



Littleborough

New Neighbourhood

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VISION

This document aims to provide an emerging vision of the development of a site in Littleborough, Rochdale, by Bloor Homes measuring approximately 17 hectares.

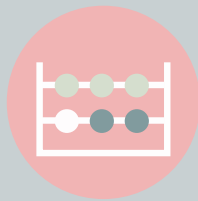
The site is bounded by the Rochdale Canal to the north, Smithy Bridge to the west, Hollingworth Road (B6225) to the east, and Lake Bank (B6225) to the south. It is situated in a unique setting, close to Hollingworth Lake and the gateway to the Pennines. As such, the Vision is to deliver a new residential neighbourhood which is contextually-responsive, visually appealing, socially-responsible, and economically beneficial for the area.



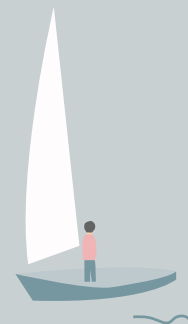
Key Benefits



Around 300 high-quality new homes.



A new school.



A contextually-responsive mix of uses which complement the existing tourism offer at Hollingworth Lake.



An integrated and high-quality network of public open space, green connections, and walking and cycling infrastructure, including the Rochdale Canal Towpath and National Cycleways.



A landscape-led approach which maximises existing landscape features and the natural setting.



A new car park for local tourists.

PLANNING CONTEXT

Location and Physical Characteristics

The site at Hollingworth Road is very well-related to existing and planned residential uses in Littleborough and so it represents a logical opportunity for release from the Green Belt.

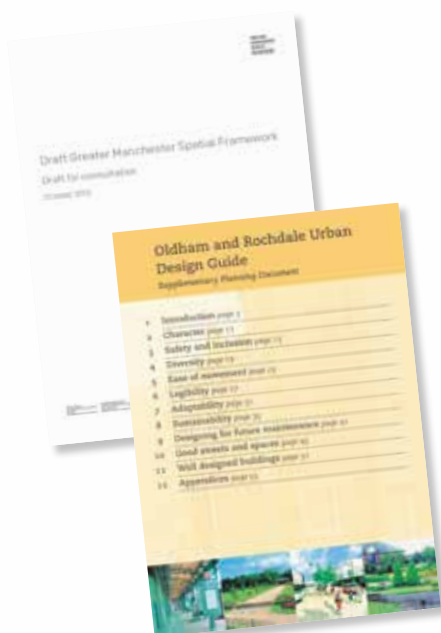
Existing residential dwellings are located adjacent to the site's south-western boundary, the Rochdale Canal and a railway line bound the site to the north-west and Hollingworth Lake is located towards the south-east of the site, beyond a car park which is owned by Rochdale Council. Homes England controls the former Akzo Nobel site adjacent to the site's northern boundary, which benefits from extant residential planning permission. The forthcoming development of Homes England's site will result in the land controlled by Bloor becoming a logical infill site.

In discussions with Rochdale Council, we have highlighted the strong locational credentials of the site as well as the absence of insurmountable constraints, including:

- » The array of existing community services and facilities located close to the site, including three primary schools and three local convenience stores – all of which are within 900m of the site – as well as two GP surgeries, located approximately 600m from the site, as well as a range of bars, restaurants, takeaways and a library within 300m;
- » The excellent transport links in the surrounding area by virtue of the site's proximity to Littleborough and Smithy Bridge Railway Stations, which are both within 750m of the site and offer regular rail services to Manchester City Centre, Blackburn Town Centre and elsewhere; and

- » We have carefully explained that the site is very well-contained and that the development will not result in urban sprawl by virtue of the existing and planned residential developments in Littleborough.

The site clearly represents a logical housing site and should therefore be considered as a sustainable location for new residential development which, as we explain within this document, has already been accepted within emerging planning policy.



Planning Policy

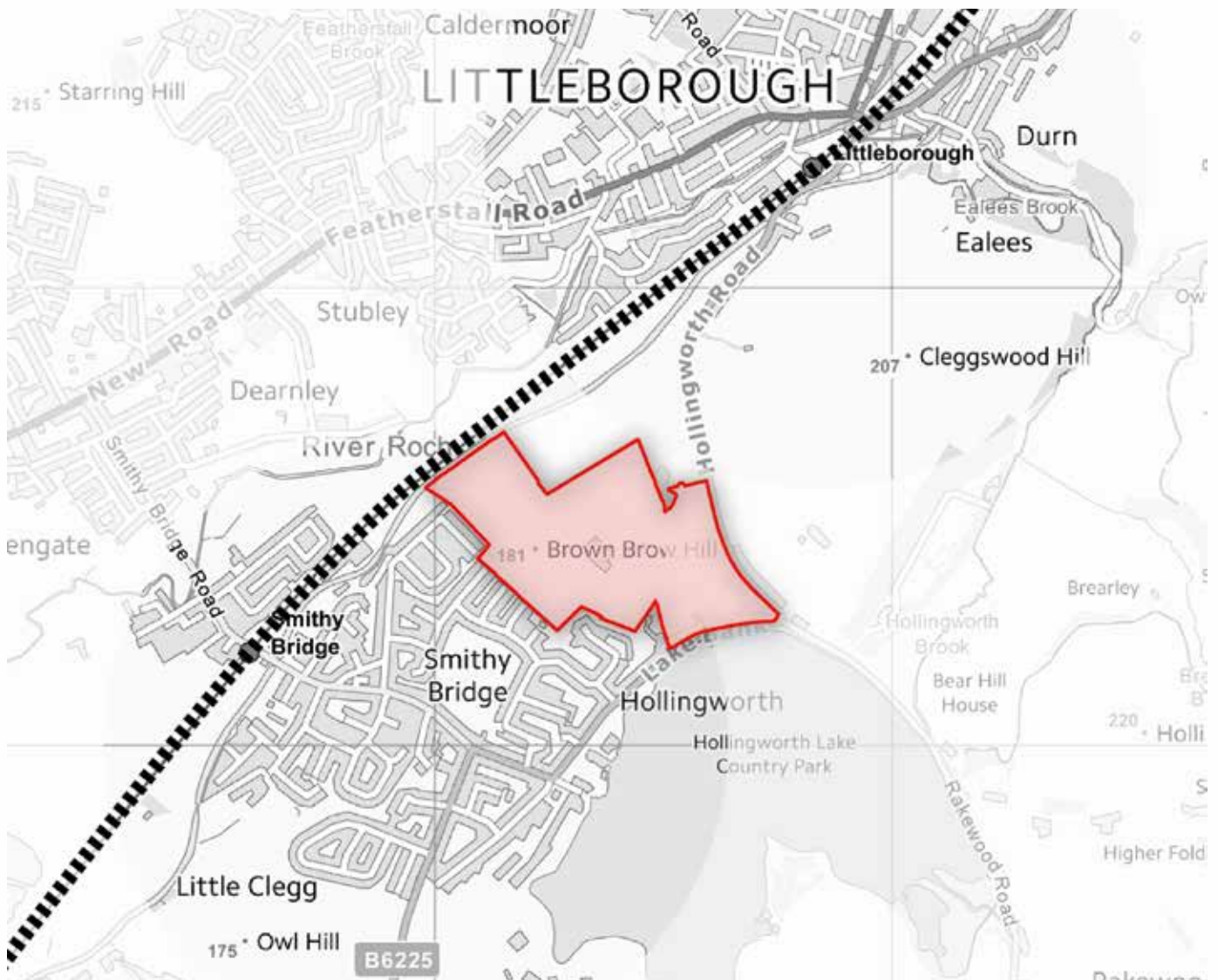
Land at Hollingworth Road, Littleborough represents an excellent opportunity for making a meaningful contribution to Rochdale's housing requirements in a sustainable location.

The revised draft Greater Manchester Spatial Framework ('GMSF'), which was published for consultation in January 2019, identifies Bloor's land as a proposed housing allocation for around 300 new homes ('Policy GM

Allocation 26: Land North of Smithy Bridge').

The revised draft GMSF identifies a requirement for a new primary school alongside associated outdoor playing space and replacement visitor car parking to be delivered alongside residential uses at the site. We particularly consider it worth highlighting the following supporting text, contained at paragraphs 11.171 and 11.172 of the revised draft GMSF:

'This site provides an excellent opportunity to deliver a high quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.'



The site is within walking distance of both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north.'

The proposed allocation of Bloor's site within the GMSF suggests that the Greater Manchester Combined Authority ('GMCA'), and indeed Rochdale Council which is a member of the GMCA, considers the site to be a deliverable development opportunity that is capable of contributing towards addressing strategic development needs.

The latest version of the Greater Manchester Strategic Housing Market Assessment – also published in January 2019, in support of the revised draft GMSF – uses the Government's proposed Local Housing Need methodology, which was consulted on in late 2018, to calculate a requirement for 10,583 new homes to be delivered each year across Greater Manchester.

For Rochdale, the Local Housing Need figure results in a requirement for 514 new homes to be delivered each year across the borough. With this in mind, the revised draft GMSF, which distributes new housing development across Greater Manchester, proposes that 640 new homes should be delivered each year within Rochdale – equating to 12,160 dwellings during the 19-year GMSF plan period (2018 to 2037).

Rochdale's Core Strategy, which was adopted in October 2016, sets out an overall requirement to deliver 7,360 additional dwellings over the 2012 to 2028 plan period, which is equivalent to 460 new homes per year. The proposed housing requirement for Rochdale contained within the revised draft GMSF is therefore around 40 per cent greater than what is currently being planned for by the adopted development plan.

The Greater Manchester Housing Land Supply Statement suggests that, as of 1 April 2018, there is sufficient land available to accommodate 9,257 dwellings in Rochdale over the 19-year lifetime of the emerging GMSF. Subtracting that figure from the identified requirement of 12,160 dwellings for Rochdale, there is a residual requirement to find land to accommodate around 3,000 additional homes in the borough by 2037.

It has already been acknowledged in the revised draft GMSF that the release of Green Belt land will be required to enable Greater Manchester to grow sustainably, and that Green Belt release is required to address Rochdale's housing needs.

Given that Bloor's site has been identified to be allocated as a residential allocation within the latest published iteration of the GMSF, it is clear that the Council has recognised the site as a logical and sustainable location which is capable of meeting identified local housing needs.



Bloor have a track record of producing high-quality housing in the north west.

STRATEGIC & LOCAL CONTEXT

Connectivity

The nearest existing bus stops are located immediately adjacent to the proposed development site on Hollingworth Road and would be within a 400 to 500 metre walk (approximately 5 to 6 minutes) for the majority of future houses on the site. The main service using these stops is the 455 / 456 / 458 route, which provides connections between Littleborough (including the Railway Station), Smithy Bridge and Rochdale Interchange. This service operates on an approximate hourly frequency 6 days a week, with more limited service times on a Sunday.

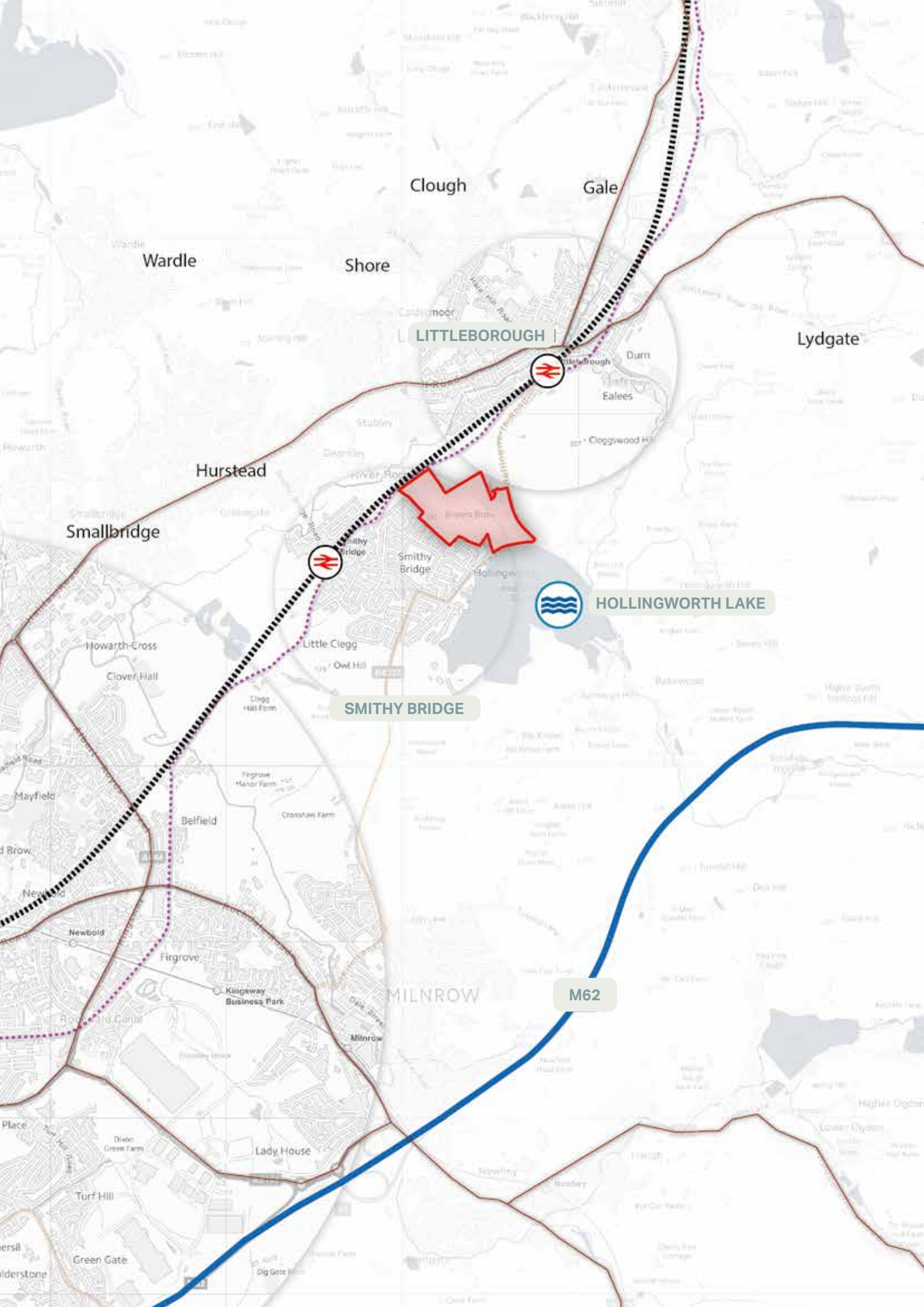
In terms of travel options by train for future residents of this site, there are two railway stations available; Littleborough and Smithy Bridge. Littleborough Station is within a 1 kilometre walk (approximately 12 to 13 minutes) of the eastern edge of the site, whilst Smithy Bridge Station is within 800 metres (approximately 10 minutes) of the western edge of the site. Both stations are comfortably within a 10 minute cycle time of the site.

-  Site Boundary
-  Motorway
-  A Road
-  B Road
-  Railway
-  Railway Station
-  National Cycle Route
-  Existing Watercourse
-  Hollingworth Lake



Local Context Plan



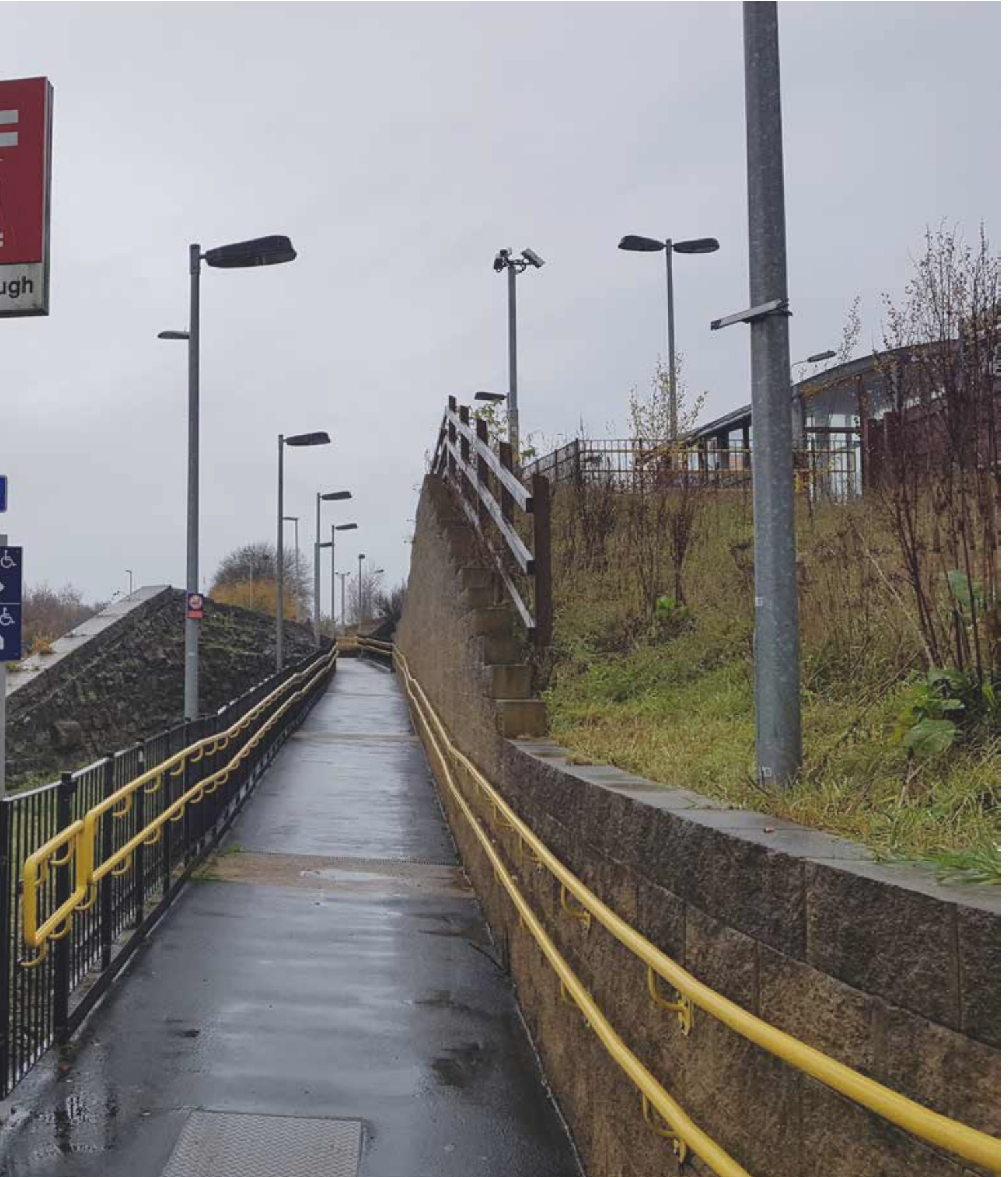


In terms of rail connections, Littleborough and Smithy Bridge lie on the Caldervale line and direct services from both stations are available to Manchester Victoria, Leeds, Bradford and York (plus a number of other destinations). There are between two and three services per hour into Manchester from both of these stations, whilst hourly direct services are available to Leeds. Direct services to Bradford and York are less frequent, however it is clear that both stations provide good connection opportunities for commuting journeys.

The proposed development site is in a highly accessible location, with viable options for sustainable travel as opposed to a private car journey. The availability of bus services at the site is extremely convenient and will provide direct connections for future residents to local amenities in the Littleborough and Rochdale area, whilst both Railway Stations are within a reasonable walking and cycling distance of the site, depending on individual dwelling locations. As part of the masterplanning of the site, there will also be options to improve these sustainable connections further by providing routes on key desire lines for pedestrians and cyclists, building upon the PRoW that already cross the site.

Littleborough Station





Facilities & Services

There are a range of local facilities and services in close proximity to the site, which will be accessible to future residents through walking and cycling journeys and which emphasise its sustainable location. To facilitate these journeys, a number of existing Public Rights of Way [PRoW] cross the site from north to south and east to west, all of which have been considered as part of the masterplanning exercise and could be enhanced where appropriate through surfacing and lighting improvements. These routes include access to the National Cycle Route 66, via Brown Bank Bridge at the Rochdale Canal on the northern boundary of the site, which provides off-street cycle connections into Rochdale. Externally to the site, existing footways are also provided on its eastern, western and southern boundaries which would allow journeys on foot to facilities in Littleborough and Smithy Bridge.

-  Site Boundary
-  Motorway
-  A Road
-  B6225 - Lake Bank
-  Railway
-  Railway Station
-  National Cycle Route
-  Existing Watercourse
-  Hollingworth Lake
-  Local Centre
-  Activity Centre
-  Cafe / Restaurant
-  Local Shop
-  Primary School
-  Secondary School / College
-  Sport Provision
-  GP's Surgery
-  Hospital

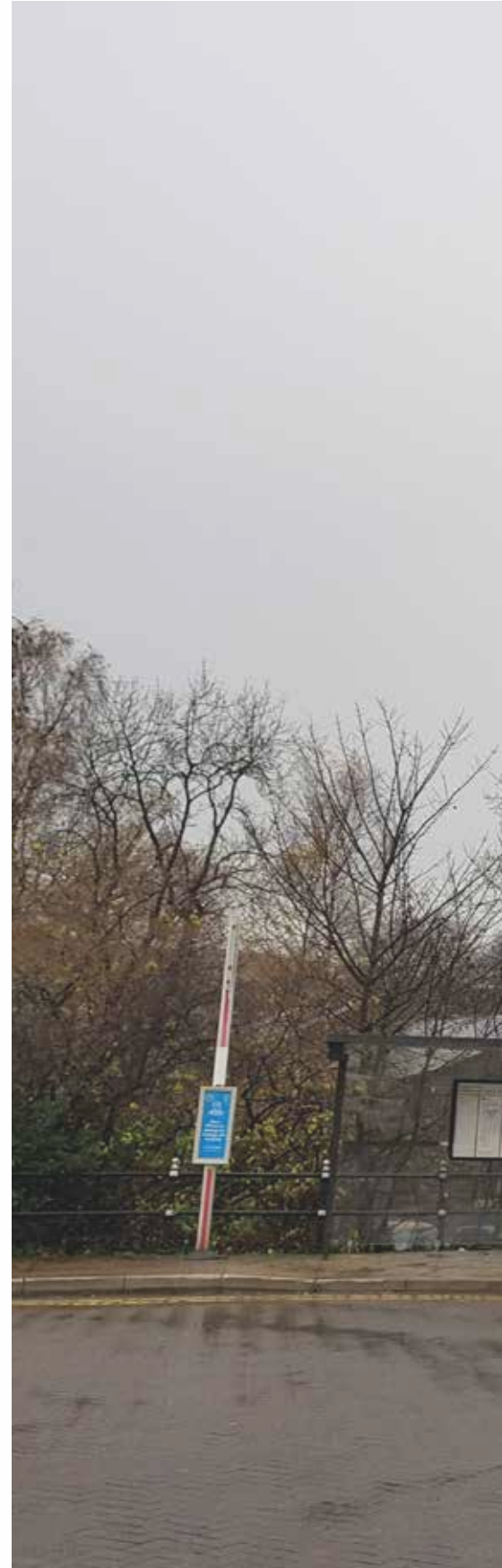


Some of the key local facilities nearest to the site in Littleborough include the Co-op supermarket, post office, and various other local shops, takeaways and cafes, all of which are an approximate 1 kilometre walk (12 to 13 minutes) from the eastern frontage of the site. Trinity Medical Centre and Holy Trinity Church of England Primary School can be reached from the eastern frontage of the site on foot in approximately 15 minutes. The proposed school, to the south of the Bloor Homes land, would be within a 500 metre walk (approximately 6 minutes) of most areas of the site, whilst the cafés, bars and restaurants adjacent to Hollingworth Lake are within a 800 metre walk (approximately ten minutes) of the southern sections of the site.

All of the local amenities referenced above could also comfortably be reached within a 10 minute cycle, whilst facilities in Milnrow and the eastern edge of Rochdale could be reached within a 20 minute cycle. These include the supermarkets of Aldi, Asda and Morrisons respectively, whilst the tram stops at Milnrow, Kingsway Business Park and Newbold can also be reached in this cycle time providing onward connections to Manchester. Whilst only folding bicycles are permitted on the Metrolink, 5 cycle stands are provided at each of the aforementioned stops.

Based on the above it is considered that the site is highly accessible to a wide range of amenities by walking and cycling, whilst cycling could also be considered as part of a multi-modal journey for some residents wishing to make an onward journey by rail or Metrolink into Manchester.

The facilities of Littleborough are close to the site.





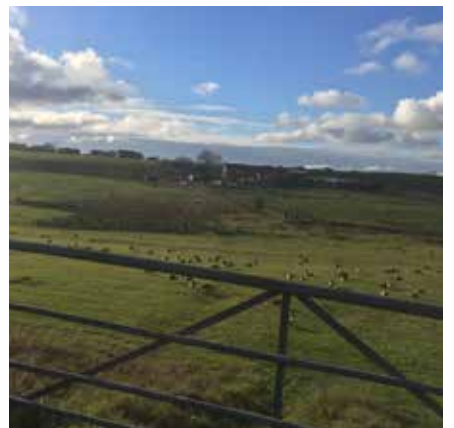
Local and Site Character

Littleborough and the surrounding built environment contain a mix of development types, from traditional, modest Victorian terraces to more recent development styles. Traditional streets are domestic in scale and create strong enclosure due to narrower streets. Towards more central areas, greater variety in street scene and architectural style can be found, including some grander buildings and a range of block sizes, which creates interest in the urban grain. Local building materials are dominated by stone facades, however some red brick and render finishes are also commonplace. More recent developments are more varied in their use of materials, including render and multi-tonal brick, as well as alternative roofing materials such as grey slate and tiling.

The site itself is mostly comprised of agricultural land and has a distinct division between the higher ground in the west and the lower ground in the east, split by a steeply sloping area. The north-eastern area of the site comprises former industrial land (Akzo Nobel Works) that has been cleared in preparation for redevelopment. The development at Bloor's site will ensure it is designed and developed alongside the Homes England site and existing residential properties to ensure a cohesive, high-quality development.



Local built character



Hollingworth Lake and Rochdale Canal are two unique assets for the site.

Site photos

THE SITE: CONSTRAINTS & OPPORTUNITIES

To the north of the site runs the Rochdale Canal, along with a towpath, connecting to Manchester City Centre in the west and Sowerby Bridge in the east. The industrial heritage along the canal is evident and signposting supports a heritage trail of sorts.

To the west is Rochdale, the closest large urban centre, and to the east lie the Pennines, containing large areas of open countryside, as well as smaller towns and villages. The area immediately surrounding the site is therefore of great importance in terms of tourism in the local area, especially given the proximity to Hollingworth Lake and the Pennines, and the leisure activities related to these.

Over the next few pages we have set out the emerging constraints affecting the site including:

- » Highways
- » Landscape
- » Ecology
- » Drainage and Flooding
- » Air Quality
- » Heritage

These are summarised in the constraints and opportunities plan opposite.



Access and Highways

The main vehicular access to the site will be provided from Hollingworth Road on its eastern boundary, where the site has a significant frontage with the public highway. The precise form of an access junction with Hollingworth Road will ultimately be determined through junction assessments and scoping discussions with Rochdale Borough Council. However at this stage it is expected that this will be in the form of a priority controlled (give-way) arrangement.

In line with the Rochdale Residential Design Guide, the carriageway width for the residential access road will be no more than 5.5 metres, together with 2 metre footways to either side to promote ease of access for pedestrians. Whilst there is sufficient opportunity to provide two vehicular access junctions from the site onto Hollingworth Road, this could be rationalised down to one single junction if a connection through to the adjacent Homes England site was established and use of a secondary site access at that point was possible.

The proposed site is not reliant on using the Homes England site, however, with a fully independent access strategy deliverable for the site. In any event, separate emergency access provision could also be provided at the site's western and southern extents, with potential options available to connect into Brown Lodge Drive and Lake Bank respectively.

In terms of the main vehicular access from Hollingworth Road, a minimum visibility splay of 2.4 x 43 metres can be achieved in both directions along this frontage that will meet the design principles set out in Manual for Streets for a 30 miles per hour speed limit. To ensure that sufficient visibility is achieved for the access proposals, on-street parking that currently occurs in this area of Hollingworth Road will need to be controlled. Any displaced parking will, however, be able to relocate to a proposed new public car park to be provided adjacent to the Hollingworth Lake Visitor Centre; this will be provided as a replacement facility to the existing public car park on Hollingworth Road, which is proposed to be allocated for a future educational use.

In terms of expected travel patterns associated with the proposed development, this can be informed by the movements of existing local residents in the surrounding area based on Census data. Analysis of this shows that over half of the resident population in the vicinity of the proposed site work locally in the Rochdale District, whilst approximately a quarter work in the remaining Greater Manchester Combined Authority areas. As such, there is a great opportunity to influence travel behaviour to these destinations and encourage the use of sustainable travel options such as walking, cycling and public transport where appropriate, as opposed to a private car trip.

As a guide, however, with regard to expected vehicle trips in the weekday morning and evening peak hours (excluding any movements associated with the school) likely to be 08:00 to 09:00 and 17:00 to 18:00. These are likely to be in the region of 180 total movements in each peak hour respectively for a proposed development of approximately 300 dwellings. These movements would be assessed through a comprehensive Transport Assessment submitted with a future planning application, and would be supported via a sustainable transport strategy for the site to ensure that there are no material transport and highways impacts associated with the proposed development.



Hollingworth Road will provide the main vehicular access to the site.

Acoustics

The prevailing sound sources which could potentially have an impact on the proposed development would be the Caldervale Railway line to the north of the site (which would also have the potential for vibration impacts), together with the B6225 road to the east of the site and Lake Bank road to the south of the site.

With regard to the railway line, the England Noise Maps produced by Extrium has been studied and the maps show that the expected noise levels generated by train movements within the development site are below 55dB Laeq,16-hour during the daytime and below 50dB during the night-time period; therefore, it is unlikely that there would be a significant impact from railway associated noise within the development site. Furthermore, based on the concept masterplan for the site at this stage, it is likely that there will be a large stand-off area (public open space) between the residential dwellings and the railway line; the topography of this area would also provide a natural screen from the railway and further reduce the potential for noise and vibration impacts.

The England Noise Maps have also been studied with respect to road traffic noise, and these show that the expected noise levels generated by road traffic using the major road links close to the development site (but not those roads abutting the site) would be below 55dB Laeq,16-hour during the daytime and below 50dB during the night-time period.

Overall, and with appropriate mitigation in place (i.e. acoustic barriers, building orientation, building fabric specification), noise and vibration is unlikely to pose a material constraint to development at the site.

Ecology

Rochdale Canal SAC / SSSI / SBI and Hollingworth Lake SBI are located adjacent to the site, and the South Pennine Moors SPA / SAC / SSSI is located 1.4km east of the site. As such, a Habitats Regulations Assessment and Environmental Assessment be undertaken, and Natural England will be consulted with respect to potential impacts on the SSSIs. A Habitats Regulations Assessment and an Environmental Assessment will be undertaken.

The site offers potential for protected species, notably: bats, badger, breeding birds, barn owl and great crested newt; dedicated surveys for these species will be undertaken to identify their presence and inform the scale of any required mitigation. However, it is anticipated that any required

mitigation can be accommodated within the extensive green infrastructure (GI) proposals within the site.

The development design seeks to retain and enhance those features of highest ecological value, including the pond, dry stone walls and hedgerows. Anticipated losses of any trees would be mitigated through the planting of native trees and shrubs within the site, and any risks to retained habitats (and the adjacent Rochdale Canal) would be controlled through the implementation of a Construction Environmental Management Plan.

In terms of opportunities, the GI provision will provide an important corridor for species moving through the site between Hollingworth Lake and Rochdale Canal. Other opportunities include the: enhancement / management of the pond for GCN (if present) and floating water plantain; provision of hedgehog-friendly fencing as well as bat, barn owl and bird boxes within the new development; and enhancement of boundary trees and hedgerows – these are aspirations which tie in with those described in the 'Biodiversity and Development SPD.

Whilst only a broad level assessment has been undertaken, it is considered that development within the proposed site could be accommodated, and accord with relevant ecological legislation and planning policy.

Landscape

The site is situated on an area of land which is highly variable in topography, with land falling away from a central ridge through the site to the east, and dropping steeply towards the Rochdale Canal to the north and rising to the west to a plateau. This variable topography is characteristic of the surrounding landscape.

Situated within the Settled Farmlands Landscape Character Type the site is characterised by scattered tree and woodland cover, improved grassland, varied styles of enclosure including dry stone walls and hedgerows, and scattered farmsteads. It is traversed by several public rights of way and has urban edge characteristics to the west.

Visually, the site is enclosed along its south western boundary by the existing settlement edge of Smithy Bridge. Distant views of the site are possible from the higher ground, and moorland to the east and these are experienced within the context of the settlements of Littleborough and Rochdale. The edges of the site along Hollingworth Road to the east and the Rochdale Canal to the north are particularly exposed and any development on the site should address these edges through enhancements to boundary planting.



The exposed ridgeline which runs parallel to properties at Smithy Bridge should be respected and development set back from this area. Opportunities exist to provide open space and improvements to recreation along this route, following the existing PRow and provide attractive frontages to proposed development. Existing boundary planting buffers found along Lake Bank reduce visibility of the eastern part of the site and should be retained and opportunities exist to integrate internal field boundaries and patterns of enclosure into the development.

Arboriculture

Internal vegetation cover is limited to scattered stands of remnant and largely defunct hedgerow trees with pockets of self-seeded vegetation in and around the central farmstead with tracts of pond-side scrub and willow. Such tree stock is considered to be of generally low arboricultural quality and in a state of naturalised dilapidation given the pastoral land use. Such vegetation has been left to establish without active management. No trees on or within influence of the site are covered by a Tree Preservation Order (TPO).

Denser tree cover occupies the southern reaches of the site with stands of early mature woodland and a consistent site boundary hedgerow enclosing the on-site car park off Hollingworth Road. The pockets of woodland at this point are not identified as Ancient Woodlands but are considered to be of a higher quality and value owing in-part to the collective screening role to the car park and associated amenity function.

The adjoining residential edges to the west comprise a largely open boundary but do include pockets of mixed low ornamental stock and garden edge trees forming a variegated boundary of young to early mature trees in places. Western boundary trees form a weak screen with mixed management, ages and condition typical of the domestic context.

Whilst the specific root protection areas and canopy shading implications would be addressed as part of further detailed BS5837 tree quality survey work, there is an opportunity at this stage of the design process to implement management enhancements and a net-gain in tree cover on-site owing to the provision of new street trees, buffer planting and incidental landscaping. Development offsets will also be implemented as required to ensure that adjoining tree stock of merit can be safeguarded. Such design steer will be informed by detailed BS5837 tree survey work.

Drainage & Flooding

Overall, the proposed development site, located off Hollingworth Road in Littleborough, has been identified to be at either very low or low risk from the majority of flood risk sources reviewed. The most likely sources of flood risk to the site would be from surface water and/or reservoir flooding (in extreme cases should a failure in the nearby Hollingworth Lake occur). The potential risk from the flood sources reviewed can be adequately managed through the design and implementation of mitigation measures. Some primary measures have already been identified as part of the scoping works including;

- » Raising finished floor levels above external areas at risk from flooding,
- » Provide flow routes through the site from any exceedance or residual flows where feasible,
- » Implementing an effective and sustainable surface water management regime to ensure no increased risk to others would result from the proposals.

Sustainable Drainage Management Strategy

Appropriate surface water management is vital to ensure no increased flood risks will result from any new development. The sustainable drainage hierarchy indicates the appropriate mechanisms for managing surface water run-off, should follow a hierarchy of; firstly discharging to ground however where it is not possible then an outfall to a nearby watercourse or waterbody should be explored and as a last resort discharge of surface water can be accepted into the sewer network subject to relevant agreements.

The primary means of managing surface water will therefore be to outfall into a nearby waterbody, both the nearby Rochdale Canal and River Roch are being considered at this time as outfall options for the site. Engineering constraints are likely to be present, along with significant offsite works to achieve a connection to the River Roch from the site, therefore the Rochdale Canal is the current proposal for outfall of surface water.

Foul Water management has also been considered as part of the initial review. It is proposed the development will connect into the public combined sewer network within Hollingworth Road.

To summarise, the surface water management strategy is still being developed considering the various outfall options and the relevant discharge regulations. Further investigation into the drainage options identified and additional discussions with the relevant parties, will be carried out at a later stage to support a full Flood Risk Assessment and Drainage Management Strategy. These additional discussions and investigations will assist in refining the surface water management proposals for the development site.



The pond at the centre of the site.

Air Quality

The GMCA, of which Rochdale Borough Council is part of, has declared an Air Quality Management Area (AQMA) due to exceedences of the annual mean nitrogen dioxide (NO₂) Air Quality Objective (AQO). The site is not situated within the AQMA and is located approximately 500m south of the A58, the closest main road to the site. Additionally the Caldervale Railway Line, adjacent to the northern site boundary, is not one of the railway lines detailed within the relevant Air Quality guidance that is likely to contribute to elevated short-term NO₂ concentrations. As such, air quality is not considered to represent a constraint to future residents.

Overall, it is not considered that there will be any significant environmental air quality effects as a result of the development proposals, and there are no air quality constraints to the deliverability of the site.

Heritage & Archaeology

The National Heritage List for England has been interrogated for Designated Heritage Assets within a 1 kilometre search area of the site boundary. No Scheduled Monuments, Battlefields, Registered Parks and Gardens or World Heritage sites were found, but there were two Grade II* Listed Buildings and 16 listed buildings at Grade II. Two Conservation Areas are identified on Rochdale Borough Council's website, however none of these designated assets lie within the site boundary.

The two Grade II* buildings, Stubble Old Hall (1162360) and Dearnley Old Hall (1309691), are situated 500m and 800m to the north-west of the site respectively, near to the A58 at New Road.

The nearest Listed Buildings are both Grade II; Lodge Bridge over Rochdale canal (1068522) situated 200m to the west of the site and 2 - 3 Wrigley Place (1309675) situated 350m to the southwest of the site. The latter are 19th century back-to-back houses with workshops above.

The nearest Conservation Area, Hollingworth Fold, lies to the south-east just over 600m from the site boundary. Littleborough town centre Conservation Area, to the north-east, is situated a little further away at approximately 630m.

Historic mapping shows a spring within the southern part of the site, a small reservoir to the east and an old quarry to the west, as well as co-axial field boundaries and footpaths centred on Lower Cleggswood Farm. This location is the meeting point of a footpath running southwest-northeast and an old lane running southeast-northwest, heading towards Stubble and the A58.

The A58 follows the route of a Roman road from Manchester to Aldborough. This may have more ancient origins and it is likely that there would be archaeological activity in the route's hinterland. Surrounding the site, historic activity is evident with springs, mining shafts, quarries, tanks and farmsteads, whilst the northern boundary runs along the 18th century Rochdale Canal.

The proximity of ancient route ways, the presence of a historic farm complex, a spring and the undeveloped nature of the green field site, suggests the site has potential for buried archaeological activity ranging from prehistoric times to the 19th century. Direct impact from the proposed development would therefore be possible, however the probability that there would be any significant indirect impact on designated assets through development within their setting is low.



The Rochdale Canal is crossed by a Grade II Listed structure at Lodge Bridge, west of the site.

DESIGN CONCEPT & PRINCIPLES

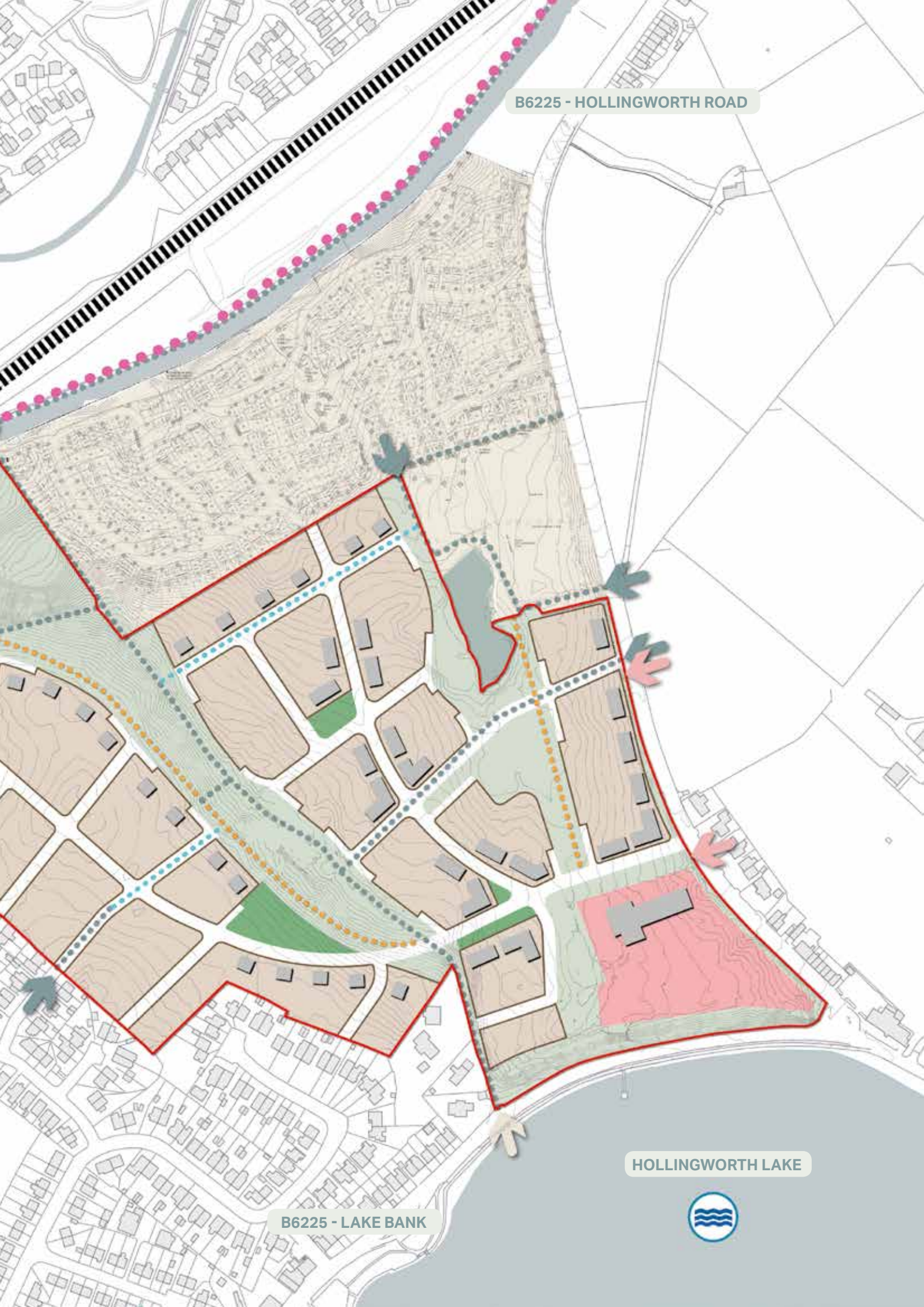
The plan opposite is the emerging concept masterplan for the site which is based on a set of clear design principles.

These include:

- » Utilising the site topography by celebrating the higher parts of the site and the views they command
- » Retaining existing Public Rights of Way as a way of ensuring the site integrates into the existing neighbourhoods, the Rochdale Canal, and the facilities and station at Littleborough
- » Establishing a strong green network that permeates the site and provides useable public open spaces for play areas, informal recreation and planting
- » A community comprised of high quality housing, a school and links to the proposed housing development to the north
- » Main Vehicular access points from Hollingworth Road with potential footpath connections into Bridge Bank Road, the Highlands and Higher Bank Road
- » A set of permeable streets and spaces with high quality frontages overlooking the public realm to create a safe and attractive environment
- » Comprehensive development with the Homes England site
- » Distinct character areas including higher densities around Hollingworth Gateway and lower densities around Hill View



B6225 - HOLLINGWORTH ROAD



HOLLINGWORTH LAKE

B6225 - LAKE BANK



CREATING A QUALITY PLACE

Hollingworth Gateway

- » The main vehicular access into the site from Hollingworth Road
- » Higher density family housing with runs of terracing and townhouses
- » The school which acts as a landmark building for the site and wider area
- » Retention of planting as well as additional landscape treatment through street trees, attractive public realm and local green spaces



Artists Impression -
Hollingworth Gateway Area looking
west (Viewpoint location above)



Hill View

- » An area of residential development on the higher ground to the east of the site overlooking the new community and hills in background
- » Lower density family housing with semi-detached and detached units
- » A new greenspace will comprise of children's play areas, seating to enjoy the view, informal recreation space and planting
- » Pedestrian focused streets where the private car is subservient to pedestrians and cyclists



Artists Impression - Hill View Area looking east. (Viewpoint location above)





ABOUT BLOOR HOMES

Why Bloor Homes?

A financially independent and family owned business - Bloor Homes is the UK's largest privately – owned housebuilder with a PLC equivalent financial standing not founded on debt.

A national reputation with a regional knowledge – Bloor Homes operates in seven regions across the UK, resourced with professionals with extensive local experience.

A proven track record of delivering strategic land – Bloor Homes has a comprehensive understanding of what drives land value and how to deliver this through the planning system. The “life blood” of the business is successful delivery of strategic land to achieve growth objectives.

Working in partnership with landowners – transparency generates trust. Bloor Homes works with all types of landowners and maintains a flexible and forward-looking attitude to promotion and acquisition, which is tailored to specific requirements.

Locally distinctive place making – Bloor Homes delivers high quality schemes which are designed to complement the local area.

Recognising the importance of community engagement – from Local Authorities to Parish Councils Bloor Homes identifies key local matters and maintains an ongoing dialogue with stakeholders.

Maximising value as a housebuilder – Bloor Homes know how to create and add value with a comprehensive understanding of how to maximise land value. We identify how to optimise developments and then drive outcomes to deliver them.

Long term relationships and legacy - Bloor Homes builds lasting relationships with its many partners by investing for the long term.





SUMMARY OF ASPIRATIONS

An initial meeting has been held with both the Head of Planning and the Leader of the Council. This meeting was very positive.

The site appears to be a favourable opportunity given that the majority of the land was proposed to be allocated for development within the most recent published iteration of the emerging GMSF. The publication of the revised draft GMSF has been pushed back – most probably until June 2019.

Whilst Mayor Burnham is looking to reduce the overall quantum of development, and using the population projections as his justification, a report to Rochdale Council's Planning Committee in March 2018 publicly stated that there needs to be a 'significant uplift' in housing delivery in the Borough and that a 'deliverable supply of housing sites attractive to the market will be needed.'

The site is a sustainable location, well-related to existing transport links, including Littleborough and Smithy Bridge railway stations. The general location is desirable from a market perspective. It is popular with commuters as it possesses good links to Manchester via rail and the M62 and to the north east to Leeds via the M62.

Overall, for the reasons outlined above, this site appears to have good prospects for residential use. Bloor would need to be mindful of the proposed GMSF requirement to provide a new primary school on site.



Key Benefits



Provide much needed, high-quality housing in the area, taking advantage of the unique setting on Hollingworth Lake and close to The Pennines.

Create strong frontages along Hollingworth Road and the Rochdale Canal to improve the area's character and sense of place.



Support the delivery of, and improve access to, local highway, public transport and parking improvements.

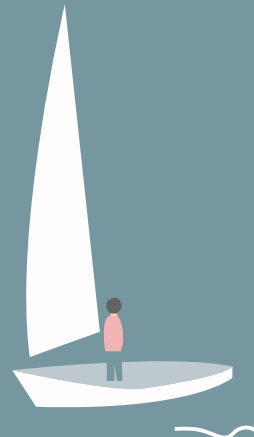


Deliver a much-needed new school for the area, in a natural and green setting which is conducive to a high-quality educational environment.



Enhance existing, and provide new, pedestrian and cycle infrastructure and links through the site to the local area.

Deliver the above in a socially and economically sustainable way to ensure the long-term success of the new development as part of the wider area as a whole.



**BARTON
WILLMORE**