

Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

DESIGN RESPONSE DOCUMENT

APRIL | 2025



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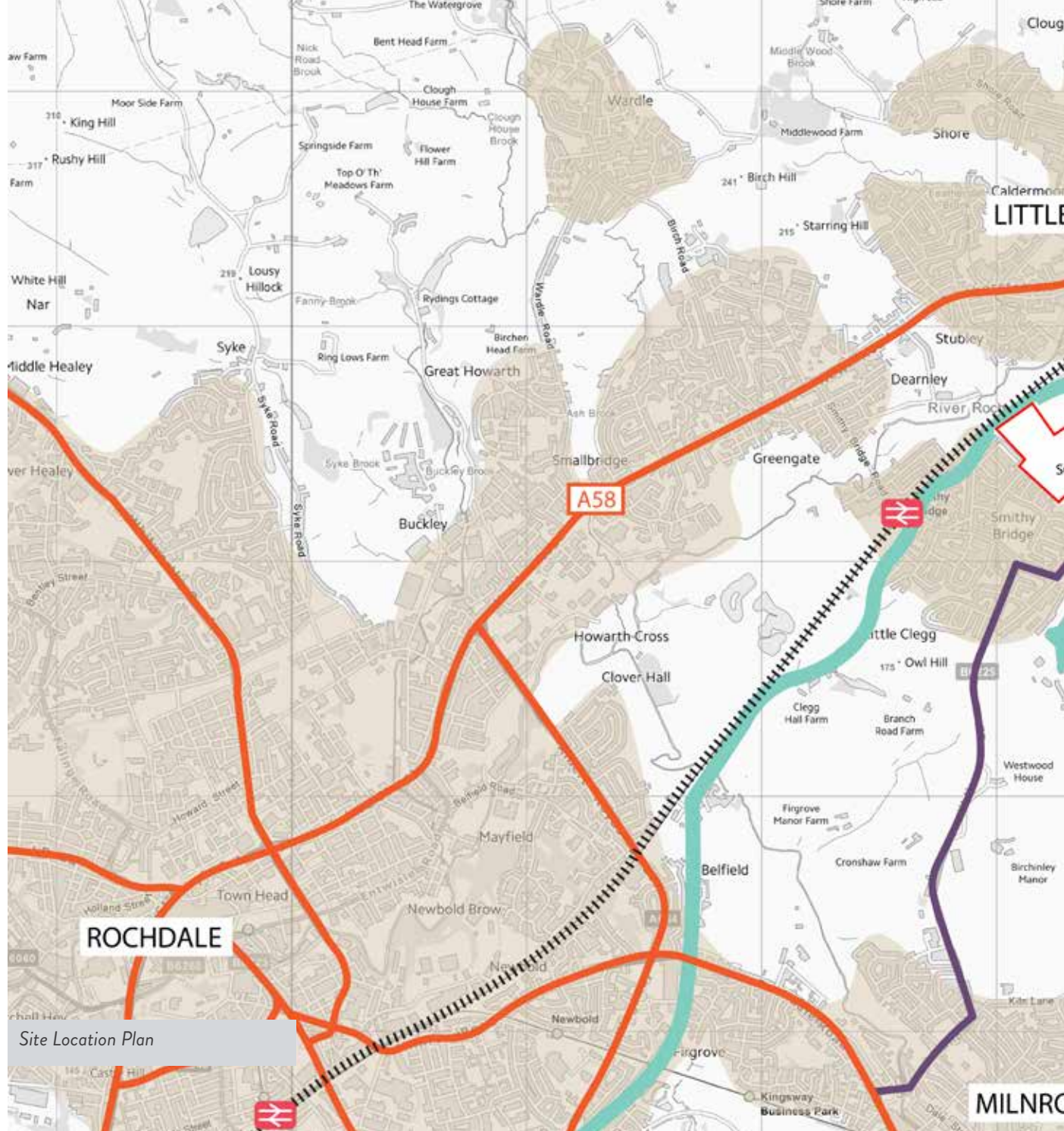
DOCUMENT SCOPE & PURPOSE

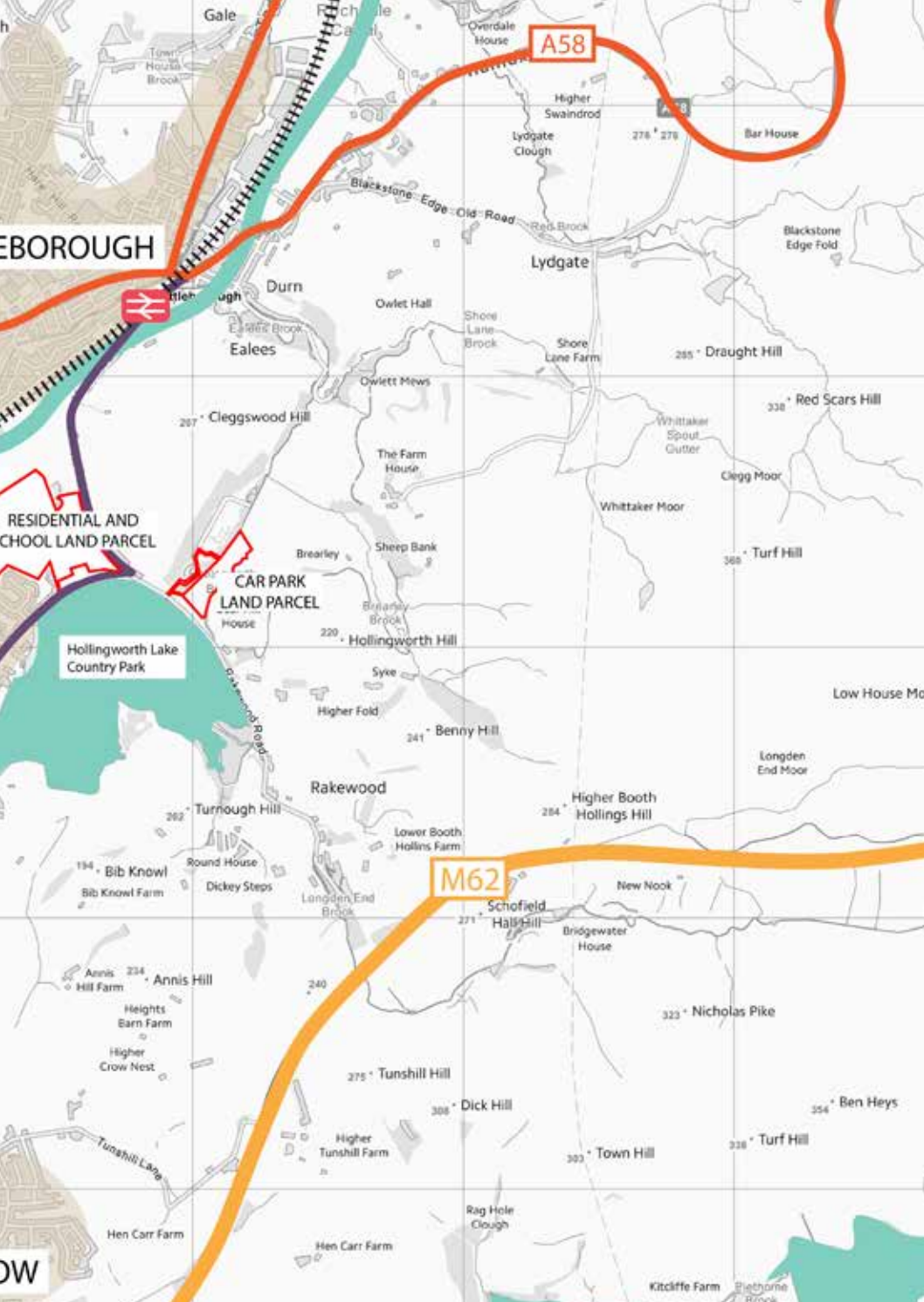
The following Design Response Document (DRD) has been produced as a comprehensive response to issues raised following the submission of a planning application comprising residential development and a new primary school at land off Hollingworth Road and the reconfiguration of and extension to the existing car park off Rakewood Road. The hybrid planning application was validated by Rochdale Borough Council in July 2024, and assigned reference: 24/00581/HYBR.

PURPOSE OF DOCUMENT

The purpose of the document is:

- To set out a summary of the previous design work done stretching back to 2019 to demonstrate our knowledge and understanding of the site. Our commitment to a number of clear principles has been consistent throughout this period as a response to extensive technical work, visits to the site and surrounding areas and an understanding of the opportunities and constraints.
- To document the key meetings and written comments from Urban Design and Heritage Officers - the two key consultees.
- To show our responses to Officer comments and how the scheme has evolved into a set of revised design proposals.





The DRD is divided into two chapters; 'Residential and School Land Parcel' and 'Car Park Land Parcel'. Each chapter sets out the Local Authority Comments followed by response by the Bloor design team resulting in updated proposals. The updated proposals will also form part of a separate pack of drawings but the key plans such as the updated layout, character areas and street elevations feature within this document.



Photo - Residential and School Land Parcel



Photo - Car Park Land Parcel

LAND PARCELS DESCRIPTION

The two land parcels which this DRD covers are on land to the west of Hollingworth Road and east of Rakewood Road. Both land parcels comprises arable fields, with hedgerows and trees interspersed throughout their boundaries.

Residential and School Land Parcel

The Residential and School land parcel, which extends to 18.16 ha, is bounded to the east by Hollingworth Road and the existing housing estate of Smithy Bridge to the west. Hollingworth Road and fields lie to the east, with a railway line to the north of the site, with the town of Littleborough beyond.

The land parcel slopes from north to the south, towards Hollingworth Lake.

Car Park Land Parcel

The land parcel, which extends to 2.65 ha comprises land which has most recently been used for cattle grazing. The remaining 0.26 ha of land includes an access route to the proposed extended car park from Rakewood Road through the existing Hollingworth Lake Country Park car park, alongside a number of existing car parking spaces, which are proposed to be re-configured as part of the proposals.

Hollingworth Brook is located adjacent to the northern and eastern boundaries of the land parcel. This watercourse has been confirmed as a designated Main River by the Environment Agency ('EA'). Hollingworth Lake Visitor Centre is located to the west of the application site, whilst Hollingworth Lake – a 130-acre reservoir – is located to the south-west. A steep managed embankment adjacent to Rakewood Road separates the site from Hollingworth Lake.

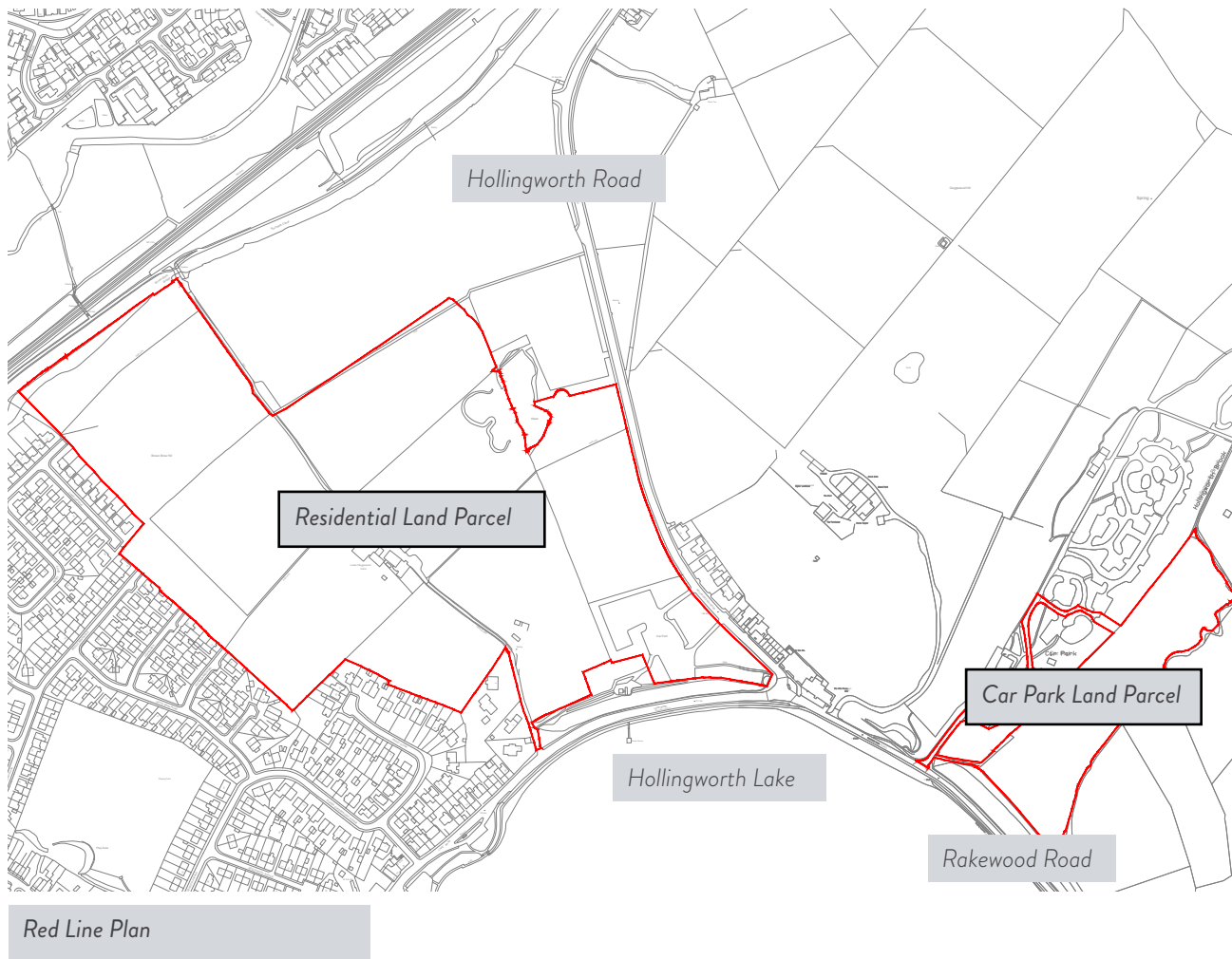
DOCUMENT STRUCTURE

The following is set out in the following sections:

- The first chapter includes a summary of key proposals from the current application for both sites in order to understand the context to officer comments.
- The following section sets out comments from key consultees, albeit mostly focused around Heritage and Urban Design Officer comments. This comprises both written comments made in October 2024, February 2025 and March 2025 as well as notes from a meetings held in October 2024 and January 2025. This section includes the applicant responses to officer comments and how the scheme has been revised as a result.
- The final section includes final revised key drawings provided to demonstrate how the final scheme has evolved to address the main issues raised by the Council.

FULL DESCRIPTION OF DEVELOPMENT

'Full Planning permission for the erection of residential development of 312 dwellings (Use Class C3) with associated access, landscaping including works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road. Outline planning permission with access (all other matters reserved) for the erection of primary school.'



LAND PARCEL'S LOCATION

The two land parcels are located to the south of Littleborough, with the residential site to the west of Hollingworth Road (B6225), and the car park site to the east of Rakewood Road. The two land parcels lie just south of the Manchester - Leeds railway line and to the north of Hollingworth Lake. To the west of the residential land parcel lies Smithy Bridge housing estate.

RESIDENTIAL LAND PARCEL

Rakewood Road, Littleborough

1.1 SUMMARY OF PREVIOUS PROPOSAL

The plan opposite was the general arrangement and housing layout submitted with the Full Planning Application in June 2024. The three elevations were also part of the submission.

KEY POINTS

The proposed development comprises a number of key elements. These include:

- 312 dwellings of varied scale, tenure, and type.
- Two primary vehicular access points off Hollingworth Road.
- The Public Open Space includes the provision of footpaths, play space and biodiversity enhancements.
- The two primary routes within the site feature landscaped boundary treatments designed to ensure a high-quality public realm is created.
- Pedestrian/cycle routes are proposed which will encourage active pedestrian travel and provide attractive routes for residents, visitors and the local community.



Submitted Street Elevations

Application Layout

- Well defined gateways offer principal pedestrian and vehicular access points to the land parcel.
- Reinforced site boundaries through the retention and enhancement of existing trees and planting, with new landscape buffers and planting.
- A green network that is comprised of retained and proposed planting.
- Legible pedestrian paths which run across the land parcel and create coherent connections.
- The proposed new central parkland will become a focal point within the development. The green space has the aim to encourage healthy living, is easily accessible, well overlooked and offers defined frontages.
- Key buildings will create a strong building frontage along Hollingworth Road.
- A sympathetic relationship with the neighbouring Smithy Bridge.
- Retained planting to support character and sense of place, with Public Open Space working alongside the existing and proposed planting.



Submitted Layout

1. CONSULTEE RESPONSES

1.1 COMMENTS - 23RD OCTOBER 2024

This section sets out comments from key consultees albeit mostly focused around Heritage and Urban Design Officer comments. This comprises both written comments made in October 2024, February 2025 and March 2025 as well as notes from a meeting held in January 2025.

KEY POINTS AND COMMENTS

A meeting was held on 23rd October 2024 with Planning, Heritage and Urban Design Officers from Rochdale Borough Council. Key issues raised by officers were:

- Further consideration in relation to retaining on-site buildings. the on-site farmhouse is deemed to be a 'non-designated heritage asset'. If the buildings could not be retained, then justification for their loss should be provided.
- Field boundary walls to be retained as a link to the local character.

PRIMARY DESIGN FOCUS AREA

- Excessive frontage parking and poor transition.
- Potential to look at variation in roof alignment / building arrangement / typology to denote transition.
- Consider landscaping separation between new and existing development.
- Confirm pedestrian connectivity runs through from all existing streets. (EX3 and EX4)

- Key connectivity node for future discussion / explanation. Concern over inorganic form and risk of vehicle/ pedestrian conflict.
- An opportunity exists for selected properties to front the lake and frame the entrance to Heald Lane.
- Vehicular turning heads into open space must be avoided, especially at height.
- Lack of overlooking and vulnerable rear gardens (EX6)
- Excessive frontage parking resulting in an unacceptable street scene.
- Utilising existing form to denote local character. Preserve & enhance heritage assets (EX1).
- Terrain change creates a landscape led frontage which should not be characterised by parked cars.
- Strong street frontage opportunity
- Poor framing of entrance to the development and night time fear of crime concerns. See Greater Manchester Moving Right to the Streets for inspiration and resources.

MOORLAND CHARACTER AND TOPOGRAPHY

- Could remnants of open West Pennine Moorland character be retained.
- The key frontage to the area of retained open space and parkland should not be car dominated - the impact of frontage parking will be more pronounced in the elevated side of the site. Opportunity to use topography to create multiple attractive walking routes and connections.
- Opportunity to use topography to create multiple attractive walking routes and connections
- Using topography to its advantage: Strong functional and visual connection to allow interaction, positive congregation and informal play.

PRECEDENTS

- A number of precedent schemes were suggested - Horsted Park and Windlebrook Park, Longcross Surrey with the suggestion:
- A more rural farmstead character along the eastern frontage to the main open space and an immediate frontage with access/parking behind as a treatment to the western frontage.

ADDITIONAL HIGHWAY COMMENTS

- Assumed an emergency access point can be taken from the West of the site onto existing residential roads in Smithy Bridge
- The Highways Department will not adopt Private driveways in excess of 5 dwellings
- The site does not incorporate any street planting these features should be included where appropriate.
- A number of footpaths cross the area. It is unclear what status these paths have. It may be necessary to confirm with the PROW officer whether these routes require recognition or diversion

Primary Design Focus Areas

Excessive frontage parking and poor transition. Potential to look at variation in roof alignment / building arrangement / typology to denote transition. Consider landscaping separation between new and existing development. Confirm pedestrian connectivity runs through from all existing streets (EX3) (EX4)

Key connectivity node for further discussion / explanation. Concern over inorganic form and risk of vehicle/pedestrian conflict.

Area of concern. An opportunity exists for selected properties to front the lake and frame the entrance to Heald Lane.



West-Pennine Moorland character? (EX2)

Vehicular turning heads into open green spaces must be avoided, especially at height.

Lack of overlooking and vulnerable rear gardens (EX6)

Excessive frontage parking resulting in an unacceptable street scene.

Utilise existing form to denote local character. Preserve & enhance heritage assets. (EX1)
Terrain change creates a landscape led frontage which should not be characterised by parked cars

Strong street frontage opportunity

Poor framing of entrances to the development and night time fear of crime concerns. See *Greater Manchester Moving Right to the Streets* for inspiration and resources.

Summary of design issues presented by Officers in Oct 2024

SUMMARY OF APPLICANT RESPONSES

The following list sets out our responses to the comments on the previous page.

1 INTERPRETATION OF HERITAGE

Summary of Heritage Report for Farm

- The Council's Historic Environmental Assessment considers the farm building to have 'Low Significance'
- Many of the buildings are in disrepair
- Greater benefit to the overall scheme if the building is removed

Appreciation of heritage in the revised scheme expressed through:

- Selective use of dry stone walls in nodal areas/gateways
- Materials drawn from Littleborough Conservation Area
 - Use of stone and redbrick
 - Grey slate
 - Simple architectural detailing
 - Varied roof styles
 - Use of chimneys
- Revised Landscape Character approach
 - Retained wildness
 - Limited intervention



2 TRANSITION TO SMITHY BRIDGE

- Built form through building lines, setbacks to accommodate front parking and scale are all aligned to existing characteristics in Smithy Bridge
- A sensitive treatment to support legibility, character and pedestrian orientation.
- Use of planting to continue green character
- Pedestrian focused materials and surfacing

3 CHARACTER OF KEY FRONTAGES

Parkland East

- Informal street frontage facing the park edge
- Groups of buildings arranged in farmyard style configurations
- More rural character

Parkland West

- Formal edge to frontage with limited setbacks
- Buildings immediately fronting POS with planted boundary
- Access from street to the rear to hide impact of cars and turning heads

Hollingworth Road

- Reflects adjacent Bovis 'Hollin Bank' development frontage to the north
- Part of consistent gateway into Littleborough
- Outward facing
- Setback behind landscaped edge

Revised Parkland East Frontage



Revised Parkland West Frontage



Revised Hollingworth Road Frontage



4 FRAMING OF ENTRANCES

- Use of dry stone walls in key places, nodes and gateways
- Clear boundaries
- Compliance with Greater Manchester Moving Right to the Streets through easy and safe access to overlooked public spaces
- Greater Scale
- Varied architectural approach
- Attractive public realm and changes of material



Use of dry stone walls around key nodal points and gateways





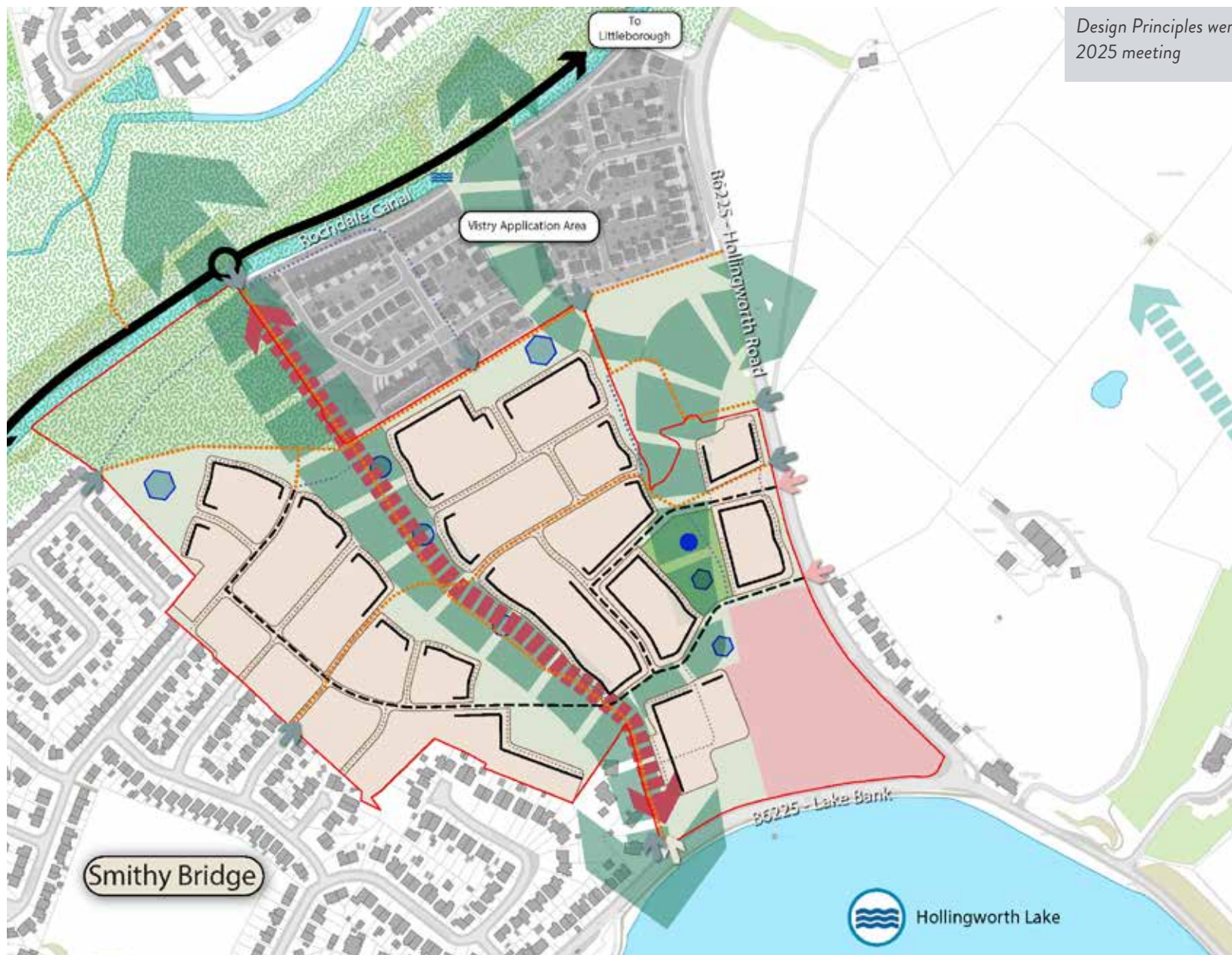
Summary of layout changes presented by Bloor at Jan 2025 meeting

1.2 MEETING COMMENTS 14TH JANUARY 2025

Following revisions made in response to the October meeting a second meeting was held with Officers in January 2025 to present the revised proposals. During the presentation a number of comments were made by officers.

KEY POINTS AND COMMENTS

- Generally agreed with the overall design principles which underpin the scheme
- Agreed with access roads removed from prominent site frontages
- Officers queried whether a vehicular access to the Smithy Bridge estate to the west should be included. Applicant re-iterated that strong advice by officers previously not to include vehicular access into the Smithy Bridge estate, due to the steepness and narrowness of the streets.
- Highways request to widen the north-south footway/ cycle way through the central parkland to a minimum of 4m. It was generally agreed that this in conflict with the DRP view to maintain 'wildness' in that area.
- Housetypes to be simplified
- 3D visuals needed to help officers and members understand key areas
- Potential for green verge to be included adjacent to Hollingworth Road
- Officer preference to retain heritage features, but if that is not possible there is a need for justification.
- The character of the existing farm buildings should be reflected in the scheme.
- Clarity needed on character areas and frontage treatments especially Hollingworth Road. Officers see this currently as one 'character area'.
- The layout along the eastern edge of the main open space needs to ensure buildings are facing and overlooking the public open space.



Design Principles were generally agreed at January 2025 meeting

1.3 WRITTEN COMMENTS - 10TH FEBRUARY 2025

Following the January meeting and the revised proposals that were presented, further comments were made by local authority officers on the 10th February identified on the mark up opposite.

KEY POINTS

- Housetypes in this area facing out over the open space need to be more distinctive and respond to local character more - due to elevation these will likely be prominent in views from Hollingworth Road and wider. As proposed the Hill View Secondary units are rather standard. Could include balconies/terraces overlooking open area / towards hills to make better use of the outlook.
- Side and rear elevations onto the open space should be avoided. Ideally the units alongside the open space should front onto it, with access to the rear. This area might need to be re-arranged to avoid this, which might have to be achieved by a reduction in units in this area to ensure separation distances are also achieved into the neighbouring scheme. Might not be able to achieve PROW overlooking due to proximity of the neighbouring development.
- Some sort of boundary treatment should continue along this stretch between the internal roads - details particularly important. Ideally dry stone wall - could be repurposed from use in Lakeside Secondary.
- On this frontage a different building type might respond better to the rural character of this stretch of Hollingworth Road - potentially terraces, rather than semis which are more suburban in character. Terraces might require parking court. This unit oddly placed, rotated
- Geometry to be adjusted, possibly move site access north
- Still needs work to understand character and how this area will feel. Consider whether dry stone walls could enclose the road. Maybe low stone wall on one side and hedging/low trees the other. This would make it feel more comfortable and less exposed.
- Variety of housetypes is too great in Hollingworth Gateway Primary and Secondary for a relatively small area.
- Seems like an odd arrangement - private driveways across footpaths. Should be double-fronted or rotated units on the corner
- Ensure landscaping achieves a sense of entrance.
- Dry stone walls along this frontage too.
- We are not keen on dormers fronting onto the outside of the site. Potentially these could be switched to rear elevation provided it does not result in excessive overlooking of neighbouring units.
- Dry stone wall re-use wasted here. Should be along roads / open spaces. This would allow the gardens at these units to be extended .



SUMMARY OF APPLICANT RESPONSES - 13TH MARCH 2025

The following list sets out our responses to the comments on the previous page.

1 HOLLINGWORTH GATEWAY CHARACTER AREA

Having reviewed the extent of this character area the parcel to the East directly adjacent to Hollingworth Road is now entirely within the same character area which has also been extended to include the properties along the primary avenue into the development as indicated by the blue shading on the extract opposite.

These house types will be unique in design both elevationally and regarding the amenity space landscaping. Summarised revised proposals below:

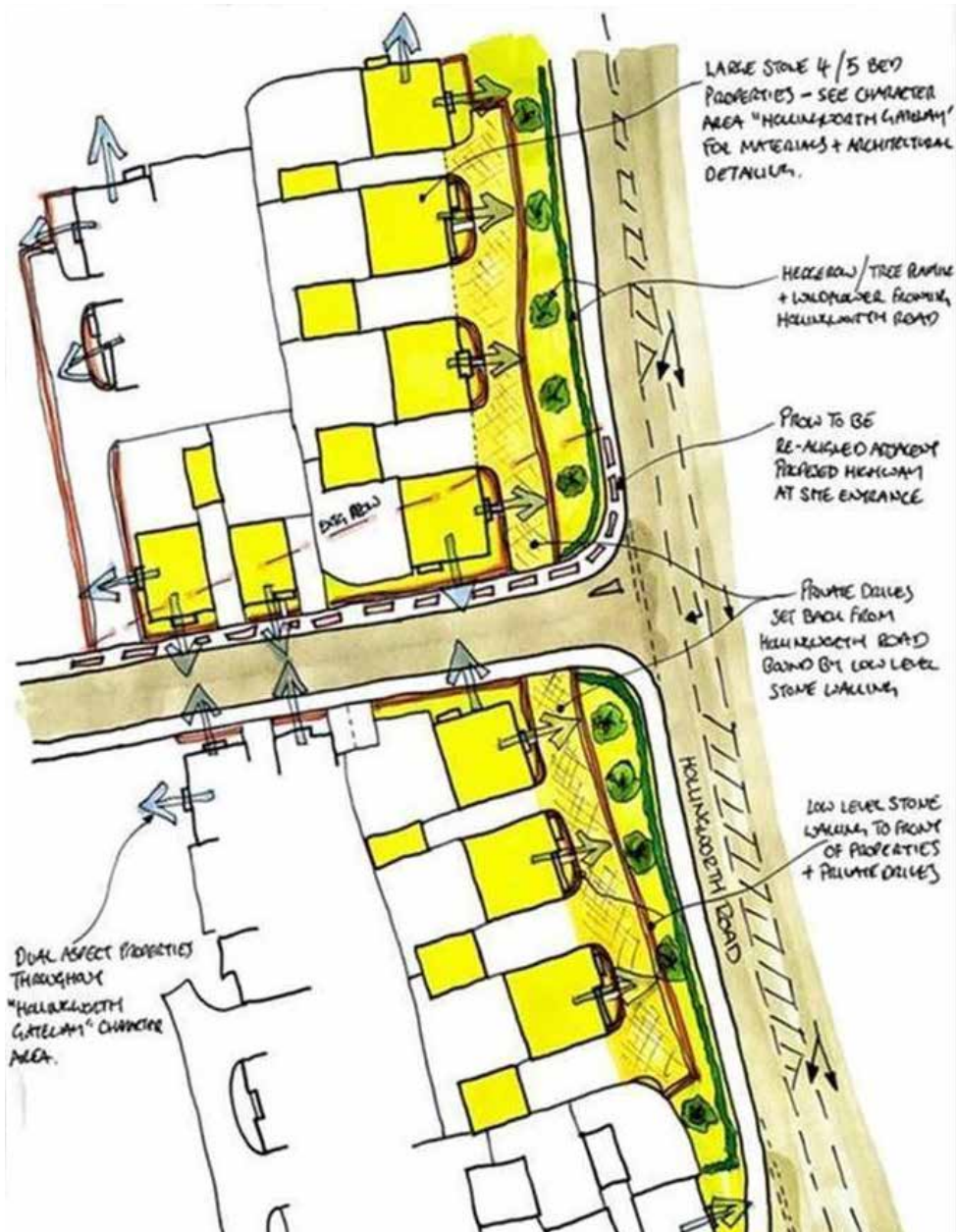
- Properties constructed with Beckstone
- Slate Grey roof tiles
- Chimneys to selected plots (as indicated via the blue dot on the extract opposite)
- All grey windows and doors
- Black fascia and barge
- 2 course stone window cill and headers
- 150mm stone detail around door
- Low level stone walls to front gardens with planting behind (max height 600mm)



Left - Extract of layout and revised character area

Below - Indicative Streetscene below of Hollingworth Road CA (albeit requires amends to window/fascia colour)





Furthermore, the frontage to Hollingworth Road has been re-designed to achieve the following:

- Variety of house types reduced
- 2.5 Storey properties replaced with larger 4/5 bed properties with parking located behind the building line
- Terraces avoided due to parking required via rear parking courts and existing sewer easement restricting the ability to front out the open space behind if this parking were to be included
- PROW alignment re-configured (requires diversion) to align with proposed access road. This eliminates the skewed plot orientation and crossing point over the private drive.
- Entrance landscaping re-designed to include a combination of low-level stone walling to the private drive, tree planting and hedgerow planting
- Dual aspect properties included throughout the character area on all corner plots

2 LAKESIDE CHARACTER AREA FRONTING CENTRAL OPEN SPACE

The outer edge of the Lakeside Character Area that fronts the central open space has also been addressed following the comments received and follow up meeting in January 2025.

As discussed, the majority of the Lakeside edge has now been re-designed to follow a similar approach to that taken on the Hill View edge, that being front facing properties accessed via the road to the rear. A small section of private drive has been included which provides variation and a transition from the Hillside outer edge character. However, it retains outward facing plots to all properties including dual aspect properties where appropriate.

Previously proposals showed the Lakeside Character Area to be constructed in buff brick. However, following discussions and review into the character area this is now proposed to be constructed out of Beckstone utilising variations in style/colour to the other character areas. A detailed materials layout will be forwarded as part of the applicants re-submission once complete highlighting the locations of each.



House type examples below:



3 BALCONIES

Following our previous meeting in January 2025, the house types fronting the central POS within the Hill View Character Area have been re-designed to include balconies to the front elevation to those properties benefiting from the views to the open space. Furthermore, following a review into the character and design of these properties we propose that the gable projections of each of these properties, are constructed in stone punching through to the open space and provide a transition from the Hill View Character Area/ Smithy Bridge to the Lakeside and Hollingworth Gateway Character Areas.

Below - Indicative street scene below illustrating extent of stone and balconies



Extract of layout and revised Character Area

4 MATERIAL SELECTION

During the January 2025 meeting, proposed materials were discussed and to ensure the material choice was robust and weathered well.

The revised proposal includes a large amount of Beckstone. Beckstone is an extremely high-quality reconstituted stone providing an authentic alternative to natural stone. Beckstone has proven extremely successful on other schemes across the country and offers a variety of styles and colours.

Concern was raised by Officers of the durability and the lifespan of Beckstone. In response, we have sourced some example sites utilised by Bloor Homes.



Winchcombe – Constructed Early 2014



Long Hanborough – Constructed Late 2018



Chipping Norton – Constructed 2020

1.4 WRITTEN COMMENTS - 26TH MARCH 2025

A set of local authority comments were made on the 26th March by email to the proposed changes on the previous page.

KEY POINTS AND COMMENTS

1 HOLLINGWORTH GATEWAY CHARACTER AREA

- Decorative features and entrances to be more contemporary. Examples include on Highlands Road, Rochdale (20) Caithness Road, Rochdale (6), Canterbury Close, Rochdale (18) and along Norford Way, Rochdale (self-build plots from the 70's now being altered) to draw reference from.
- The use of timber decorative features has the potential to look somewhat dated and not dissimilar to relatively recent developments such as at Hazelhurst Drive in Middleton / Highclove Lane, Worsley. Ripon Close in Bamford is worth looking at regarding roof formations to denote features and entrances.
- Consider how the corners / gables at Hollingworth Gateway are dealt with to ensure a suitable transitions to when they move to the other Character Areas.
- Against Beckstone as a material for a frontage.

- Potential vehicle conflict at the main access regarding the private driveways if the visibility splays are shielded by hedging given that Hollingworth Road is a relatively fast road. Consider PROW re-alignment will require the requisite signage and pedestrian surfacing treatment.

Useful information:

- Greater Manchester's Streets for All design guide (Sections 3-5)
- Greater_Manchester_Streets_for_All_Design_Check_v2.3__3_.xlsx – a useful tool to help you design your scheme.
- Preference for terraced / higher density opportunity at the front of the site that is not to say some larger houses cannot work here. I would just be wary on the visual outlook of how these appear with the breaks for the detached garages and these would be better adjoined to the main house.
- Check the materials as annotations suggest stone but the Character Area descriptions suggest reconstituted stone.

2 LAKESIDE CHARACTER AREA FRONTING CENTRAL OPEN SPACE

- General agreement with rear parking and servicing, subject to detail, and appropriate transition between public and private space to the building fronts.
- Move the garages where proposed behind the 'front' building line as much as possible, with the remaining space softened with planting.
- Clarity over the layout and access to plots 207-209 and the separation distances from 206.
- A difference in surfacing material may assist for plots 189, 188, 203, 186, 187 & 204, but the parking arrangements for 205-208 would result in an effective car park at the head of the cul-de-sac with Plot 204 therefore not having an ideal setting.
- Clarity is required at the top part of the development, show how elevations are treated and how parking and landscape are addressed.
- Materials can be different to the opposing side (Hillview Secondary but really need to be steered away from reconstituted stone.

3 BALCONIES

- This is a positive outcome, these balconies are likely to be a good selling point.
- Strong objection to glass / plastic balconies. They would need to be aluminum ppc with slim railings with well detailed fixing points that do not detract from the elevation.

4 MATERIAL SELECTION

- Proposed reconstituted stone is adequate. Coursing and pointing details would be paramount.
- Beckstone not to be used in the primary areas highlighted.

SUMMARY OF APPLICANT RESPONSES - 8TH APRIL 2025

The following list sets out our responses to the comments on the previous page.

1 HOLLINGWORTH GATEWAY CHARACTER AREA

- Introduced a contemporary flat roofed porch/canopies to the properties.
- Combined with the stone facing, stone heads/cills, grey/black windows with glazing bars removed for a more contemporary approach, black barge boards and fascia's and low-level stone boundary walling the character of the gateway to the development is unique to the remainder of the site.



2 LAKESIDE CHARACTER AREA FRONTING CENTRAL OPEN SPACE

- The parcel to the East directly adjacent to Hollingworth Road is now entirely within the same character area which has also been extended to include the properties along the primary avenue into the development as indicated by the blue shading on the extract opposite.
- Amended this area of the development to remove the courtyard parking / up front parking fronting the open space instead focusing on the built form fronting the central landscaping corridor.
- The adjacent screenshot illustrates the revised positioning of the properties/parking/landscaping and includes dual frontage properties throughout to ensure overlooking of the PROW and active frontage to the open spaces.
- A header/focal plot has been aligned at the head of the access (marked with an asterisk), similarly at the end of the northernmost turning head a landscape break has been included to prevent the rear gardens terminating the view instead replaced with a feature tree.
- The garages have been set back 1m from the building line to allow for softer boundary finishes as suggested.

Left - Contemporary flat roofed porch / canopy example

3 MATERIAL SELECTION

- Not opposed to the use of natural stone in select locations and are currently proposing the properties facing Hollingworth Road to be constructed with natural stone.
- Concern how natural stone will weather. Liaising with ABC Stone who supply Bovis with the stone adjacent the site regarding the technical data. The freeze/thaw resistance of natural stone is less than the recon



Beckstone and has potential to be chipped away due to frost attack over time. The advice to date advises that due to the location of the site and its altitude that the probability of this occurring is higher than the sites in lower severity zones.

- Through liaison with NHBC, there are construction techniques available to ensure water ingress will not penetrate the property which could include the natural stone acting as a clad with a full cavity wall behind. What this does not prevent however is the deterioration of the outer face.
- Happy to provide in limited areas, i.e. the site frontage, and we will continue to investigate its suitability with NHBC if this is preferred.
- Visually the Beckstone is an extremely close match to natural stone, see images to the right from Bovis/Vistry adjacent site in natural stone.



Left - Bovis/Vistry adjacent site showing Beckstone



Beckstone on left property and natural stone on right property

Left - Amended layout with revised positioning of properties, parking and landscaping

1.5 WRITTEN COMMENTS - 9TH APRIL 2025

A final set of local authority comments were made on the 9th April by email to the proposed changes on the previous page.

KEY POINTS AND COMMENTS

1 HOLLINGWORTH GATEWAY CHARACTER AREA

Introduced a contemporary flat roofed porch/canopies to the properties.

- No objection to the overall concept of employing a more contemporary approach
- Ensure detail is secured by condition
- Advise against this flashing and fascia detail - explore alternative options

2 LAKESIDE CHARACTER AREA FRONTING CENTRAL OPEN SPACE

Amended this area of the development to remove the courtyard parking / up front parking fronting the open space.

- Discuss with Highways whether they'd accept a reduction in the adoptable highway to provide a private rear parking courtyard?
- There doesn't appear to be much space for bin collection as there aren't driveways to pick up the overspill on collection day (i.e. the half in / half out approach)
- Trees over parking spaces rarely work from a longevity perspective
- Could a courtyard parking option improve the need for squeezed parking spaces in parts?

Revised positioning of the properties/parking/landscaping and includes dual frontage properties throughout to ensure overlooking of the PROW and active frontage to the open spaces.

- Need to check the 10.5m separation distance to the rear boundaries of the existing properties is met
- Pathway to the front improved with simple low level landscaping
- No footpath right up against the hard edged boundary fence of the adjacent development

Garages have been set back 1m from the building line to allow for softer boundary finishes.

- Positive intervention
- Create more of a landscaping buffer and spaces for tree planting by bulbously extending out the pedestrian path where it runs behind the garages, subject to available space

- The path when it's finally constructed doesn't necessarily need to run in a straight line and there's lots of scope to integrate into the natural landscaping of the SUDS feature
- Setback welcome but they are still visually seen as separate structures / buildings. Would they work better off as adjoined garages?

3 MATERIAL SELECTION

- Natural stone buildings in the local area and into the West Pennines have tended to fare rather better in many cases than more contemporary buildings
- A better stone product would be able to add some texture that is less uniform in appearance and colour

2. REVISED DESIGN PROPOSALS

2.1 UPDATED LAYOUT

The key proposals set out in this section form the basis of the updated submission having taken account of all the comments made previously by Council Officers.

KEY POINTS

- Overall number of dwellings has been reduced to 309, which accommodates design amendments and offers a variety scale, tenure, and type.
- In response to the comments raised by the Council's Strategic Housing Service, the Applicant has also amended the housing mix and tenure of the proposed affordable housing provision to incorporate both social rent and shared ownership dwellings.
- The Public Open Space includes the provision of footpaths, play space and biodiversity enhancements.
- An additional LAP play space has been included within the central area of open space.
- The two primary routes within the site feature landscaped boundary treatments designed to ensure a high-quality public realm is created.
- Pedestrian/cycle routes are proposed which will encourage active pedestrian travel and provide attractive routes for residents, visitors and the local community.
- Defined Character Areas have been established to help create a sense of place across the site.



Illustrative Masterplan



2.2 UPDATED CHARACTER AREAS AND ELEVATIONS

Hollingworth Gateway

Scale and Density

- Dwellings are 2 storey, with a mix of detached and semi-detached houses
- Medium density

Built Form and Materials

- Primary materials of natural stone and grey slate tile
- Building setbacks to respond to the street hierarchy
- Key buildings fronting Hollingworth Road, to create a defined arrival to the development

Boundary Treatments

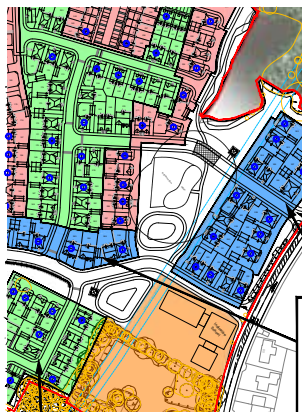
- Low level stone brick walls for key buildings
- Low level planted hedge boundary
- Grass front gardens

Public Realm and Parking

- All side parking, with some garages
- Planted hedges along key roads, with planted shrubs and trees

Architectural Details

- Chimneys on key buildings
- Grey windows including stone heads and cills



Locator Plan



Example Primary Housetype Elevations



Primary - Natural Stone



Primary - Slate Grey Tile



Example Primary Street Scene



Local Reference Images



Hollingworth Gateway

Informed by Hollingworth Road and being the arrival gateway to the land parcel, the area responds with a defined building line with key buildings and semi detached units to better define the gateway.





Lakeside

Scale

- Dwellings are 2-2.5 storey, with a mix of detached and semi-detached
- Medium density, with a tighter grain within the centre of the character area

Built Form and Materials

- Primary materials of buff black pitched stone and natural light pitched stone with brown tile
- Secondary materials of ironstone, grey beckstone and grey slate effect tiles
- Building setbacks to respond to the street hierarchy

Boundary Treatments

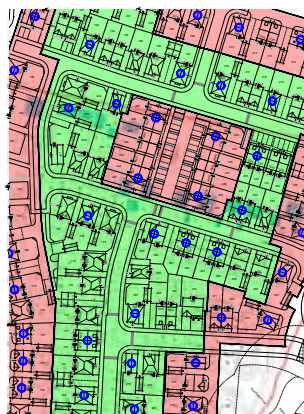
- Low level fencing/railings for key buildings
- Low level planted hedge boundary
- Grass front gardens

Public Realm and Parking

- Side and front parking, with occasional garages
- Planted hedges along key roads

Architectural Details

- Chimneys on key buildings
- Grey windows including stone heads and cills



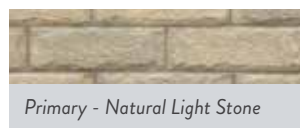
Locator Plan



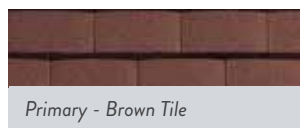
Example Primary Housetype Elevations



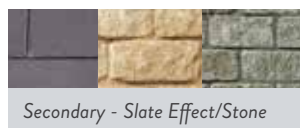
Primary - Buff Black Stone



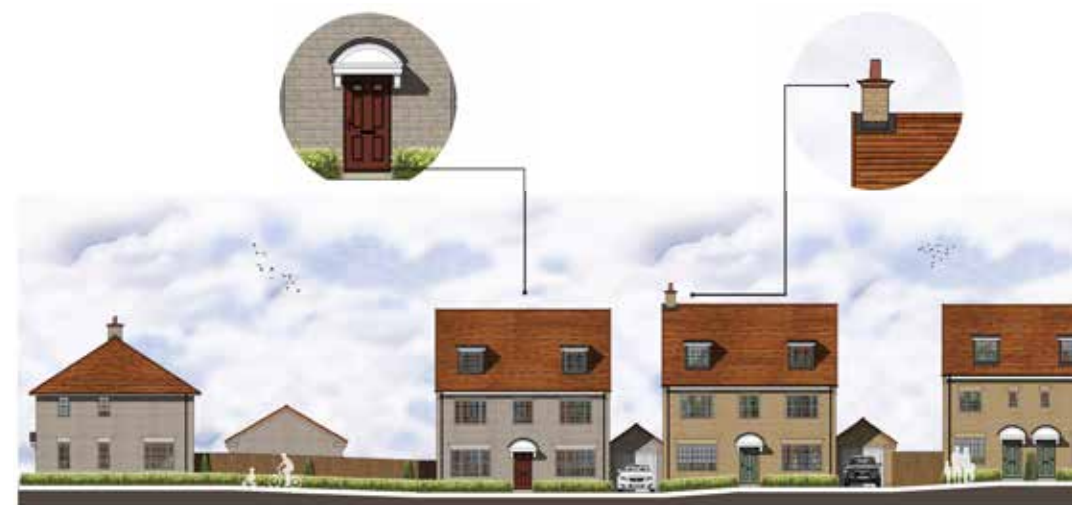
Primary - Natural Light Stone



Primary - Brown Tile



Secondary - Slate Effect/Stone



Example Primary Street Scene



Example Secondary Housetype Elevation



Local Reference Images



Lakeside

Informed by the lake to the east and the relationship to the open parkland to the west, the area is rigorous with a strong building line with detached units along the edges. A mix of detached, semi-detached and terraced units create a tighter grain within the centre of the character area.



Indicative Visual of Hollingworth Gateway Character Area



Hill View

Scale

- Dwellings are 2 - 2.5 storey, with a mix of detached, semi-detached and terraced
- Medium density, with a tighter grain on the western edge to respond to the strong linear form in Smithy Bridge

Built Form and Materials

- Primary materials of ironstone, natural sandstone and grey slate tile
- Secondary materials of red, multi red and antique brick along with chalk render
- Building setbacks to respond to the street hierarchy

Boundary Treatments

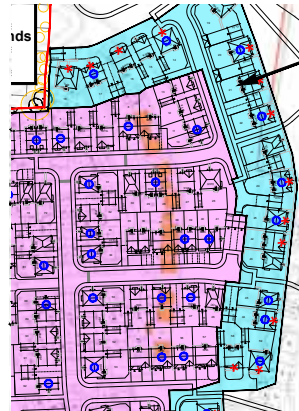
- Low level planted hedge boundary
- Grass front gardens

Public Realm and Parking

- Side and front parking, with occasional garages
- Planted hedges along key roads
- Looser grain of housing on the park edge

Architectural Details

- Chimneys on key buildings



Locator Plan



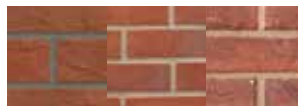
Primary - Ironstone



Primary - Natural Sandstone



Primary - Slate Grey Tile



Secondary - Red, Multi Red and Antique Brick



Secondary - Chalk Render



Example Primary Housetype



Example Primary Street Scene



Example Secondary Housetype Elevations



Local Reference Images



Hill View

Informed by the open parkland to the east and occupying higher ground, this area is defined by a variety of house types and varied scales, with units between 2 and 2.5 storeys.



Indicative Visual of Hollingworth Gateway Character Area



CAR PARK LAND PARCEL

Rakewood Road, Littleborough

2.3 DESCRIPTION OF DEVELOPMENT

Alterations and extension to Hollingworth Lake Country Park car park, including re-configuration of spaces in the existing car park, new access ramp, landscaping and other associated infrastructure.

Beyond the land parcel's immediate surroundings are agricultural fields and the Pennine moorlands to the east and developed areas of Smithy Bridge and Littleborough to the west and north respectively.

A wooded embankment separates the south-eastern extent of the existing car park from the main part of the land parcel to account for the considerable change in levels in the locality. There is an existing agricultural access at the south-west corner of the land parcel.





Site Photo

2.4 CURRENT LANDSCAPE SCHEME

The plan opposite sets out the current landscape proposal associated with the development of an extension to visitor car park for Hollingworth Lake, to be located off Rakewood Road in Littleborough.

The proposal for additional car parking fulfils the Council's long standing ambition to improve parking associated with the lake.

The vision is to successfully integrate new car parking without compromising the sensitivity of the surrounding landscapes and habitats within the area.

Protection of the openness of the Green Belt and biodiversity protection is of the utmost importance and this has been considered at every stage of the design. Care has been taken to ensure the retention of high quality trees in addition to mitigating impacts on the river edge and other ecological constraints

Opportunities to enhance biodiversity have been maximised through the reinforcement of the existing woodland edge to provide a protective buffer and create robust green connections throughout the site and wider landscape.

Visitor facilities will be integrated carefully into the existing landscape, where users can enjoy a variety of natural spaces. These spaces will be designed in line with the existing landscape character and provide a safe, welcoming and accessible environment for users.



Illustrative Masterplan

3. CONSULTEE RESPONSES

3.1 WRITTEN COMMENTS - 11TH MARCH 2025

Local authority comments were made on the 11th March by email.

KEY POINTS

- The concern is that the planting as currently proposed does not fully take the opportunity to screen views of the car park extension to mitigate the harm that it (in particular, the presence of up to 140 parked cars) will have on the landscape character when viewed from the road and from surrounding elevated viewpoints.
- Some level of impact is unavoidable, and the planting as proposed will mitigate for this to some extent but our suggestion is that it might be possible for mitigation to be enhanced (and therefore further reducing the harm to the landscape character) by denser and more extensive tree and shrub planting, particularly along the east side of the plot where a large extent of the car park would be unscreened. Amendments to the layout of the extension might allow for more effective screening to be achieved.
- The existing car park shows what would seem to be achievable in principle.
- Having reviewed the relevant section of the DAS and we understand the approach taken, it does seem to indicate that a greater level of tree screening can be achieved.



Site Photos

4. REVISED DESIGN PROPOSALS

4.1 REVISED LANDSCAPE SCHEME

The plan outlines the revised landscape proposal for extending the visitor car park at Hollingworth Lake, located off Rakewood Road in Littleborough.

This proposal aligns with the Council's ambition to enhance parking facilities associated with the lake while protecting the openness of the Green Belt and preserving biodiversity. Care has been taken to retain high-quality trees and mitigate impacts on the river edge and other ecological constraints.

In response to consultation with the Local Planning Authority, the updated landscape proposal now includes an additional 70 new trees. These trees are positioned in natural groups around the car park edge to soften views and mitigate the impact of the built form. The additional trees will help assimilate the new car park into the existing wooded embankment, providing further habitat for wildlife and strengthening this green corridor.

Opportunities to enhance biodiversity have been maximised through reinforcing the existing woodland edge to create a protective buffer and robust green connections throughout the site and wider landscape. Visitor facilities will be carefully integrated into the existing landscape, allowing users to enjoy a variety of natural spaces designed in line with.



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