

Land off Hollingworth Road, Littleborough

Preliminary Landscape & Visual Overview

1.0 Introduction

- 1.1. This report has been prepared by Tyler Grange LLP on behalf of Bloor Homes to identify landscape and visual opportunities and constraints for the principle of development at the Land off Hollingworth Road, Littleborough.
- 1.2. The review contained within this report is based on a desktop study of relevant planning policy documents and published landscape character assessments, as well as an initial site visit to establish the local landscape and visual context.
- 1.3. The visit included an assessment of the site based character and features, as well as assessing its situation in relation to the built edge of the existing settlement of Smithy Bridge and its relationship to the wider countryside to the east. A number of representative photoviewpoints have been considered to assess the site from a range of local viewpoints. The report is to be read alongside the following plans:
 - **Site Location Plan (11833/P02)**
 - **Site Context Plan (11833/P03)**
 - **Landscape Planning Policy Plan (11833/P04)**
 - **Public Rights of Way and Viewpoint Location Plan (11833/P05)**
 - **Photoviewpoints 1-12 (11833/P06)**
 - **Opportunities and Constraints Plan (11833/P07)**
 - **Indicative Landscape Buffer Planting Plan(11833/P08)**
- 1.4. This report has been prepared to inform the future promotion of the site and does not constitute a Landscape and Visual Appraisal (LVA) or a full Landscape and Visual Impact Assessment (LVIA). It has been prepared by a Chartered Member of the Landscape Institute and has been reviewed by an Associate and Chartered Member of the Landscape Institute.

2.0 Site Context

- 2.1. The site is located approximately 5km north west to the town of Rochdale. It lies to the south west of Littleborough, a town within the Metropolitan Borough of Rochdale. The extent of the site and its situation in relation to Littleborough, Rochdale, the surrounding landscape and features, topography, Public Rights of Way and roads is illustrated on the **Site Location (11833/P02) and Site Context Plan (11833/P03)** found to the rear of this report.
- 2.2. The site area covers approximately 17.3 hectares, with land cover comprising rough arable land divided by dry stone walls located along field boundaries which divide the site. The south western boundary of the site is formed by the north east periphery of Smithy Bridge's residential settlement edge, a suburb of Littleborough town.
- 2.3. The site is situated on an area of land which is highly variable in topography, which is characteristic of the local area itself. Stemming from the Rochdale canal, at the north western

boundary of the site, the land slopes steeply from north to south approximately 150m AOD to 180m AOD (as indicated on **Figure 1**).



Figure 1: Internal topography of the site, looking south from the Rochdale Canal, towards the north western boundary of the site.

- 2.4. A ridge line runs through the site running east to west through the site, as illustrated on **Figure 2**. The south western part of the site adjacent to Hollingworth Road gently slopes up to the ridge line in the western part of the site.



Figure 2: Internal topography through site, looking west from Hollingworth Road.

- 2.5. The north east boundary of the site is clearly defined by the Rochdale canal which runs from south west to north east. A railway line and public footpath also run parallel to the canal. The Smithy Bridge station is 200 metres away from site.
- 2.6. To the south east of the site is Hollingworth Lake a 130-acre reservoir which is a thriving centre for water sports and other recreational activities. Lake Bank runs adjacent to the north of the lake and serves as the south eastern boundary. Hollingworth Road runs north to south along the eastern boundary of the site.
- 2.7. There are several Public Rights of Way traversing the site (as indicated on **11833/P04**). Two pass through the site from the residential development at Smithy Bridge to the west leading to Hollingsworth Road to the east and a public footpath follows Heald Lane linking the Rochdale Canal Towpath to the north with Lake Bank and Hollingworth Lake to the south.
- 2.8. Heald Lane runs through the site, providing the existing access point to Lower Clegswood Farm, a farmstead found in the middle of the site.
- 2.9. Within the wider landscape, to the east of the site are fields which are similar in character to those on site. Hollingworth Lake Country Park is also to the south east, bearing with its strong tree cover and open land. The site sits on the edge of moorland to the north, with the Pennine Way, and Rochdale Way as well as a number of long-distance routes present within the vicinity.

3.0 Planning Context

- 3.1. To be read in conjunction with Landscape Planning Policy Plan (11833_P04)

Green Belt

3.2. The site is currently located within the Greater Manchester Green Belt. The National Planning Policy Framework (NPPF) defines five purposes of the Green Belt designation in paragraph 134. These are as follows:

- To check unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.3. The NPPF requires that new Green Belt boundaries are clearly defined, using physical features that are readily recognised and likely to be permanent (NPPF paragraph 136).

Draft Greater Manchester Spatial Framework

28.8.16 Land to the North East of Smithy Bridge (Allocation Policy Reference OA16)

3.4. The site is identified within the draft GMSF for allocation and for release from the Green Belt. Its justification for development states the following which are relevant to Landscape and Visual matters:

“This site provides an excellent opportunity to deliver a high-quality housing scheme and associated facilities which maximises this unique location. The site lies 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 relatively undulating but this does not act as a barrier to development and provides the opportunity to deliver a visually interesting scheme which relates well to the existing and proposed development within the area.”

“The proximity to Hollingworth Lake and Rochdale Canal provides an opportunity to provide some facilities within the site that complement the significant tourism offer. Hollingworth Lake Country Park is already one Greater Manchester’s most popular visitor attractions and the canal part of the national cycleway network. Any development may be required to take the opportunity to support the sustainable tourism and recreational value of the area.”

3.5. Full details of the draft allocation can be found in **Appendix 1**.

Landscape-related Policy and Designations

The site lies within the administrative area of Rochdale Borough. The current adopted development plan for the site is the Rochdale Core Strategy (Adopted October 2016.) The key policies that are of primary importance in the consideration of landscape and visual matters are set out below:

3.6. **Rochdale Core Strategy (Adopted 2016)**

Strategic Objective 3: To improve design, image and quality of place

3.7. The strategic objective specifically outlines the need to focus on:

- 1) *“Raising design quality and promoting sustainable developments;*
- 2) *Improving gateways into the borough and main transport corridors to improve the image of the borough;*
- 3) *Protecting and enhancing heritage and natural assets, the special character of our towns, our countryside, open spaces, river valleys and water features; and*
- 4) *Creating new identity and character where it is lacking (e.g. inner areas and road corridors).”*

Policy P2- Protecting and enhancing character, landscape and heritage

3.8. The council calls for the protection and enhancement of the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes, utilising the considerable potential of these assets in development and regeneration schemes:

- 1) *"Requiring new development to integrate successfully with the key natural features of the borough, e.g. river valleys and the Pennine landscape;*
- 2) *Requiring new development to take opportunities to protect and open up important views of hills and valleys which are part of the borough's unique character;*
- 3) *Restoring the River Roch and other water bodies to their place as key and attractive features of the borough, including opening up waterways where they have been covered, and enhancing their setting, heritage assets and biodiversity potential;*
- 4) *Protecting, enhancing and utilising outstanding cultural landscapes, such as the Cheesden Valley area and around Littleborough and Hollingworth Lake; and*
- 5) *Conserving and enhancing townscape character."*

Policy P3- Improving design of new development

3.9. The policy highlights that all new developments, including associated landscaping, regardless of location in the borough, should adhere to high standards of design. Relevant to landscape character, the following design principles are mentioned:

- 1) *"Enhance the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general;*
- 2) *Provide a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings"*

Strategic Object 4: Promoting a greener environment

Policy G4- Protecting Green Belt

3.10. The site currently sits within Green Belt land. This policy states that: *"Development will be restricted to those limited types of development which are deemed not to be inappropriate by national planning policies unless very special circumstances can be demonstrated. We will encourage the continued operation of major developed sites in the Green Belt and support limited infilling and redevelopment where this maintains beneficial uses and does not harm the Green Belt."*

Policy G6- Enhancing Green Infrastructure

3.11. This policy predominantly considers the implementation of high-quality green infrastructure an important element within development. Of particular relevance to this site, the policy highlights Rochdale Canal corridor as a priority, in which *"the focus will be on promoting the use of the canal for navigation, protecting and conserving its nature conservation value, improving linkages to the National Cycle Route 66 (Connect 2) cycle route with visitor, employment and neighbourhood destinations and securing environmental improvements as part of canalside development."*

3.12. It also summarises that green infrastructure should have regard for landscape character, take opportunities to improve access and natural greenspace, not impede or sever existing greenspace corridors, protect hedgerows and support new woodland and tree planting.

Other Designations

Rochdale Unitary Development Plan: Policy G8 Greenspace Corridors

3.13. Policy G8 identifies the canal corridor as a greenspace corridor to be protected. It states that any development within close proximity to the site should use materials appropriate to the

character and setting of the corridor. Landscaping should help to ‘re-establish a ‘countryside character’.

- 3.14. There are no conservation areas within the vicinity of the site, but a conservation area is present 0.5km to the north of the site within the town centre of Littleborough. No listed buildings are present within the site boundaries, but one listed building is present just to the north west. This is the Rochdale Canal Lodge Bridge, a Grade II Listed structure. Just to the west of this is the Grade II cottages at Wrigley Place

4.0 Landscape Character

- 4.1. The site lies within National Character Area 54: Manchester Pennine Fringe. The Regional Character Area encompasses many landscape character types but those specific to the site are Settled Farmlands, Enclosed Uplands and Urban Landscape Character Types (LCT).
- 4.2. Specifically, the site is part of the Settled Farmlands LCT; and is bordered by Enclosed Uplands and Urban Landscapes.
- 4.3. As outlined within the Rochdale Unitary Plan (2006), the key characteristics of the Settled farmlands Landscape Character Type are:
- *“more domesticated farmscape with occasional small settlements on lower slopes and valley edges adjacent to urban centres*
 - *improved grasslands used for cattle, sheep and horse grazing*
 - *varied styles of enclosure including dry stone wall, hedgerow and fences*
 - *varied mix of open land uses including farming, equestrian, outdoor sports (e.g., golf) and managed areas of countryside*
 - *scattered tree and woodland cover, more significant than in upland areas*
 - *evidence of medieval settlement*
 - *historic industrial development evidenced by textile mills and mineral extraction sites active and relict*
 - *greater influence of adjacent urban areas through ribbon and suburban development, landfill and cemetery sites etc, often fragmenting character”*
- 4.4. Directly east and south of the site are Enclosed Uplands LCT. Key characteristics include:
- *“often exposed farmland on steep slopes adjacent to high moorland*
 - *evidence of prehistoric human activity in the landscape*
 - *varied field patterns (some relict), often bounded by dry stone walls and hedgerows, from medieval to later 19th century enclosure*
 - *limited tree cover restricted to steep sided cloughs, shelter belts, scattered copses and more recent plantations in water catchments*
 - *extensive network of paths and tracks*
 - *general tranquil, often bleak and isolated character*
 - *scattered farmhouses, hamlets and industrial buildings both active and relict, illustrating the traditional dual economy of the area*
 - *land uses based on agriculture (mixed grazing), water supply and power transmission with evidence of former quarrying*
 - *semi improved acid and neutral grasslands and wet, rushy pastures, some now reverting to moorland”*

Local Landscape Context

The site shares characteristics with the surrounding landscape as identified in the Landscape Character Type above. The site is well related to the existing settlement edge of residential properties at Smithy Bridge and is set within the existing urban pattern and development edge.

- 4.5. The site consists of mainly arable fields, with an existing farm building located centrally. Blocks of tree planting are present at the southern boundary of the site, and these are in keeping with

- the treed character of the surrounding slopes. Existing field boundaries are present across the site, with remnants of existing dry-stone walls partitioning the site into various separate parcels. An existing pond is located on the eastern part of the site, surrounded by existing tree planting.
- 4.6. The topography of the site is in keeping with the surrounding landscape character, with the western part of the site sloping steeply towards the Rochdale Canal. The ridgeline (as indicated on **Photoviewpoint 1**) runs across the site and serves to separate the site in terms of character, with the high plateau to the west being well related to the existing settlement edge of Smithy Bridge.
- 4.7. The lower slopes of the site to the east of the ridgeline adjacent to Hollingworth Road and adjacent to the existing water body on the site have characteristics similar to the lowland areas and are well related to Hollingworth Road.

5.0 Visual Context

- 5.1 Short distance and direct views of the site are possible from the east of the site from Hollingworth Road as seen in **Photoviewpoint 1**, and from the north west from the canal towpath **Photoviewpoint 4**. These short distant views illustrate the localised changes in topography of the site, with the ridgelines and sensitive edges visible.
- 5.2 The south western part of the site is well related visually with the settlement edge of Smithy Bridge, where the existing settlement edge is visible from the east, as indicated on **Photoviewpoint 1**.
- 5.3 The numerous long-distance routes and public footpaths located to the north west of the site afford long distance and panoramic views of the site as shown on **Photoviewpoint 9**. Views of the site from these locations will be experienced in the context of the existing settlement pattern of Littleborough, Rochdale and the surrounding urban settlements, and will therefore not be out of character with the existing landscape. Receptors using these long-distance routes and public footpaths will not experience anything out of the ordinary and changes to the view will be minimal.
- 5.4 The approximate extent of the area from which there are views of the site is described below:
- **To the north-** Direct views of the site are possible from PRow 251, which runs along the towpath along the Rochdale Canal as demonstrated on **Photoviewpoints 3 and 4**. These direct views demonstrate the steep nature of this part of the site and its topographical constraints. Views are also possible from public footpaths and residential streets to the north west of the canal as indicated on **Photoviewpoints 10, 11 and 12**. It is likely that views of the site will be possible from numerous residential and public footpaths found to the north due to the surrounding topography.
 - **To the east-** The site is well contained by the existing settlement of Smithy Bridge to the east. Various access roads through the housing estate adjoin the site and these locations afford direct views of the site as illustrated on **Photoviewpoints 5a, 5b and 6**. The topography to the east also limits views of the site, as the land falls away from the eastern boundary.
 - **To the south-** Views of the site are almost entirely restricted by a mature tree and hedgerow cover found along Lake Bank and around Hollingworth Lane Car Park. The southern part of Smithy Bridge also serves to limit views of the site from the south.
 - **To the west-** The site is clearly visible in views from Hollingworth Road with direct open views from the eastern boundary as illustrated on **Photoviewpoint 1**. Rooflines of the existing residential edge can be seen along the south western boundary of the site with rears of residential properties visible. From the east, the top north eastern part of the site is less visible due to the topography of the site. Intervening hedge planting found

along Hollingworth Road along the north western boundary of the site filters views of the site as seen on **Photoviewpoint 2**. Long distance views are possible approximately 6km away to the north east from public footpaths located off Halifax Road and along the Pennine Way and Rochdale Way. It is likely that the site will be visible in numerous long-distance views to the west due to the panoramic nature of the surrounding moorland and hills.

Visual Opportunities and Constraints

- 5.5 To be read in conjunction with Opportunities and Constraints Plan (**11833/P07**) and Indicative Landscape Buffer Planting Plan (**11833/P08**).
- 5.6 Distant views of the site are possible from the higher ground and moorland to the east. These views will be experienced within the context of the wider settlement and existing built form of Littleborough and Rochdale. Intervening vegetation can be seen from these locations and is found on the slopes and ridgelines and amongst the existing settlement pattern. Opportunities exist to extend ribbon planting and green corridors through the site to increase tree cover, filter the development and integrate it with the surrounding landscape, built form and wider land to the east.
- 5.7 Consideration should be given to maintain the ridge line within the site and skyline free of development as indicated on the Opportunities and Constraints Plan (**11833/P07**) and Indicative Landscape Buffer Planting (**11833/P08**). The addition of new areas of scattered tree planting along the ridge line and lower density and lower height development would help to filter the new settlement edge into the landscape.
- 5.8 Openness will need to be considered with a sensitive development density at exposed edges and areas of open space are proposed along the central green corridor adjacent to existing PRoW 436.
- 5.9 Proposals should seek to ensure that development sits within the existing landscape framework and does not introduce incongruent, prominent development on the site high points along the existing ridgelines at skylines, with careful frontage considerations along Hollingworth Road and internally where the new development fronts onto proposed open space. The addition of public open space and green corridors will soften the development and assist in assimilating it into the landscape.
- 5.10 Limiting the height of development and avoiding built form on the ridgeline as well as reducing the density of development in this area will ensure that the proposals do not introduce a dense and harsh settlement edge.
- 5.11 Where direct views of the site are possible from Hollingworth Road to the west, opportunities exist to enhance tree and hedge-planting and link the existing belt of tree planting found around the car park off Hollingworth Lane Car Park with the belt of planting found further north adjacent to the existing water body on the site.

6.0 Green Belt Context

- 6.1. The Draft Greater Manchester Strategic Framework identifies that the site has the potential to be released from the Green Belt (as found in **Appendix 1**).

- 6.2. When considering the visual context of the site, the containment of the site by the road boundary of Hollingworth Road to the east, Lake Bank to the South, the Rochdale Canal to the north and existing settlement edge of Smithy Bridge to the west, will contain the site and prevent encroachment into the countryside to the east.
- 6.3. The NPPF requires that new Green Belt boundaries are clearly defined, using physical features that are readily recognised and likely to be permanent (NPPF paragraph 136). In addition to being situated adjacent to the built edge of Smithy Green to the west of the site, the existing road and canal boundaries would provide new permanent boundaries to the site and restrict further sprawl.

7.0 Recommendations and Conclusions

Recommendations

- 7.1. Whilst a thorough assessment has not been undertaken at this stage, it is considered appropriate residential development can be accommodated within the site, incorporating the following measures to ensure that the development would provide an appropriate contextual fit in keeping with the surrounding landscape character and visual context. These are illustrated on the Opportunities and Constraints Plan (**11833/P07**) and Indicative Landscape Buffer Planting Plan (**11833/P08**). The recommendations listed respond to policies listed in the adopted Rochdale Unitary Plan (2006) and respond to the emerging Greater Manchester Spatial Framework allocation and removal of the site from the Green Belt (Allocation Policy Reference OA16).
- 7.2. These measures could help to inform the masterplan at a later stage and include policy aspirations and management guidelines from the published documents which have been referenced in previous sections:
- Setting development adjacent to the existing settlement edge of Smithy Bridge will form a logical extension to the urban edge and settlement pattern;
 - The character of the canal side setting should be retained, with development kept free of the steep bank adjacent to the canal and PRow 251. Extending the existing tree belt along the canal and up the slope to the ridge line will further help to filter views of the development from the canal towpath and residential properties to the north of the site. This will also retain the green corridor along the site;
 - Retention and enhancement of field boundaries, as identified as a key feature and aspiration within the Settled Farmlands Landscape Character Type, with proposed development pockets respecting existing field boundary patterns;
 - Tree planting to streets and internal roads will break up and soften the built form and provide a treed skyline reflecting the existing context and local character, and intervening tree planting found throughout the surrounding settlement pattern;
 - Ridgelines and skylines should be kept free of development;
 - The creation of areas of open space located along key green corridors will filter and integrate the new development into the surrounding landscape and increase opportunities for recreation;
 - Landscape buffers around existing areas of tree planting and around the existing water body within the site, as well as the retention of a landscape buffer adjacent to the Rochdale Canal will provide enhancements and protection to existing ecological corridors;
 - Opportunities exist to extend and enhance green infrastructure networks through the site, linking recreational routes around Hollingworth Lake with long distance routes along the

Rochdale Canal and to wider routes such as the Pennine Way to the north east of the site. Existing recreational footpaths should be retained across the site;

- Frontage considerations for development located off Hollingworth Road will need to be carefully designed to provide an appropriate approach into the site from the east;
- Limiting the height and density of development along the ridgeline through the site on elevated areas and limit development on the skylines, filtering views of the site from the east through the inclusion of scattered trees, open space and strategic landscaping;
- Setting building frontages onto proposed areas of green open space within the site to provide an informal, rural and natural settlement edge in order to reduce the impact of built form. The new settlement edge should be integrated into the landscape through careful landscaping and scattered trees to help to soften the new urban edge. This will be especially important along the ridgeline on the western part of the site;
- The use of appropriate materials in order to reduce the prominence of houses and to reflect the character of local residential development will also be an important design consideration.

Conclusions

- 7.3. Based upon the initial high-level overview that has been undertaken, this briefing note has demonstrated that development within the proposed site has the potential to be accommodated, with reference to the site-specific conditions, published planning policy and landscape character.
- 7.4. Any development should accord with the following policies as identified within the Adopted Rochdale Core Strategy (2016).
- *Policy G6- Enhancing Green Infrastructure*
 - *Policy G4- Protecting Green Belt*
 - *Policy P3- Improving design of new development*
 - *Policy P2- Protecting and enhancing character, landscape and heritage*
 - *Strategic Objective 3: To improve design, image and quality of place*
- 7.5. The site is well related to the urban edge of Smithy Bridge, but any development should be sympathetic to the varied undulating topography and sensitive edges of the site.
- 7.6. The edges and boundaries 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 mitigation and extensions to boundary planting.
- 7.7. Existing vegetation will serve to integrate the development into the wider landscape and opportunities exist to protect and enhance this with green corridors and recreational routes enhanced through the site. Opportunities have been identified which meet with the aspirations identified within the Landscape Character Type and published documentation.
- 7.8. The exposed ridgeline through the site should be respected and development avoided, with the addition of tree planting and lower density and heights of buildings respecting the new settlement edge. The addition of an open space along this ridgeline will provide attractive frontages to any proposed development and will increase opportunities for recreation and wildlife benefit to the ecological network through the site.
- 7.9. It is the professional opinion of Tyler Grange, that the site at Hollingworth Road has the capacity to accommodate development with careful consideration for landscaping, visual context and character.

Appendices

Appendix 1_Draft Greater Manchester Spatial Framework: 28.8.16 Land to the North East of Smithy Bridge (Allocation Policy Reference OA16)

Plans

Site Location Plan_11833/P02

Site Context Plan_11833/P03

Landscape Planning Policy_11833/P04

Public Rights of Way and Viewpoint Location Plan_11833/P05

Photoviewpoints 1-12_11833/P06

Opportunities and Constraints Plan_11833/P07

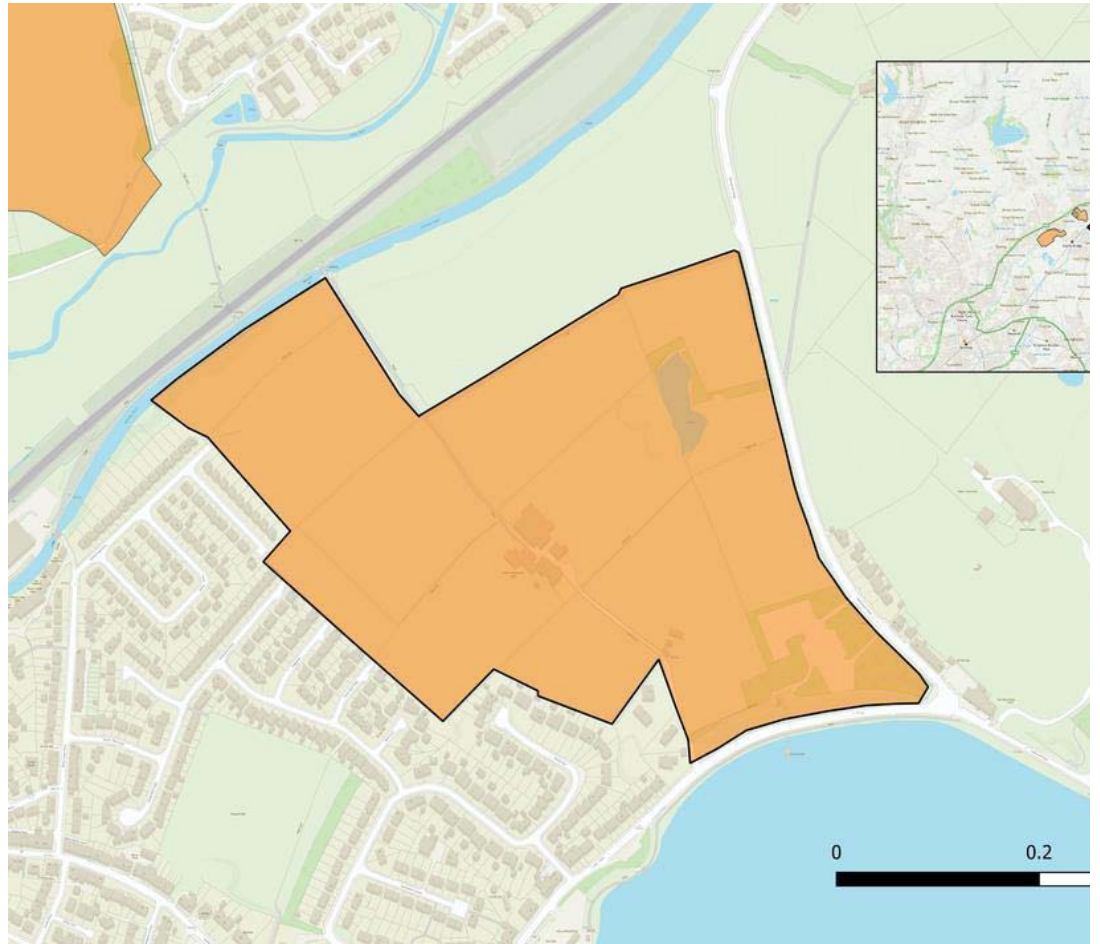
Indicative Landscape Buffer Planting_11833/P08

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28.8.16 OA 16 Land to the North East of Smithy Bridge (Rochdale)

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This area will be developed to deliver high quality housing in an accessible and sustainable location between Littleborough and Smithy Bridge, bounded by Smithy Bridge to the west, Rochdale Canal to the north, Hollingworth Road to the east and Lake Bank to the south and could deliver a new primary school and uses that would complement the tourism offer at Hollingworth Lake.



If you would like to see this allocation in more detail on the GMSF Consultation map please [click here](#) (this will open in a new window)

The development will need to:

1. Provide a good range of housing to meet needs within the local area and to attract and retain higher income households within Greater Manchester, its setting next to Hollingworth Lake and the Rochdale Canal;
2. The design and layout should complement the existing housing to the west of the site and the proposed new housing on the former Akzo site;
3. Support the delivery of improvements to the local highway network and public transport serving the area;
4. Ensure that the development provides good quality linkages to existing routes to provide safe and convenient access to Littleborough and Smithy Bridge;
5. Provide a new primary school and contribute to additional secondary places to meet demand arising from the new development as well as the local area;
6. Explore the potential to deliver uses on the southern end of the site that will enhance the recreational and tourism offer at Hollingworth Lake Country Park attraction within Greater Manchester; and
7. Ensure the extraction of any viable brickclay, sandstone and/or surface coal resources in advance of construction, in accordance with the Greater Manchester Joint Minerals Plan.

Reasoned justification

This site provides an excellent opportunity to deliver a high quality housing scheme and associated facilities which maximises this unique location in close proximity to both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area and close to Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities.

The site is relatively undulating but this does not act as a barrier to development and provides the opportunity to deliver a visually interesting scheme that complements the existing and proposed development within the area.

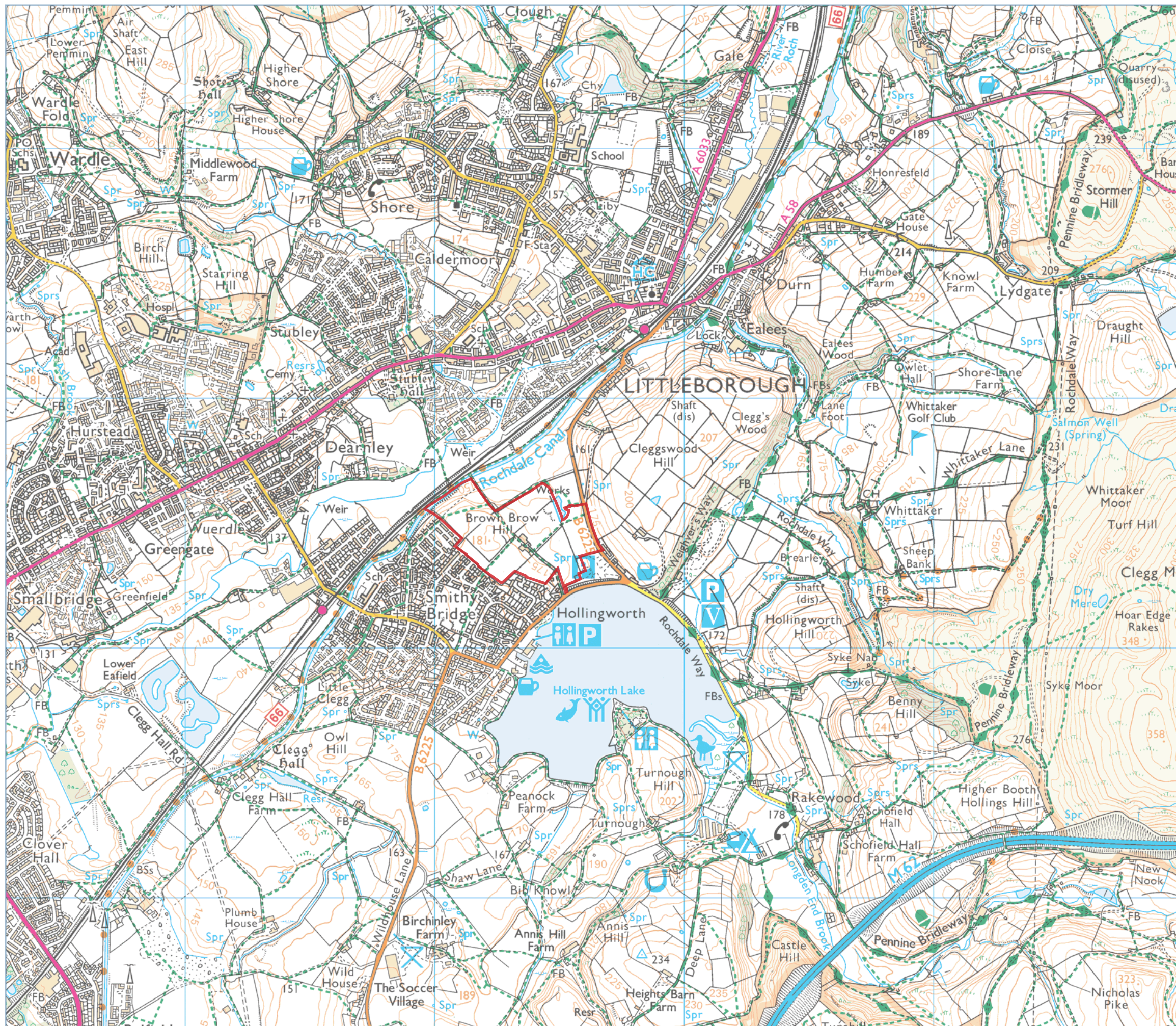
There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent opportunity to provide a new school facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a new school which can provide access to open areas and activities thus promoting healthy lifestyles.

The proximity to Hollingworth Lake and Rochdale Canal provides an opportunity to provide some facilities within the site that complement the si
Hollingworth Lake Country Park is already one Greater Manchester's most popular visitor attractions and the canal part of the national cycleway
may be required to take the opportunity to support the sustainable tourism and recreational value of the area.

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 Site Boundary



Project Hollingworth Road,
Littleborough

Drawing Title **Site Location Plan**

Scale Not to scale

Drawing No. 11833/P02

Date September 2018

Checked EF/RP



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 Site Boundary



Project Hollingworth Road,
Littleborough

Drawing Title **Site Context - Aerial Photography**

Scale Not to scale

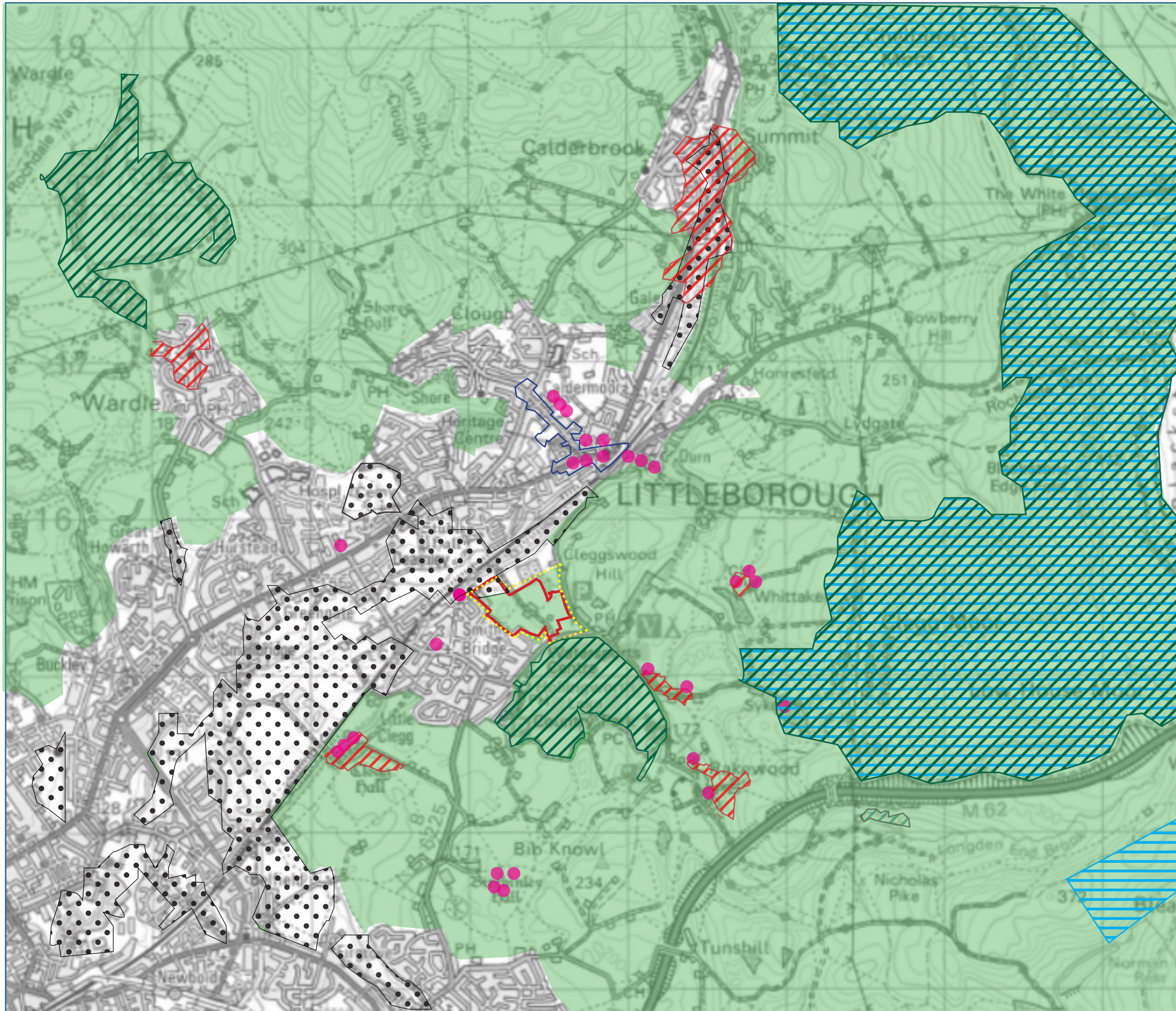
Drawing No. 11833/P03










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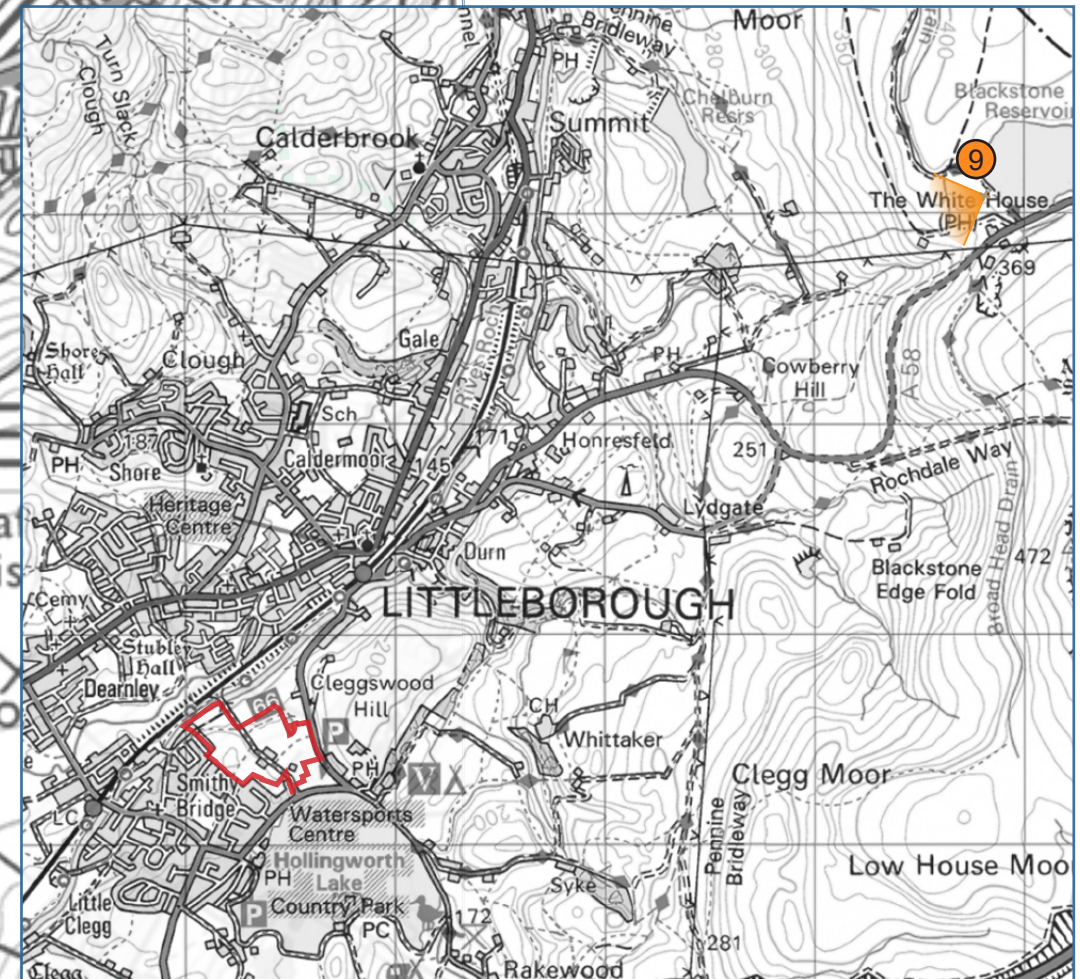
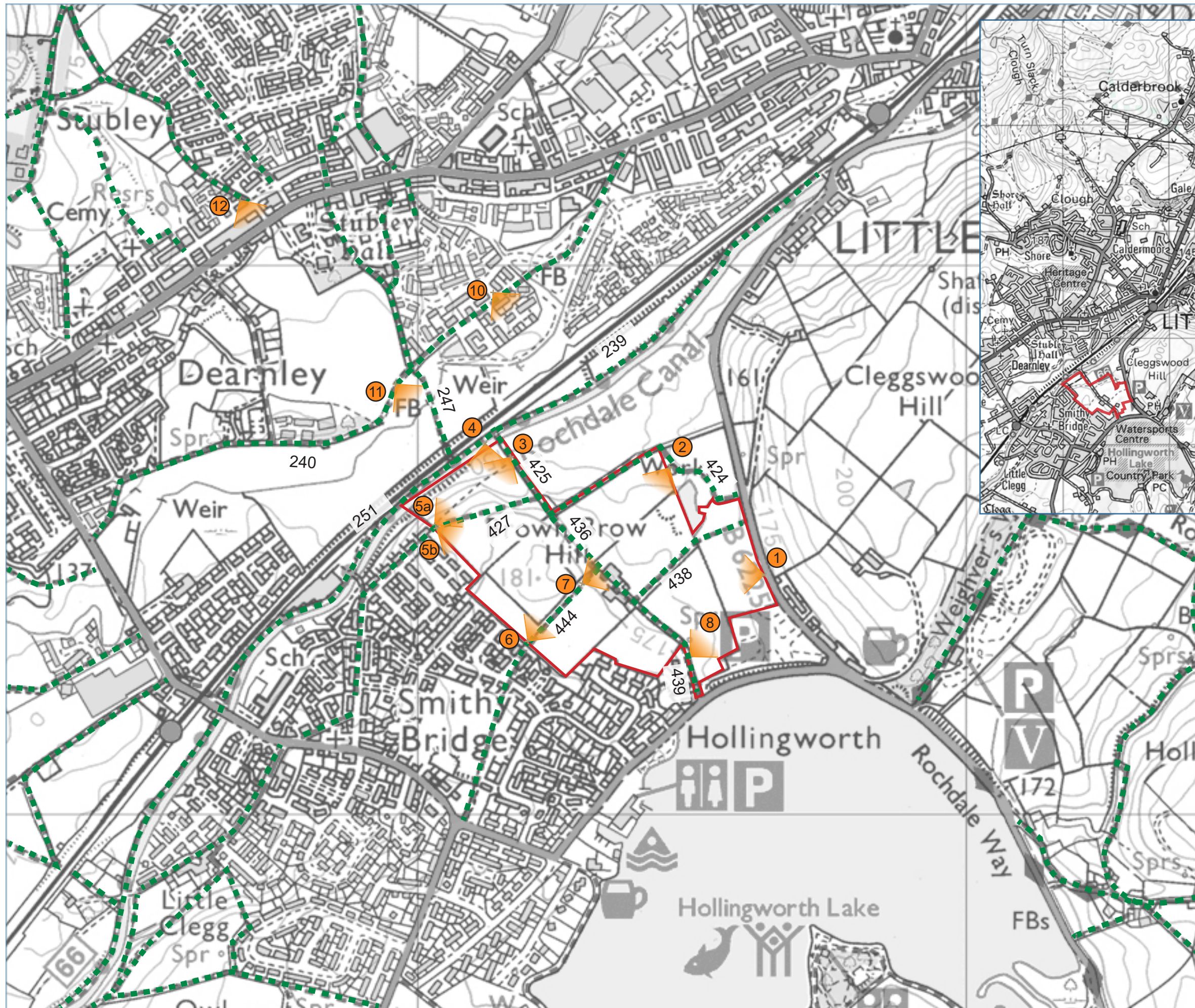
-  Site Boundary
- Rochdale Unitary Development Plan (Adopted June 2006)*
-  Green Belt: G/D/2 and D/4
-  Designated Site of Ecological Importance: NE/2
-  Green Space Corridors: G/8
-  Protection and Enhancement of Conservation Areas: BE/16-18
- Other Designations*
-  Listed Buildings
-  Sites of Special Scientific Interest (SSSI) and Special Area of Conservation
-  Littleborough Town Centre Conservation Area
- Greater Manchester Spatial Framework*
-  Draft Site Allocation- 28.8.16 OA 16 Land to the North East of Smithy Bridge (Rochdale)






Project	Hollingworth Road, Littleborough
Drawing Title	Landscape Planning Policy
Scale	Not to scale
Drawing No.	11833/P04
Date	September 2018
Checked	EF/RP



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-  Site Boundary
-  Footpaths
-  Viewpoints



Project Hollingworth Road,
 Littleborough
 Drawing Title **Public Right of Ways and
 Viewpoint Location Plan**
 Scale Not to Scale
 Drawing No. 11833/P05
 Date September 2018
 Checked EF/RP





Photoviewpoint 1: Taken from Hollingworth Rd.

Orientation: West



Photoviewpoint 2: Taken from public footpath Fp424 within site.

Orientation: South East



Photoviewpoint 3: Taken from public footpath Fp425 within site.

Orientation: South West



Photoviewpoint 4: Taken from public footpath Fp239.

Orientation: South West



Photoviewpoint 5a: Taken from entrance to public footpath Fp427.

Orientation: East



Photoviewpoint 5b: Taken from entrance to public footpath Fp427.

Orientation: East



Photoviewpoint 6: Taken from start of public footpath Fp438, leading into site

Orientation: North East



Photoviewpoint 7: Taken from public footpath Fp444.

Orientation: East



Hollingworth Rd behind intervening vegetation

Photoviewpoint 8: Taken from public footpath Fp439.

Orientation: East



Halifax Rd

Hollingworth Lake

Site

Littleborough

Photoviewpoint 9: Taken from carpark off Halifax Rd, approximately 6km away from site.

Orientation: South West



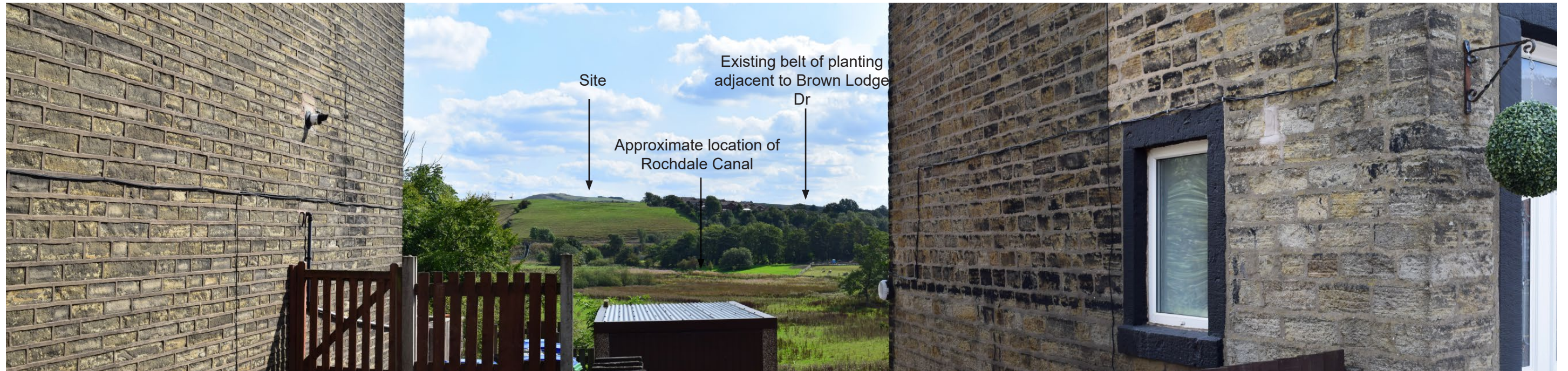
Photoviewpoint 10: Taken from Saw Mill Way.

Orientation: South



Photoviewpoint 11: Taken from public footpath Fp240.

Orientation: South



Photoviewpoint 12: Taken from Featherstall Rd.

Orientation: South



Topography of site constricts potential development area on north western section. Opportunity to retain existing open space to compliment canal side setting and retain character.

Potential to create new green corridor and through site, enhancing existing routes and linking the Rochdale Canal with Hollingworth Lake and wider long distance routes.

Retain and enhance landscape buffer adjacent to existing waterbody.

Opportunity to extend existing tree line to filter short distance views of site from Hollingworth Rd and extend and enhance green infrastructure corridor, providing opportunities to increase recreation routes and ecological corridor.














Landscape buffer along boundary with Hollingworth Road to respect existing settlement and residential properties and filter views.

Lower density and lower level development located to the rear of the ridge line, to create a softer settlement edge and transition to proposed open space. Residential properties to front onto green open space.

Development to be located adjacent to existing settlement edge with opportunities to utilise existing infrastructure and access

Proposed tree planting to soften new development edge along ridgeline and filter views of the site from the North East.

Retain and enhance landscape buffer adjacent to existing

-  Site Boundary
-  Higher Density Development
-  Lower Density Development
-  Informal Open Space or Retained Farmland
-  Existing Field Boundaries to be Retained and Enhanced
-  Existing Water Bodies: Rochdale Canal and Pond
-  Public Rights of Way: Opportunity to Enhance Green Infrastructure along these routes
-  Strategic Landscape Buffer Planting
-  Site Low Point
-  Fall of Land
-  Potential for Sustainable Urban Drainage working with existing levels on site
-  Long Distance Views of Site from Pennine Way
-  Short Distance Views of Site



Project | Hollingworth Rd, Littleborough

Drawing Title | **Opportunities and Constraints Plan**

Scale | Not to Scale @ A3

Drawing No. | 11833/P07

Date | September 2018

Checked | EF/RP



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Extension to dense tree planting alongside canal with a transition to scattered trees along ridge line, in keeping with landscape character.

Strategic planting located along ridgeline to filter views and soften development edge. Building frontages to face onto proposed green open space offset from ridgeline.



Smithy Bridge

Rochdale Canal

Landscape buffer to filter views from Hollingworth Road and extend green corridor.








Land rises away from Hollingworth Road.

Development located adjacent to existing settlement edge, with lower density and lower building forms located to the rear of the ridgeline.

Green corridor and open space to filter views and enhance ecological corridor, providing informal frontage to proposed development.



Hollingworth Lake

-  Site Boundary
-  Higher Density Development
-  Lower Density Development
-  Informal Open Space and Retained Grassland
-  Strategic Landscape Buffer Planting
-  Existing Water Bodies
-  Fall in Levels



Project Hollingworth Road, Littleborough

Drawing Title **Indicative Landscape Buffer Planting**

Scale Not to scale

Drawing No. 11833/P08

Date September 2018

Checked KL/RP



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