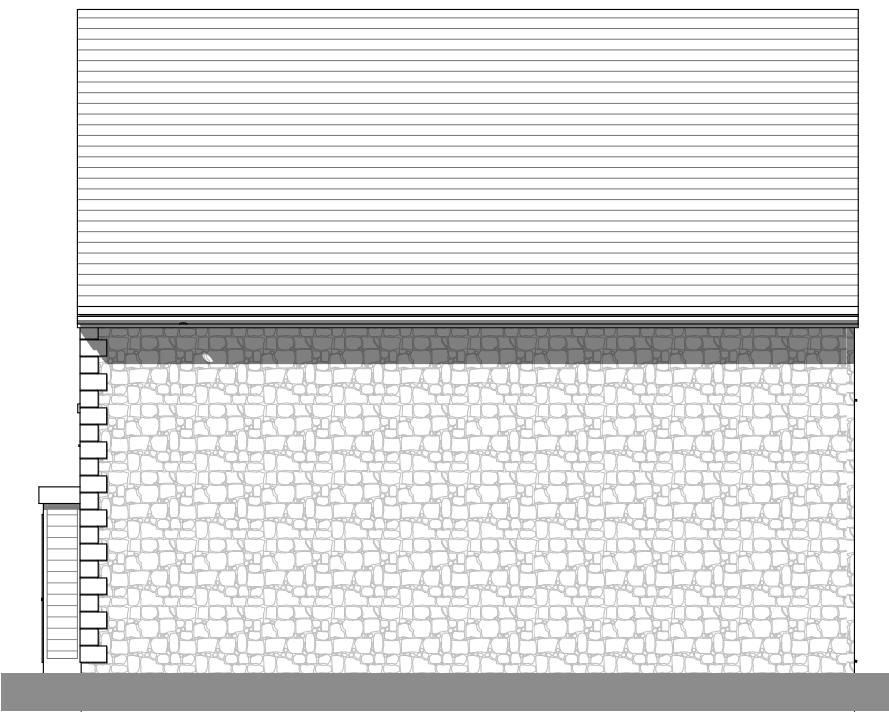
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Materials Legend

- 1 Coursed natural stone
- 2 150mm height stone header and/or sill
- 3 Stone quoins
- 4 UPVC window - colour as per site specific materials plan
- 5 Aluminium porch - Anthracite grey (RAL 7016)

Refer to the **site specific materials plan** for further information including material specification

Always print in colour at full scale

NDSS Notes - Type 1385 - 4B6P

Overall area - 127.56m²
Bedroom 1 - NDSS Double - 13.00m²
Bedroom 2 - NDSS Double - 11.55m²
Bedroom 3 - NDSS Single - 8.70m²
Bedroom 4 - NDSS Single - 10.13m²
Built in Storage - 3.0m²

NDSS Requirements - 4B6P

Overall area - 106m²
Double Bedroom - 11.50m²
Single Bedroom - 7.50m²
Built in Storage - 3.0m²

1:100 @ A2



House type drawings renamed for clarity between categories, revisions reset accordingly

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

Edenfield

Drawing Name:

1385 V13 Plans & Elevations CATEGORY 1

Scale @ A2:

1:100

Date:

Dec 24

Drawn:

HF

Checked:

RO

Drawing No:

1385-V13-N-C1

Revision:

-

Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.

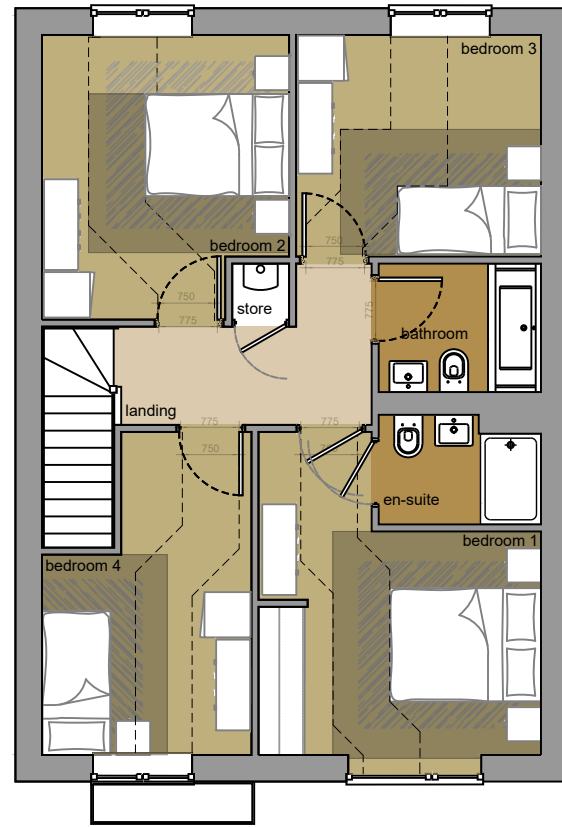
Materials Legend

- 1
Brickwork - specification as per site specific materials plan
- 2
150mm height stone header and/or sill
- 3
Checkerboard brickwork detail - same brick as associated dwelling
- 4
Coursed natural stone
- 5
UPVC window - colour as per site specific materials plan
- 6
Aluminium porch - Anthracite grey (RAL 7016)

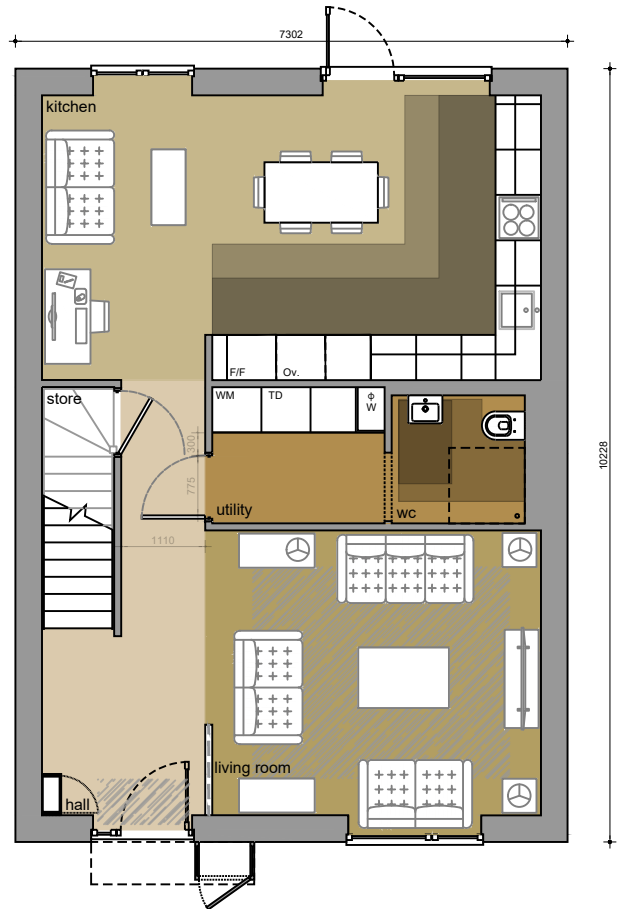
Refer to the **site specific materials plan** for further information including material specification

Always print in colour at full scale

1:100 @ A2



First Floor Plan



Ground Floor Plan

NDSS Notes - Type 1385 - 4B6P

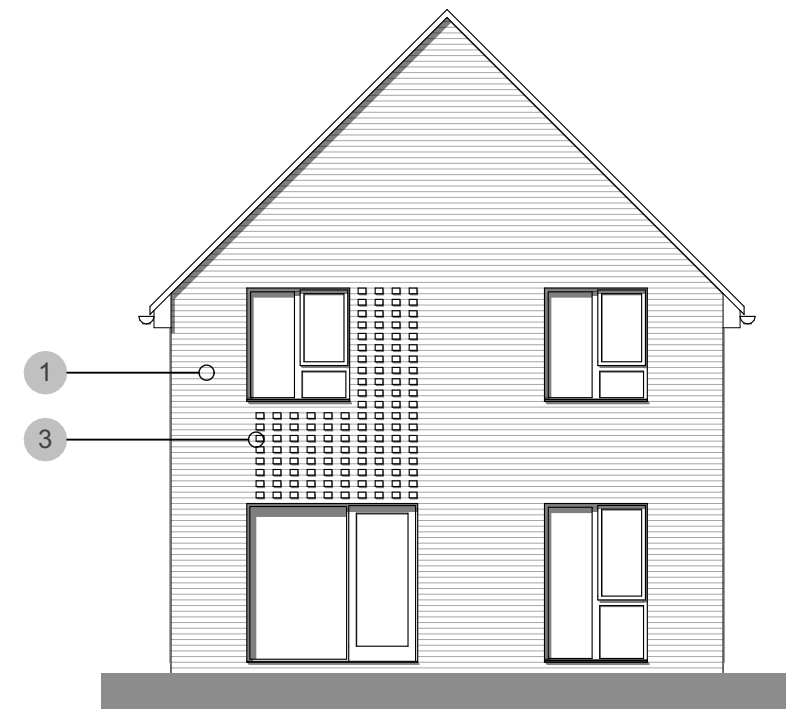
Overall area - 127.56m²
Bedroom 1 - NDSS Double - 13.00m²
Bedroom 2 - NDSS Double - 11.55m²
Bedroom 3 - NDSS Single - 8.70m²
Bedroom 4 - NDSS Single - 10.13m²
Built in Storage - 3.0m²

NDSS Requirements - 4B6P

Overall area - 106m²
Double Bedroom - 11.50m²
Single Bedroom - 7.50m²
Built in Storage - 3.0m²



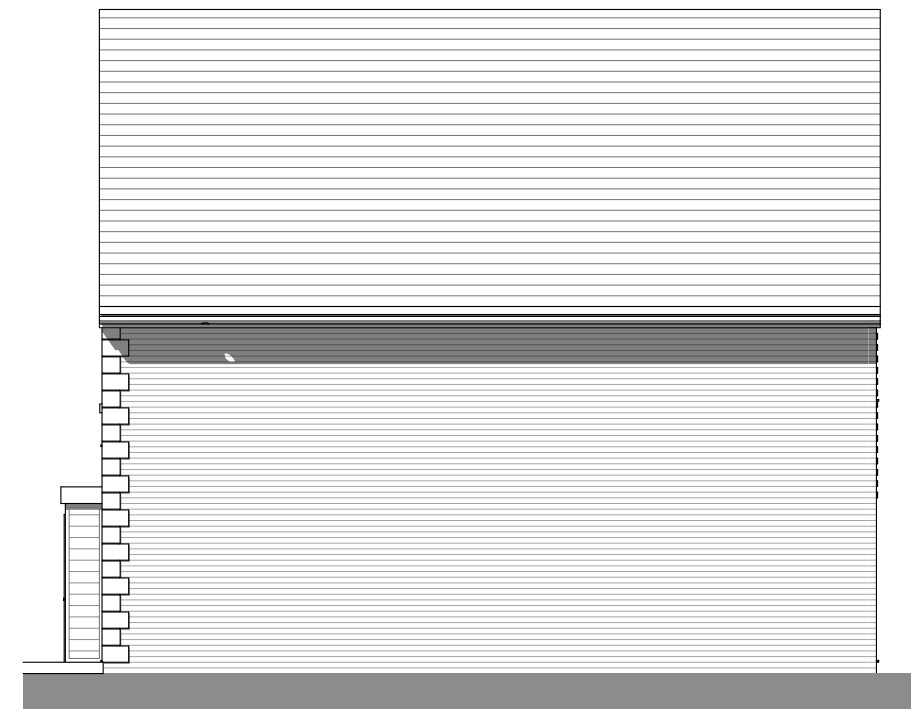
Front Elevation



Rear Elevation



Side Elevation



Side Elevation

House type drawings renamed for clarity between categories, revisions reset accordingly

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

Edenfield

Drawing Name:

1385 V13 Plans & Elevations CATEGORY 2

Scale @ A2:

1:100

Date:

Dec 24

Drawn:

HF

Checked:

RO

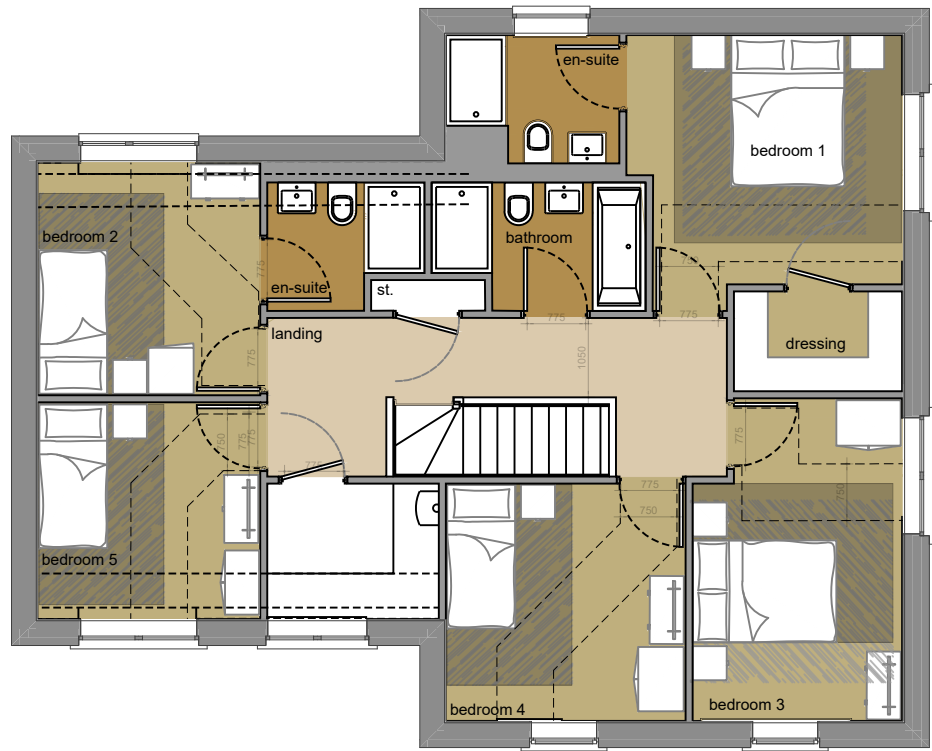
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1385-V13-N-C2

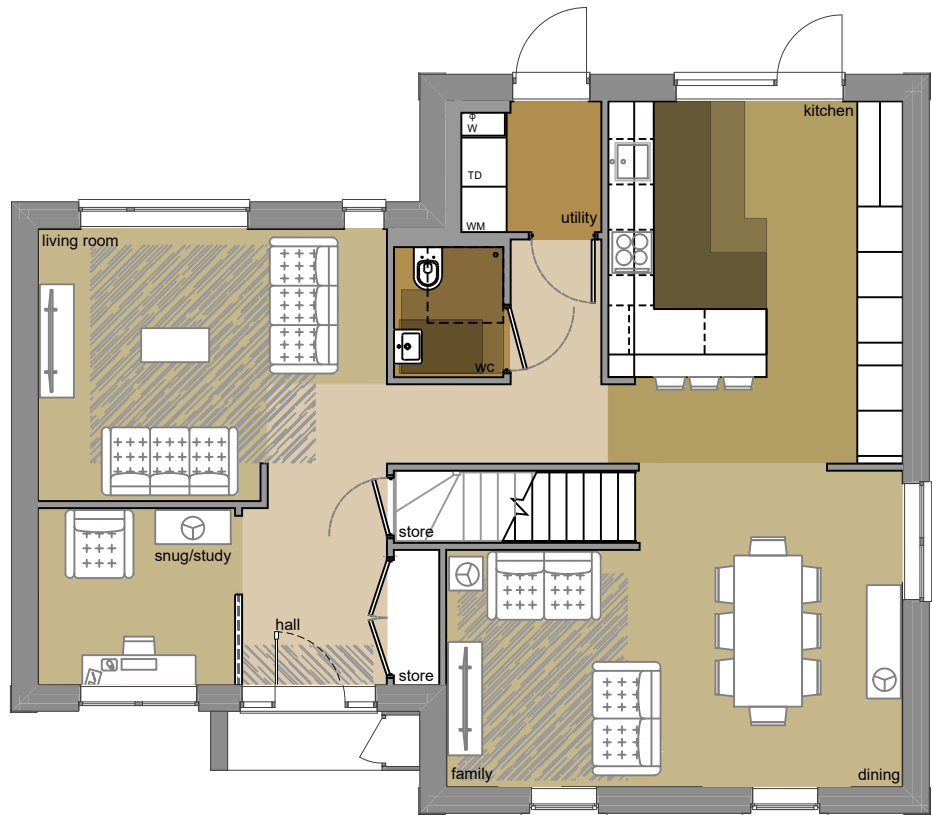
Revision:

A

Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.



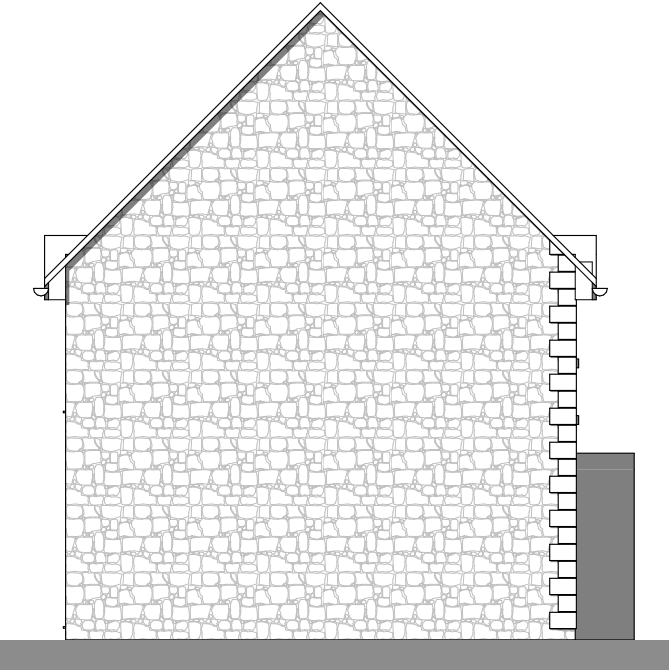
First Floor Plan



Ground Floor Plan



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Materials Legend

- 1 Coursed natural stone
- 2 150mm Stone header and/or sill
- 3 Stone quoins
- 4 Aluminium porch - Anthracite grey (RAL 7016)
- 5 UPVC window - colour as per site specific materials plan

Refer to the **site specific materials plan** for further information including material specification

Always print in colour at full scale

NDSS Notes - 1940 - 5B7P

Overall area - 175.72m²
Bedroom 1 - NDSS Double - 13.75m²
Bedroom 2 - NDSS Single - 9.56m²
Bedroom 3 - NDSS Double - 11.5m²
Bedroom 4 - NDSS Single - 10.0m²
Bedroom 5 - NDSS Single - 8.9m²
Built in Storage - 5.0m²

NDSS Requirements - 5B7P

Overall area - 119m²
Double Bedroom - 11.5m²
Single Bedroom - 7.5m²
Built in Storage - 3.5m²

1:100 @ A2



House type drawings renamed for clarity between categories, revisions reset accordingly

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

Edenfield

Drawing Name:

1940 V3 Plans & Elevations CATEGORY 1

Scale @ A2:

1:100

Date:

Dec 24

Drawn:

HF

Checked:

RO

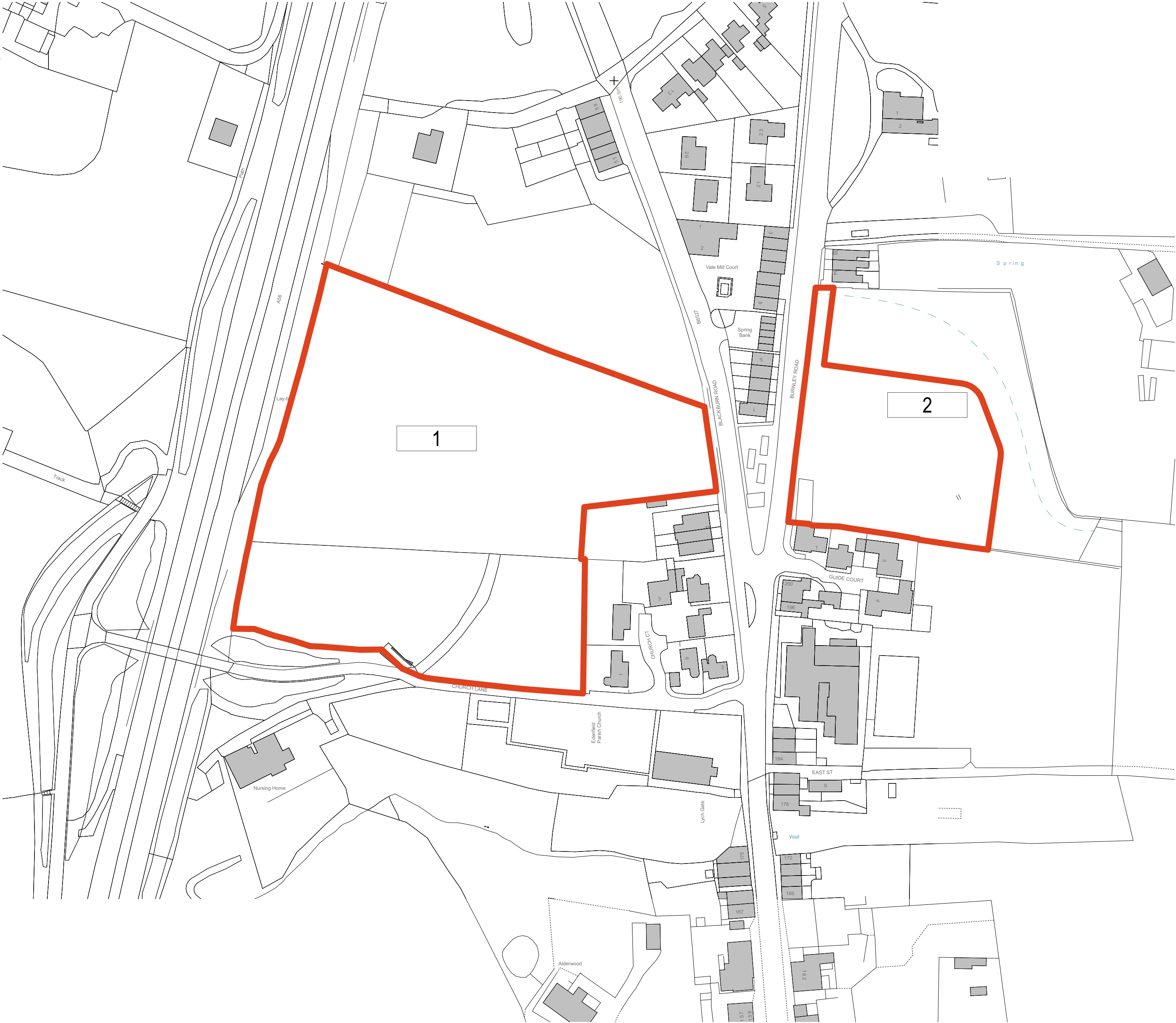
Drawing No:

1940-V3-N-C1

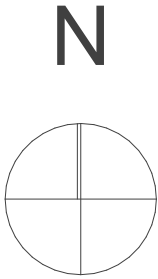
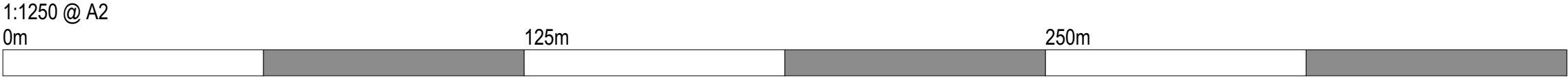
Revision:

-

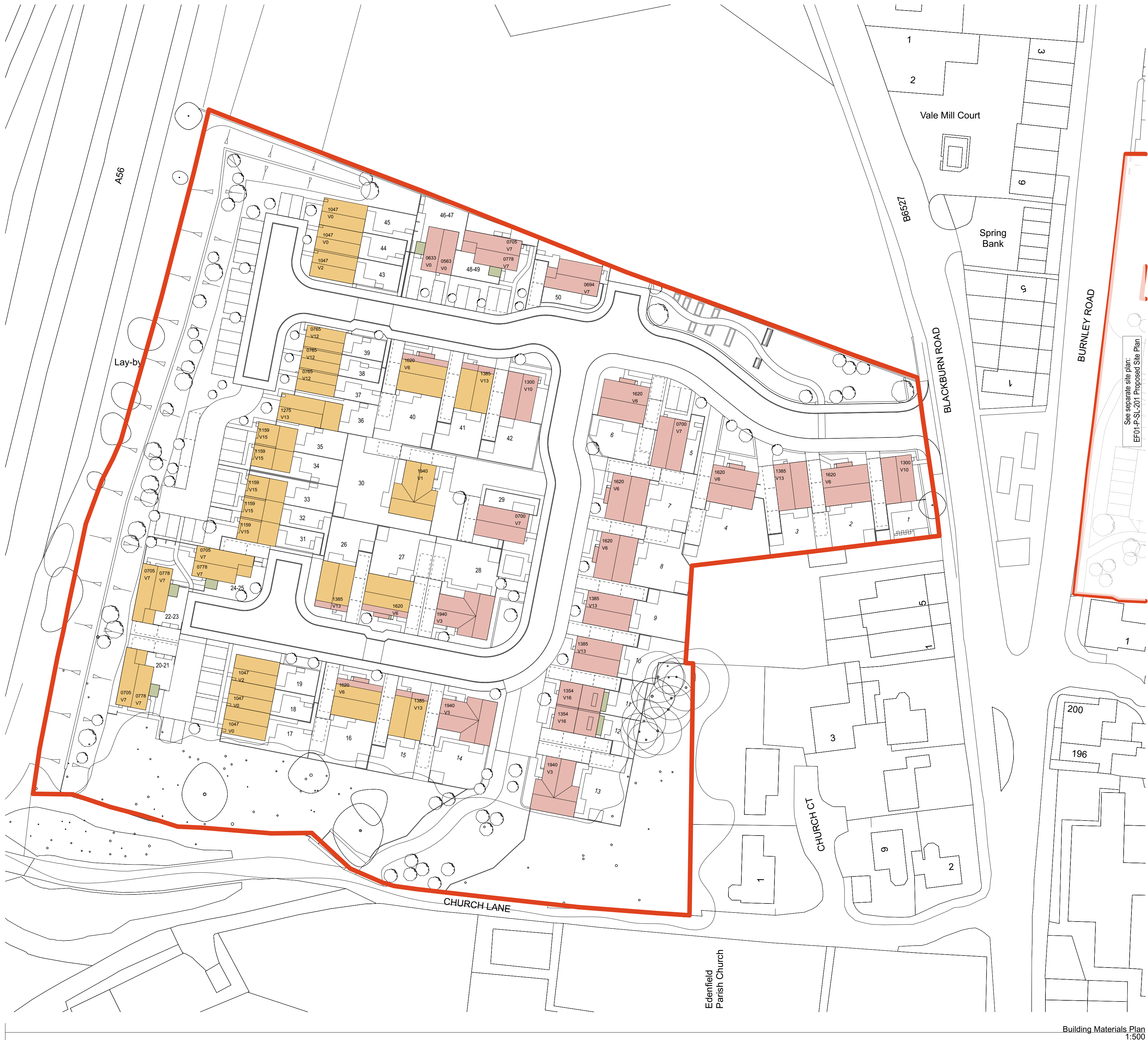
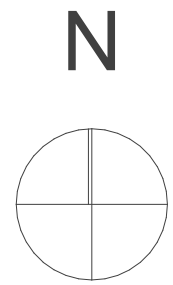
Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.



NOTES:
- Site area 1: 21,485m² / 5.31 acres / 2.15Ha
- Site area 2: 10,585m² / 2.62acres / 1.06Ha
TOTAL: 32,070m² / 7.93acres / 3.21Ha



A	Redline adjusted	HF	26.02.25
Revision	Notes	Initials	Date
NORTHSTONE			
Venus, 1 Old Park Ln TraffordCity M41 7HA			
PLANNING			
Project: Edenfield			
Drawing Name: Location Plan			
Scale @ A2: 1:1250	Date: Apr 23	Drawn: HF	Checked: -
Drawing No: EF01-P-LP-101			Revision: A
Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.			



Building Materials Plan
1:500

NOTES:

- The materials selection is designed to prioritise stone when visible from the existing road, then brick in a similar colour (buff) further into the site
- Please refer to the individual house type and block drawings for more detail into the location of the below materials.



Facing Stone
Natural Coursed Stone
Buff brick
Weinerberger, Smoked Yellow Multi Gilt Stock



Timber feature
e.g. Black stained lapped board



Premium slate effect roof tile
Weinerberger Rivius Antique
Slate

OTHER MATERIALS:

- Window frames: Light grey e.g. RAL 7038
- Roof edging: Dark grey e.g. RAL 7016
- Rainwater goods: Black
- Front doors: Composite doors, light grey e.g. RAL 7038
- Rear doors: Fully glazed, frames to match windows
- Half or Full Dormer: GRP RAL 7016 (applicable to selected plots)
- Porches: Powder coated aluminium RAL 7016 (applicable to most but not all plots)

L	Redline adjusted (ONLY)	HF	26.02.25
K	More stone plots added, cladding and roof tile spec altered, dormer material confirmed	HF	17.01.25
J	Updated to site plan rev U and more stone plots added	HF	10.12.24
H	Updated to site plan rev T and roof tile spec altered as requested by planning	HF	18.10.24
G	Clarity on stone units (no design change, graphical representative only)	HF	06.09.24
F	Updated to site plan RevS	HF	09.08.24
E	Updated to site plan RevR	HF	28.06.24
D	Material of sub-station confirmed	HF	15.08.23
C	Background site plan updated to landscape architects design	HF	31.07.23
B	Updated to site plan revision J	HF	08.06.23
A	Updated to site plan revision H	HF	16.05.23
Revision	Notes	initials	Date

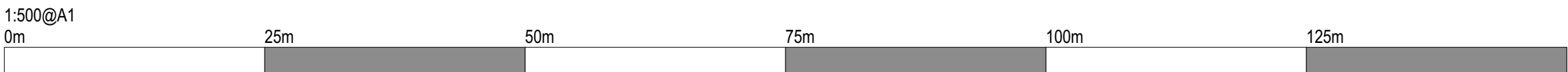
NORTHSTONE

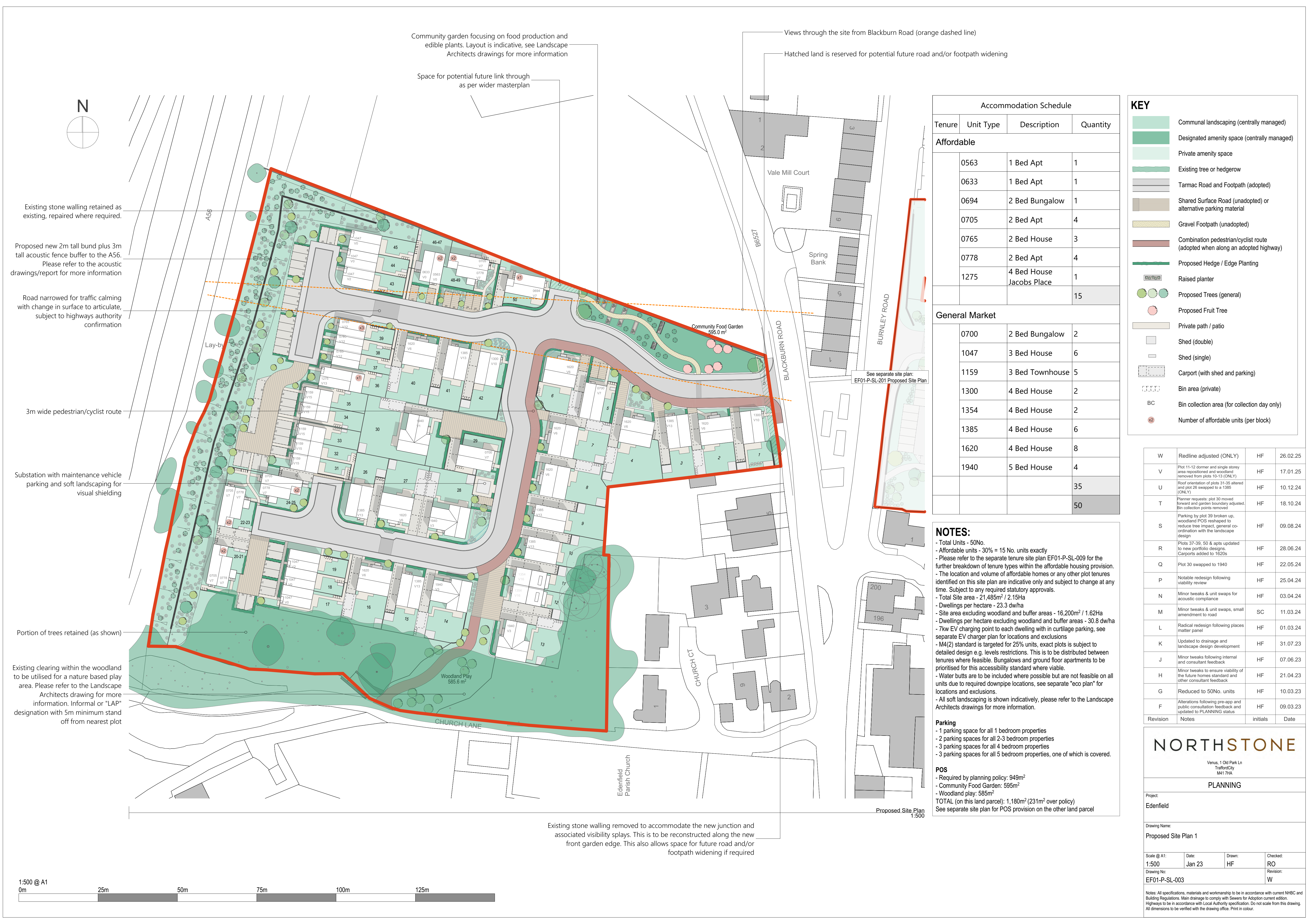
Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project: Edenfield			
Drawing Name: Proposed Materials Plan			
Scale @ A1: 1:500	Date: Jan 23	Drawn: HF	Checked: RO
Drawing No: EF01-P-ML-001	Revision: L		

Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.





Accommodation Schedule			
Tenure	Unit Type	Description	Quantity
Affordable			
	0563	1 Bed Apt	1
	0633	1 Bed Apt	1
	0694	2 Bed Bungalow	1
	0705	2 Bed Apt	4
	0765	2 Bed House	3
	0778	2 Bed Apt	4
	1275	4 Bed House Jacobs Place	1
			15
General Market			
	0700	2 Bed Bungalow	2
	1047	3 Bed House	6
	1159	3 Bed Townhouse	5
	1300	4 Bed House	2
	1354	4 Bed House	2
	1385	4 Bed House	6
	1620	4 Bed House	8
	1940	5 Bed House	4
			35
			50

KEY

Communal landscaping (centrally managed)

Designated amenity space (centrally managed)

Private amenity space

Existing tree or hedgerow

Tarmac Road and Footpath (adopted)

Shared Surface Road (unadopted) or alternative parking material

Gravel Footpath (unadopted)

Combination pedestrian/cyclist route (adopted when along an adopted highway)

Proposed Hedge / Edge Planting

Raised planter

Proposed Trees (general)

Proposed Fruit Tree

Private path / patio

Shed (double)

Shed (single)

Carport (with shed and parking)

Bin area (private)

BC

Bin collection area (for collection day only)

X2

Number of affordable units (per block)

NOTES:

- Total Units - 50No.

- Affordable units - 30% = 15 No. units exactly

- Please refer to the separate tenure site plan EF01-P-SL-009 for the further breakdown of tenure types within the affordable housing provision.

- The location and volume of affordable homes or any other plot tenures identified on this site plan are indicative only and subject to change at any time. Subject to any required statutory approvals.

- Total Site area - 21,485m² / 2.15Ha

- Dwellings per hectare - 23.3 dw/ha

- Site area excluding woodland and buffer areas - 16,200m² / 1.62Ha

- Dwellings per hectare excluding woodland and buffer areas - 30.8 dw/ha

- 7kw EV charging point to each dwelling with in curtilage parking, see separate EV charger plan for locations and exclusions

- M4(2) standard is targeted for 25% units, exact plots is subject to detailed design e.g. levels restrictions. This is to be distributed between tenures where feasible. Bungalows and ground floor apartments to be prioritised for this accessibility standard where viable.

- Water butts are to be included where possible but are not feasible on all units due to required downpipe locations, see separate "eco plan" for locations and exclusions.

- All soft landscaping is shown indicatively, please refer to the Landscape Architects drawings for more information.

Parking

- 1 parking space for all 1 bedroom properties

- 2 parking spaces for all 2-3 bedroom properties

- 3 parking spaces for all 4 bedroom properties

- 3 parking spaces for all 5 bedroom properties, one of which is covered.

POS

- Required by planning policy: 949m²

- Community Food Garden: 595m²

- Woodland play: 585m²

TOTAL (on this land parcel): 1,180m² (231m² over policy)

See separate site plan for POS provision on the other land parcel

W	Redline adjusted (ONLY)	HF	26.02.25
V	Plot 11-12 dormer and single storey area repositioned and woodland removed from plots 10-13 (ONLY)	HF	17.01.25
U	Roof orientation of plots 31-35 altered and plot 26 swapped to a 1385 (ONLY)	HF	10.12.24
T	Planner requests: plot 30 moved forward and garden boundary adjusted. Bin collection points removed	HF	18.10.24
S	Parking by plot 39 broken up, woodland POS reshaped to reduce tree impact, general co-ordination with the landscape design	HF	09.08.24
R	Plots 37-39, 50 & apts updated to new portfolio designs. Carports added to 1620s	HF	28.06.24
Q	Plot 30 swapped to 1940	HF	22.05.24
P	Notable redesign following viability review	HF	25.04.24
N	Minor tweaks & unit swaps for acoustic compliance	HF	03.04.24
M	Minor tweaks & unit swaps, small amendment to road	SC	11.03.24
L	Radical redesign following places matter panel	HF	01.03.24
K	Updated to drainage and landscape design development	HF	31.07.23
J	Minor tweaks following internal and consultant feedback	HF	07.06.23
H	Minor tweaks to ensure viability of the future homes standard and other consultant feedback	HF	21.04.23
G	Reduced to 50No. units	HF	10.03.23
F	Alterations following pre-app and public consultation feedback and updated to PLANNING status	HF	09.03.23
Revision	Notes	initials	Date

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

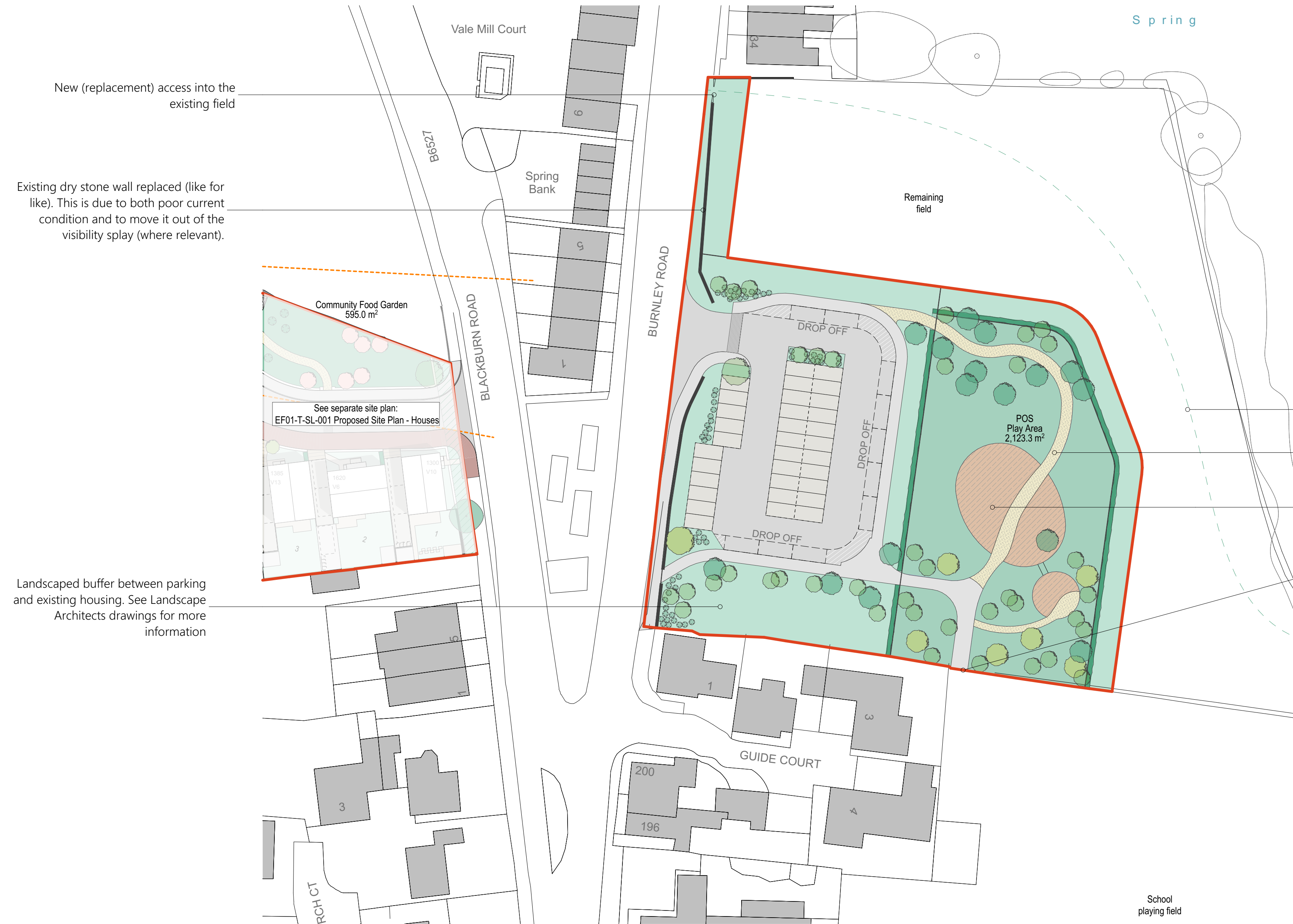
Project:
Edenfield

Drawing Name:

Proposed Site Plan 1

Scale @ A1: 1:500	Date: Jan 23	Drawn: HF	Checked: RO
Drawing No: EF01-P-SL-003			Revision: W

Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.



- NOTES:**
- Landscaping**
- No external lighting is to be installed to respect the rural setting.
 - Sustainable drainage system integrated via rain gardens
 - Please refer to the Landscape Architects drawings for more information on the planting and boundaries.
- The above is based upon three distinctly different uses which happen at separate times of the day and therefore have some overlap in space used to drop off and/or access.
- Parking**
- 33No. staff / community parking spaces
 - Car drop of area, space for 10No. cars at a time.
 - Space for 1No. bus to pick up/drop off and turn (using all of the car drop of area)
- Play / Learn / Nature**
- It is proposed that the area behind the new school parking/drop be developed as a recreational and nature based area to enhance the site and provide a great asset to the local area. Although ideally places for users of the adjacent school, this play area sits outside of the school land and would be open to any member of the public.
 - Please refer to the Landscape Architects drawings for more information on the play equipment and layout etc.

Route for agricultural vehicles (indicative)

Hatch denotes bound gravel path, position is approx see Landscape Architects drawings

Hatch denotes approximate bark area, please refer to the Landscape Architects drawings for further information and the design for the play area

New gate through into the school playing field, subject to discussion with the school to ensure suitability in regards to safeguarding etc.

F	Clarity on hard surfaces and accessible route	HF	17.01.25
Revision	Notes	Initials	Date

NORTHSTONE

Venus, 1 Old Park Ln
TraffordCity
M41 7HA

PLANNING

Project:

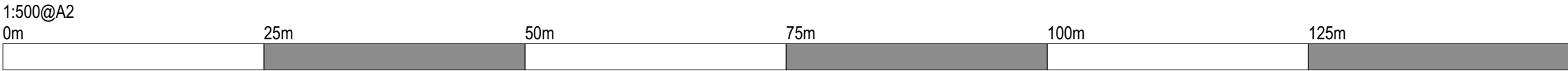
Edenfield

Drawing Name:

Proposed Site Plan 2

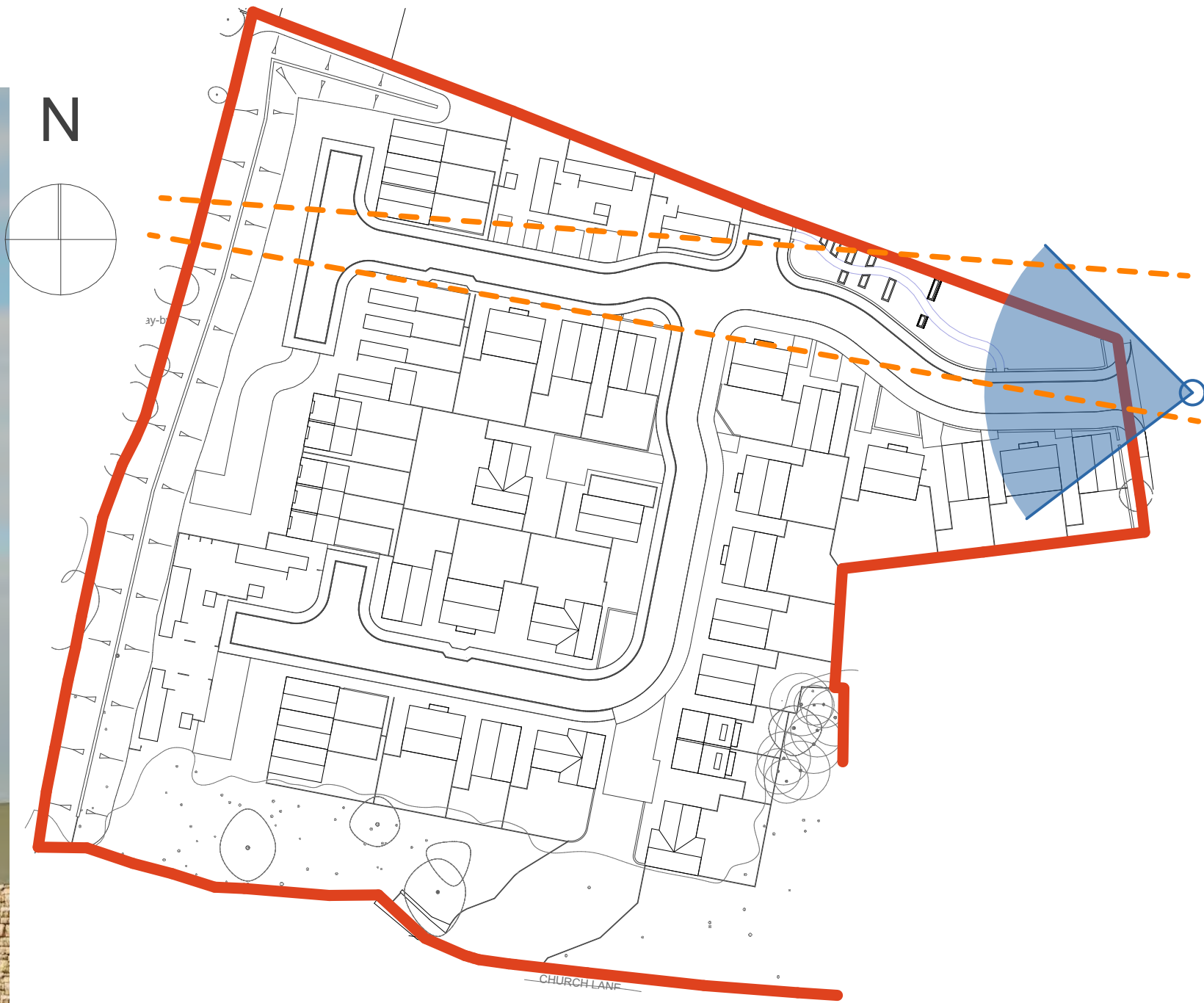
Scale @ A2:	Date:	Drawn:	Checked:
1:500	Apr 23	HF	-
Drawing No:	Revision:		
EF01-P-SL-201	F		

Notes: All specifications, materials and workmanship to be in accordance with current NHBC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from this drawing. All dimensions to be verified with the drawing office. Print in colour.





This visual is indicative and aims to communicate general street feel (only). Please refer to the Landscape Architects drawings for more information on the planting and general landscape design. Please refer to the engineers drawings for more information regarding the levels which are not fully modelled for this image. Please refer to the materials plan and hard surfacing plan for more information regarding the materials.



NORTHSTONE

Edenfield

EF01-P-V-002 Visual 2 - View Through RevF



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Edenfield - EF01-P-V-003 Visual 3 - Entrance View RevF

NORTHSTONE



This visual is indicative and aims to communicate general street feel (only). Please refer to the Landscape Architects drawings for more information on the planting and general landscape design. Please refer to the engineers drawings for more information regarding the levels which are not fully modelled for this image. Please refer to the materials plan and hard surfacing plan for more information regarding the materials.

Edenfield - EF01-P-V-004 Visual 4 - Community Garden View RevF

NORTHSTONE

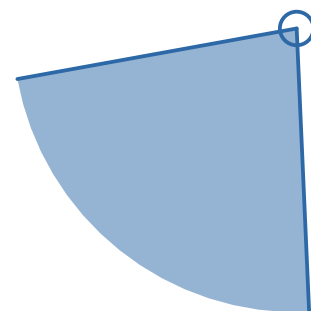
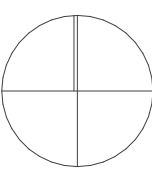


This visual is indicative and aims to communicate general street feel (only). Please refer to the Landscape Architects drawings for more information on the planting and general landscape design. Please refer to the engineers drawings for more information regarding the levels which are not fully modelled for this image. Please refer to the materials plan and hard surfacing plan for more information regarding the materials.

Edenfield - EF01-P-V-005 Visual 5 - Bund View - Rev F

NORTHSTONE

N



This visual is indicative and aims to communicate general street feel (only). Please refer to the Landscape Architects drawings for more information on the planting and general landscape design. Please refer to the engineers drawings for more information regarding the levels which are not fully modelled for this image. Please refer to the materials plan and hard surfacing plan for more information regarding the materials.

NORTHSTONE

Edenfield

EF01-P-V-006 Visual 6 - Distant View RevG











