



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK



GNG Foam Converters (Lancs) Ltd,
Todmorden Road,
Littleborough,
Lancashire
OL15 9EG.

PROPOSED RESIDENTIAL DEVELOPMENT

PLANNING APPLICATION 2025

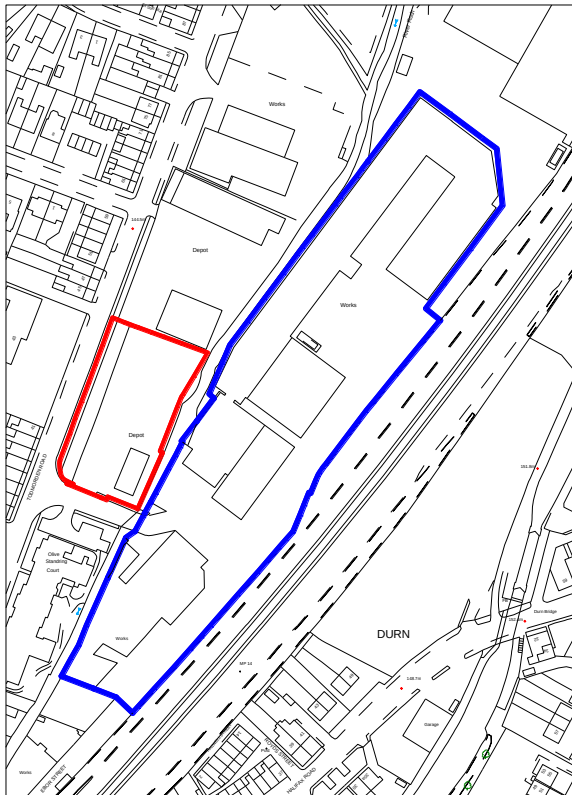
INTRODUCTION



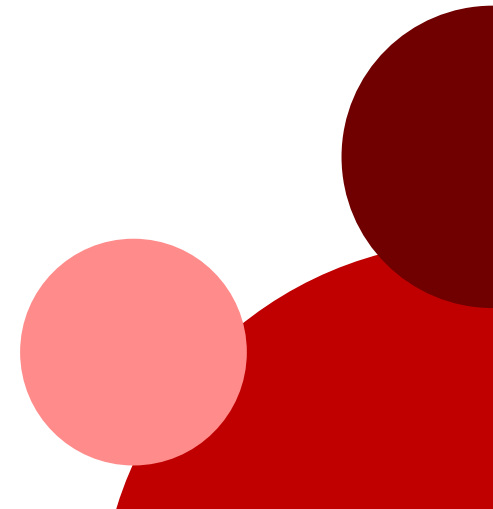
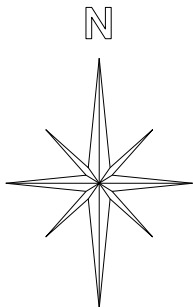
JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

Introduction

This design and access statement is provided to support the submission of a Planning Application submitted to RMBC for a proposed residential development to form 11 new dwellings at a site off Todmorden Road, Littleborough Rochdale.



Site Photograph





JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

1.0

Site Location

1.1 Site Location and Context

1.2 Planning Policy

1.3 Build Character

1.4 Change of Use Statement

1.1 SITE AND CONTEXT



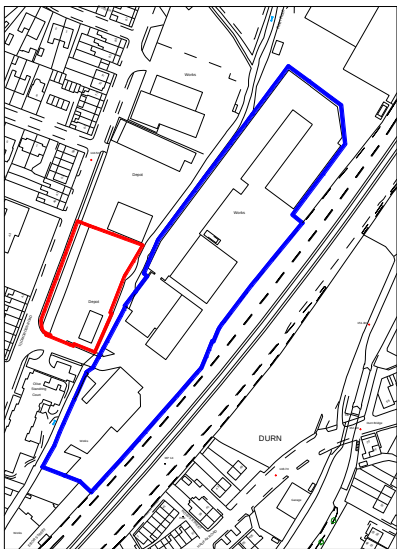
JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

Site Description

The proposal site is located off Todmorden Road, Littleborough, Rochdale edged by Rochdale Canal to the north east. The site comprises of unused industrial storage space with a single-storey commercial building, with vehicular access from Todmorden Road. The site had been previously used as industrial storage and load area but has not been used for any significant purpose in recent years. No employees are stationed on this site. The site is characterised by a selection of 8 mature trees located along a grassed landscaping strip along the footpath of Todmorden Road with a 2m tall red brick boundary wall masking the main area of the tarmacked site. The belongs to GNG Foam Convertors Ltd. A local business linked to the wider commercial uses found along Todmorden Road. While a large commercial presence is found within the local area, the main surrounding characteristic is that of residential dwellings in the form of apartment block, terrace housing and semi detached housing focussing on a blend of traditional stone-built terraced houses and more contemporary townhouses.

The proposal site is found to be mostly level throughout with slight incline towards Rochdale Canal to the north, offering potential for scenic views from the proposed development. Littleborough Railway Station is approximately 0.5 miles to the west, providing direct services to Manchester and Leeds while Todmorden Road forms a key role in the strategic highway network in the area linking Littleborough to other areas such as Walsden, Todmorden, Hebden Bridge and Burnley; as such Todmorden Road offers an array of bus stops with at least two separate bus stops for either direction within 190 meters of the proposal site. The proposal site is within walking distance of local shops, schools, and recreational areas, including the picturesque Hollingworth Lake.

Site Area: 3027m² (0.3 hectares)



Site Location Plan



Todmorden Road Site Photo

1.2 PLANNING POLICY

Planning Policy

Local Planning Policy: Rochdale Core Strategy: The site falls within a designated residential area, suitable for infill development that respects the character and density of the surrounding neighbourhood.

Littleborough Neighbourhood Plan: Encourages sustainable development that enhances local infrastructure and contributes to the community's needs.

Flood Risk Considerations: Flood Zone: The site is located within Flood Zone 1, indicating a low risk of flooding. However, surface water drainage solutions will be incorporated to manage any potential runoff.

Flood Risk Management Scheme: The ongoing Rochdale and Littleborough Flood Risk Management Scheme aims to further mitigate flood risks in the area, enhancing the site's resilience.

The Flood Hub Transport and Access: Vehicular Access: Direct access to Todmorden Road is available, with potential for improved junction design to facilitate safe ingress and egress.

Public Transport: Proximity to Littleborough Railway Station and local bus routes supports sustainable transportation options for future residents.

1.3 BUILD CHARACTER

The below images provide an understanding of the local build character surrounding the site.



27 Todmorden Road



Olive Standing House Sheltered Housing



The Vine Fellowship



47 Todmorden Road



The Woolpack Pub



61 Todmorden Road

1.4 CHANGE OF USE STATEMENT

The site comprises previously developed land historically associated with GNG Foam Converters. It formerly accommodated the storage of vehicles and various materials but has been vacant and without active employment operations for a significant period. No employees are stationed on the site, and all historic industrial activity has ceased.

The site sits within an area that is transitional in character, with existing residential properties in close proximity along Todmorden Road and the surrounding urban area. The site therefor presents an opportunity for regeneration through an appropriate and beneficial new use.

Policy Context

National Planning Policy Framework (NPPF) and Rochdale Borough Council's Core Strategy and Allocations DPD support:

- Efficient use of brownfield land.
- Regeneration of under-used or derelict sites.
- Delivering housing in sustainable and accessible locations.
- Ensuring employment land is protected only where there is reasonable prospect of it being used for that purpose.

Paragraphs 120 and 121 of the NPPF in particular encourage local authorities to support alternative uses on vacant or under-used land where market demand for the existing use is low and where such change would contribute to local housing needs.

Lack of Viable Demand for Employment Use

Long-term vacancy

The site has been unused for some time, with no current operational activity and no employment generated. Its continued dereliction indicates a lack of commercial demand for industrial or storage uses in this specific location.

Physical and operational constraints

The sites configuration and proximity to residential properties creates constraints for industrial operations, including:

- Limited access for HGVs and commercial traffic.
- Potential noise and disturbance impacts on nearby housing.
- A lack of modern industrial infrastructure.
- Significant investment would be required to bring the site up to contemporary commercial standards.

These factors reduce the attractiveness of the site to the employment market and restrict its realistic potential for future industrial use.

1.4 CHANGE OF USE STATEMENT

Suitability and Benefits of Residential Use

Alignment with surrounding land uses

Residential redevelopment would be compatible with the character of the local area, which already includes established housing. This represents a more harmonious land use relationship compared to potentially disruptive industrial activities.

Contribution to local housing needs

Rochdale Borough continues to require new homes to meet identified need. Redevelopment of this previously developed, accessible site supports sustainable housing delivery, helping reduce pressure on greenfield land.

Regeneration and visual improvement

The existing site is underused and detracts from the appearance of the area. Residential development will deliver:

- High-quality design.
- Enhanced streetscape.
- Removal of dereliction and improved perception of place.

Sustainable location

The site is well positioned in relation to:

- Local shops and services in Littleborough.
- Public transport routes and infrastructure.

Its sustainable location supports residential development under the NPPF's principles of encouraging growth in accessible, well-connected areas.

Planning Balance and Conclusion

The proposed change of use from industrial to residential is justified on the following grounds:

- There is no longer any demand or realistic prospect for employment use, as demonstrated by long-term vacancy, physical site constraints, and market unattractiveness.
- Industrial reuse would create negative amenity impacts for surrounding residents due to noise, traffic, and operational requirements.
- Residential use is compatible with the surrounding environment, would complete the existing built form along Todmorden Road, and represents a more appropriate and sustainable use.
- The redevelopment delivers public benefits, including new housing, brownfield regeneration, aesthetic enhancement, and support for sustainable neighbourhood growth.
- The proposal aligns with the principles of the NPPF, which encourages re-use of under-utilised brownfield land for housing where former employment uses are no longer viable.

On this basis, the change of use to residential is the most appropriate, sustainable, and beneficial planning outcome for the site.



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

2.0

Proposal and Design

2.1 Orientation and Layout

2.2 Landscape Design

2.3 Material Considerations

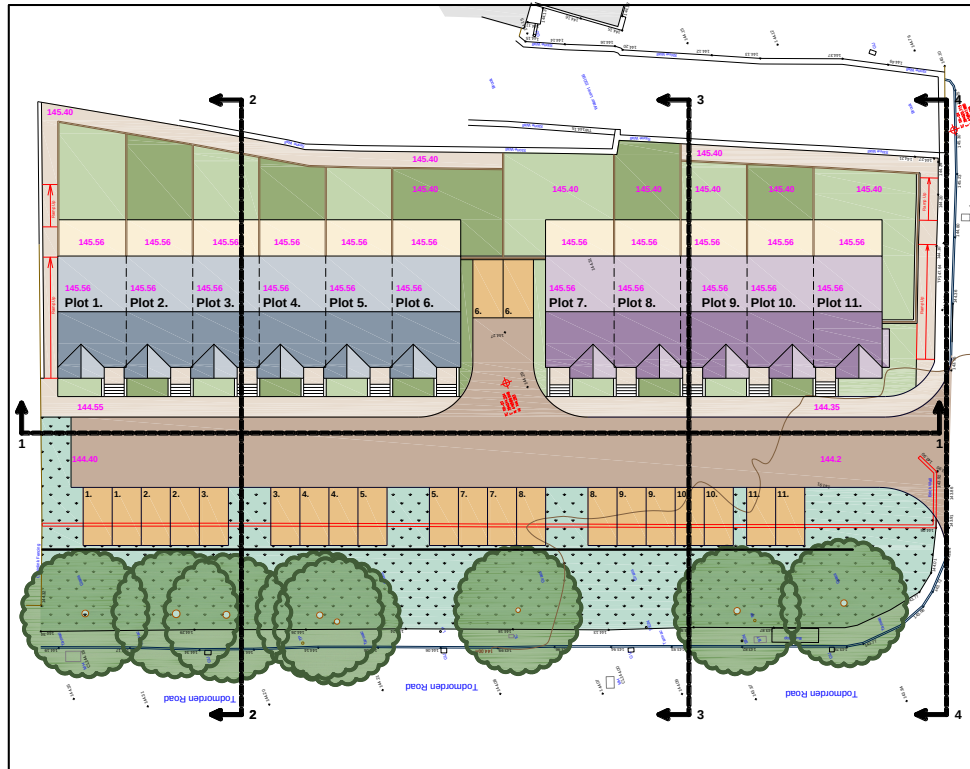
2.4 Appearance

2.5 Parking and Servicing

2.1 ORIENTATION AND LAYOUT



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK



Proposed Site Plan



Littleborough Satellite Image



Site Layout

The existing site consists largely of tarmacked space used for parking and loading purposes as part of GNG Foam Convertors Ltd. daily activities; The site is bounded by Rochdale Canal to the East with a 2m high red brick wall edging the Western and Southern boundaries with the western boundary being located 8m from back of pavement at Todmorden Road.

The proposed site layout looks to provide 11 new dwellings, the proposal entails the removal of an existing concrete frame store building, brick wall, existing tarmac and any existing over grown shrubs with the existing grassed area and existing mature trees retained entirely.

The proposal slightly relocates the existing site access to increase accessibility and visibility when arriving or leaving the site. A access road stretching from the southern boundary through to the northern boundary is proposed with parking included along the access road overlooking the existing grassed area.

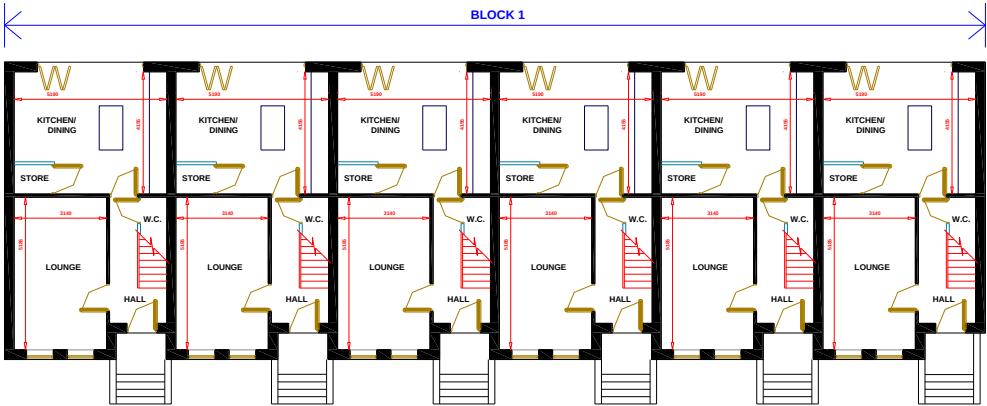
The proposed dwellings are to be set back from new access road by 4.1m allowing for a continuous 1.7m wide footpath as well as small grassed areas to the front of each dwelling; in total the proposed dwellings are set back 21m from the pavement along Todmorden Road, this layout achieves a number of points including:

- Greater distances between proposed houses and existing houses along Todmorden Road allowing increased privacy;
- Construction and ground works are set away from existing trees and RPA allowing for the existing trees to remain untouched;
- Shadowing from the existing tree canopies to front facing windows is minimised;
- Greater distance between Todmorden Road and the proposed houses results in better acoustic quality within the dwellings and to the rear gardens;
- Any potential for tunnel effect along Todmorden Road is removed.

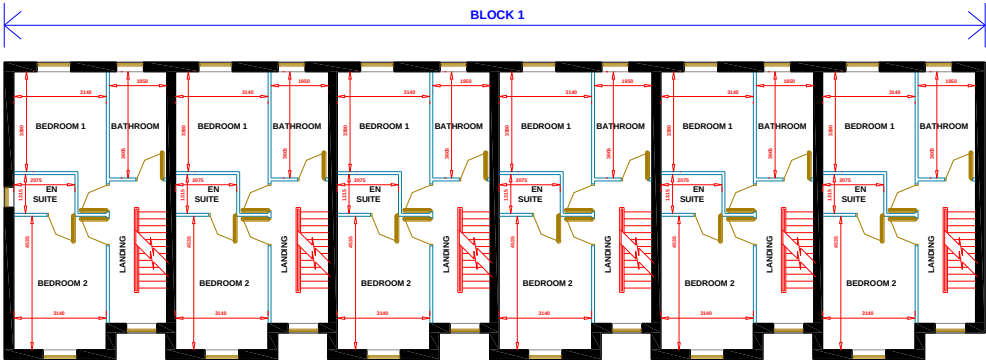
2.1 ORIENTATION AND LAYOUT

Internal Layout

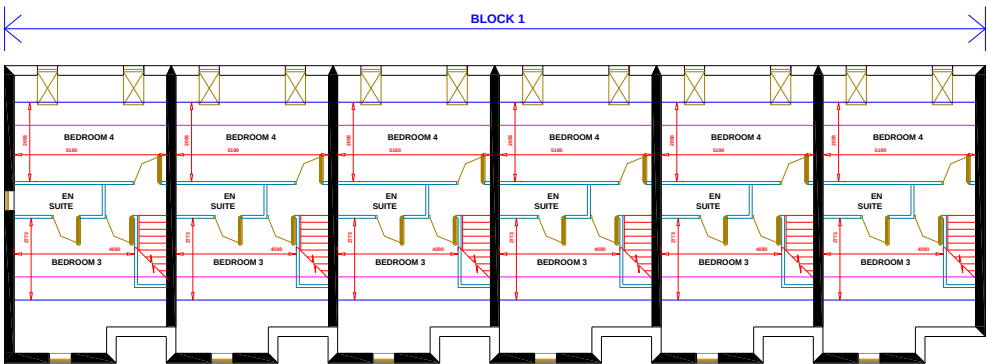
The proposal offers two mews housing blocks proposing a total of 11 new 4 bedroom dwellings with associated parking and private garden space.



Block 1 - Proposed Ground Floor Plan



Block 1 - Proposed First Floor Plan



Block 1 - Proposed Second Floor Plan

Area Schedule

Ground Floor

Room	Area
Lounge	16.2m2
Hall	6.7m2
W.c	1.5m2
Kitchen / Dining	21.5m2

Total Gross Ground Floor Area = **47m2**

First Floor

Room	Area
Landing	9.4m2
Bedroom 1	12m2
Bedroom 2	14.2m2
En Suite	2.7m2
Bathroom	7.6m2

Total Gross Ground Floor Area = **47m2**

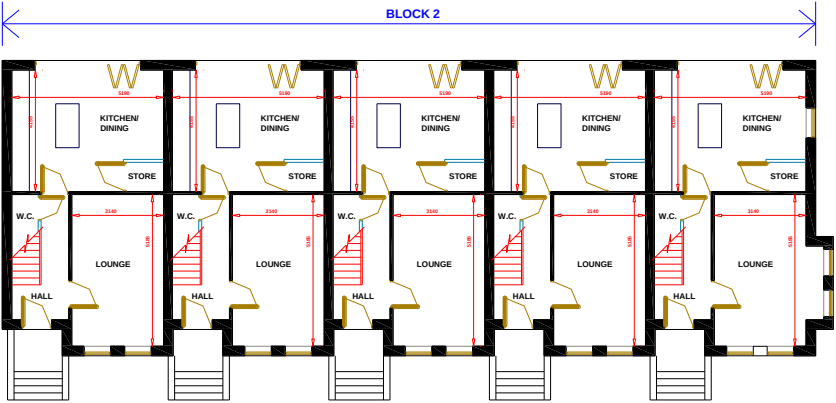
Second Floor

Room	Area
Landing	4.5m2
Bedroom 3	12m2
En Suite	3.1m2
Bedroom 4	13.9m2

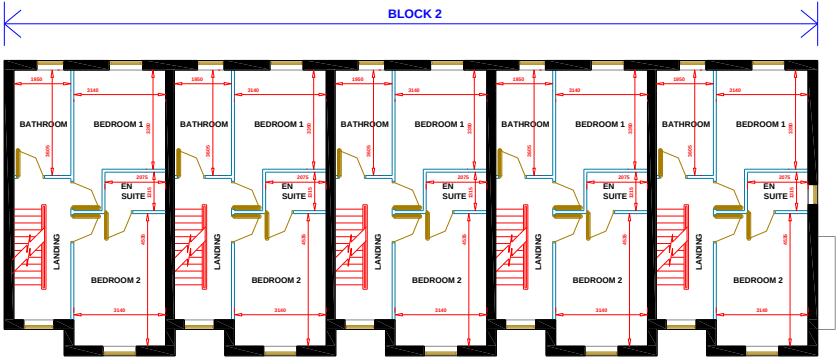
Total Gross Second Floor Area = **35m2** (Min. 1.5m Height)

Total Gross Internal Area = 129m2

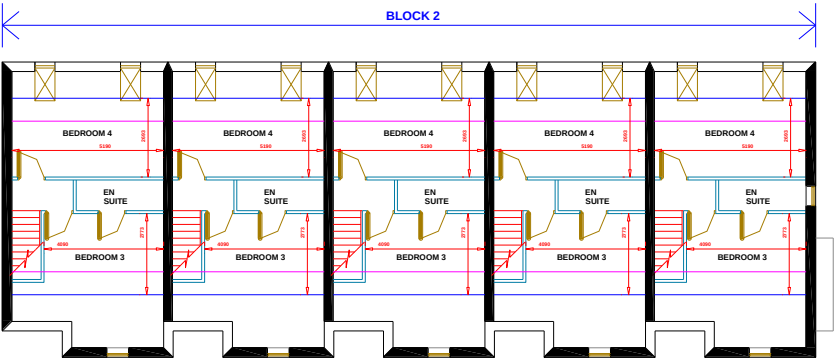
2.1 ORIENTATION AND LAYOUT



Block 2 - Proposed Ground Floor Plan



Block 2 - Proposed First Floor Plan



Block 2 - Proposed Second Floor Plan

Area Schedule

Ground Floor

Room	Area
Lounge	16.2m2
Hall	6.7m2
W.c	1.5m2
Kitchen / Dining	21.5m2

Total Gross Ground Floor Area = **47m2**

First Floor

Room	Area
Landing	9.4m2
Bedroom 1	12m2
Bedroom 2	14.2m2
En Suite	2.7m2
Bathroom	7.6m2

Total Gross Ground Floor Area = **47m2**

Second Floor

Room	Area
Landing	4.5m2
Bedroom 3	12m2
En Suite	3.1m2
Bedroom 4	13.9m2

Total Gross Second Floor Area = **35m2** (Min. 1.5m Height)

Total Gross Internal Area = 129m2

2.2 LANDSCAPE DESIGN



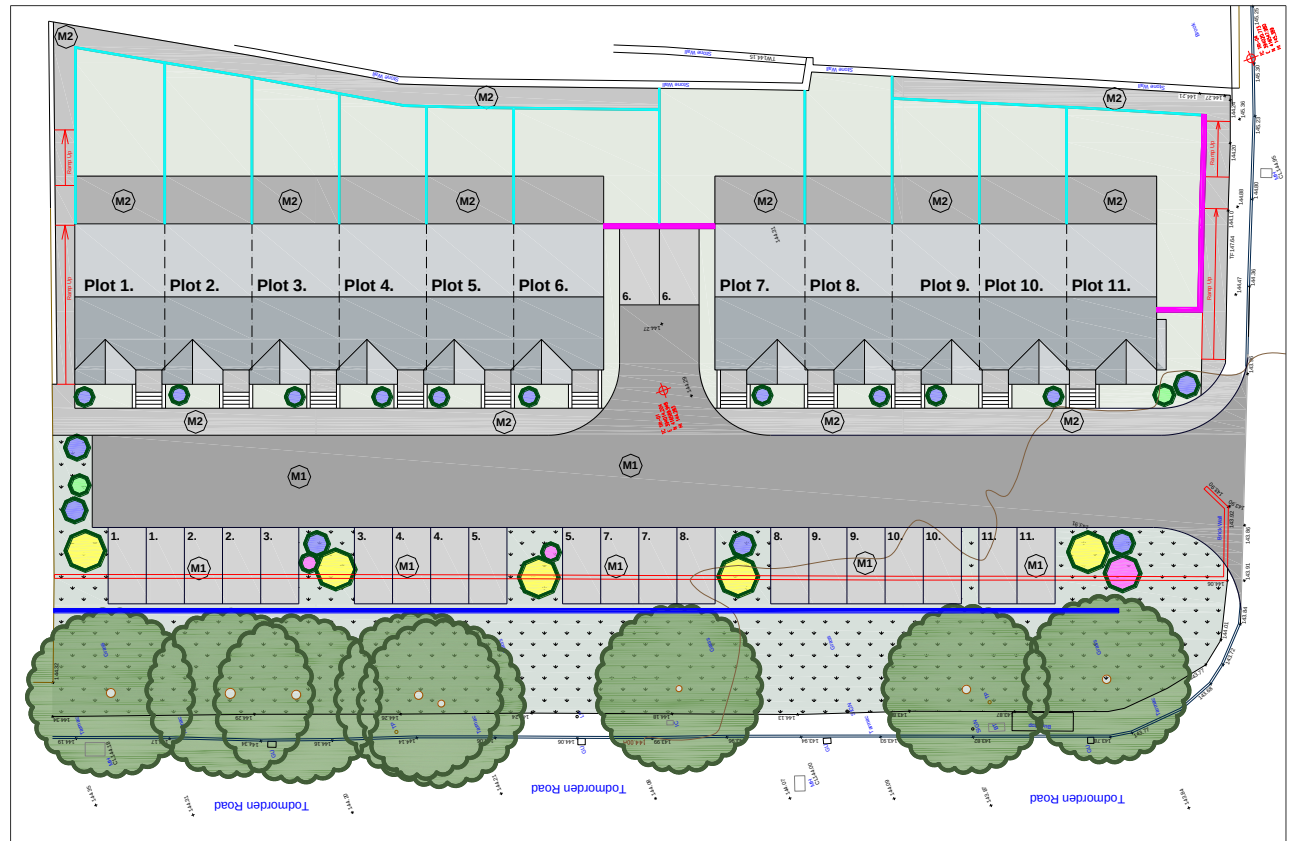
JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

Proposed Landscape Design

The proposed landscape design consists largely of two areas of landscaping, the first being the private garden space to the rear of the proposed dwellings and the second being a retained grassed area along the western boundary of the site. The parking and housing position has been specifically designed to retain the existing grassed area and the mature trees found along the western boundary.

The existing brick boundary wall along with the large tree canopies creates shadows that darken the site boundary from Todmorden Road, the removal of the existing brick boundary wall along with the proposed dwelling setback creates a far more open feel to the site and to Todmorden Road.

A Proposed landscaping plan has been provided as part of the submission that outlines planting locations and species, a key consideration for the landscape design was to maintain the significance of the existing mature trees along the western boundary, for this reason new planting has been kept minimal and where used has been specifically chosen as to not dominate the street scene over the existing mature trees and maintaining any existing open space between each tree.



Proposed Site Plan

2.3 MATERIAL CONSIDERATIONS

Material Considerations

Analysis of the existing build character of the area outlines a clear focus on traditional designs with stone and brick facades and traditional fenestration designs including bay windows with traditional gabled roof designs. The below images represent the proposed materials selected for the proposal which have been chosen for their links to the local design vernacular and traditional appearance:



Facing Stone

Anstone Premier (Med Buff)



Modern Window Frames

Dark Grey UPVC window frames



Roof Tiles

Concrete roof tiles



GRP Chimneys

2.4 APPEARANCE

Appearance

The proposal offers a traditional appearance with materials closely matching the traditional and natural materials found in the area through a specific use of stone which wholly reflects the character of not only Todmorden Road but Littleborough as a whole given the focus on stone buildings and structures throughout the village.

A traditional roof and building form echoes the visual appearance of the surrounding dwellings creating a development that sits comfortably within not only the site but the wider Littleborough area.



Proposed Street Scene

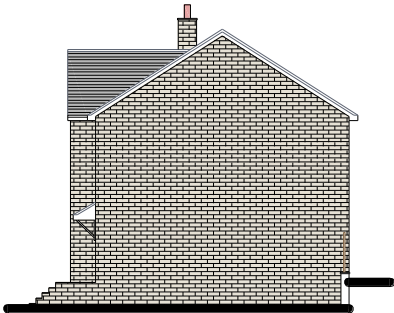
2.4 APPEARANCE



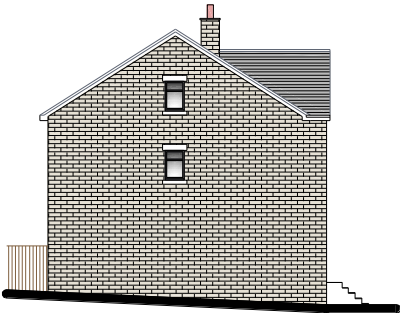
Block 1 – Proposed Front Elevation



Block 1 – Proposed Rear Elevation



Block 1 – Proposed Side Elevation 1



Block 1 – Proposed Side Elevation 2

2.4 APPEARANCE



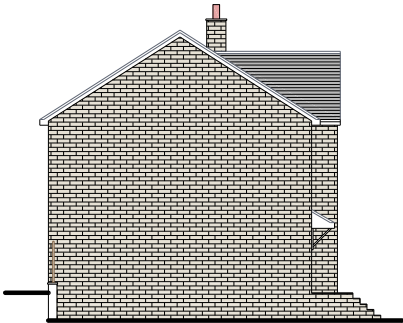
Block 2 – Proposed Front Elevation



Block 2 – Proposed Rear Elevation



Block 2 – Proposed Side Elevation 1



Block 2 – Proposed Side Elevation 2

2.4 APPEARANCE



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK



Proposed CGI Image – Street Scene

2.4 APPEARANCE



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

Proposed CGI Image – Aerial Scene

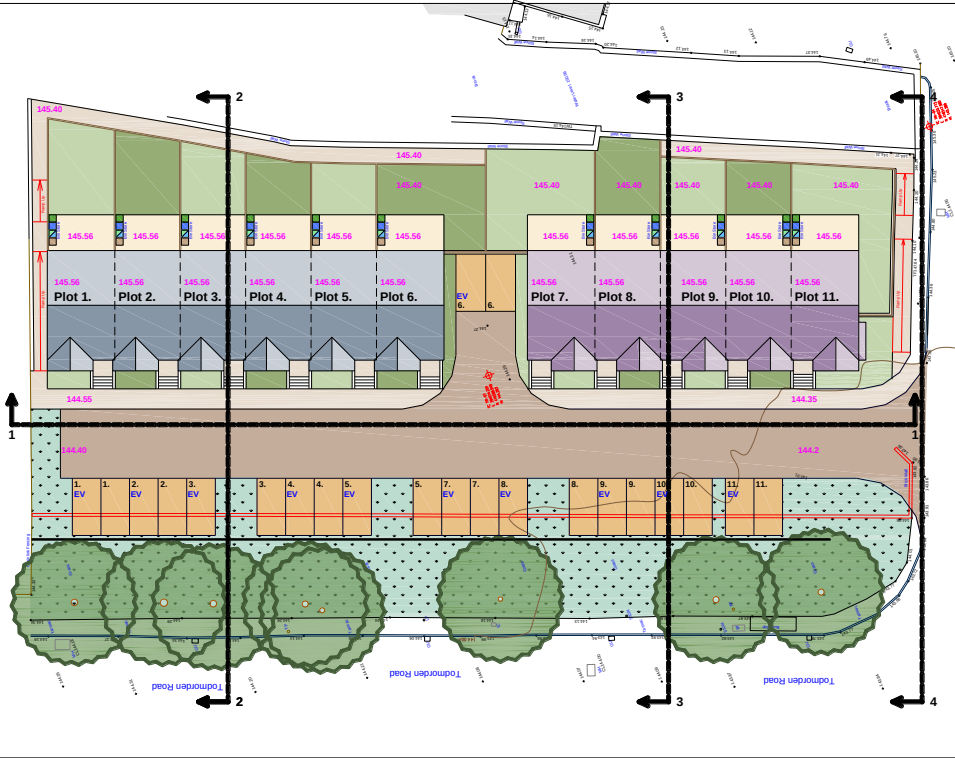
2.5 SUSTAINABILITY

Sustainability

The development adopts a responsible approach to sustainability through its use of highly insulated building fabric, modern ventilation systems, and durable, locally characteristic materials.

Brownfield regeneration contributes positively to sustainable land use objectives, while the location of the site near public transport and local amenities encourages non-car travel.

The dwellings will include water-efficient fixtures, energy-efficient heating systems, and the infrastructure to support electric vehicle charging.



Proposed Site Plan



2.6 PARKING AND SERVICING



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL SERVICES
WWW.JAMESCAMPBELLASSOCIATES.CO.UK

Parking

The proposal looks provide a minimum of 2 parking spaces per dwelling through newly formed parking spaces provided off the new access road. Each parking space is to be delineated by a contrasting buff coloured permeable tarmac survey that separates the parking spaces from the general access road.

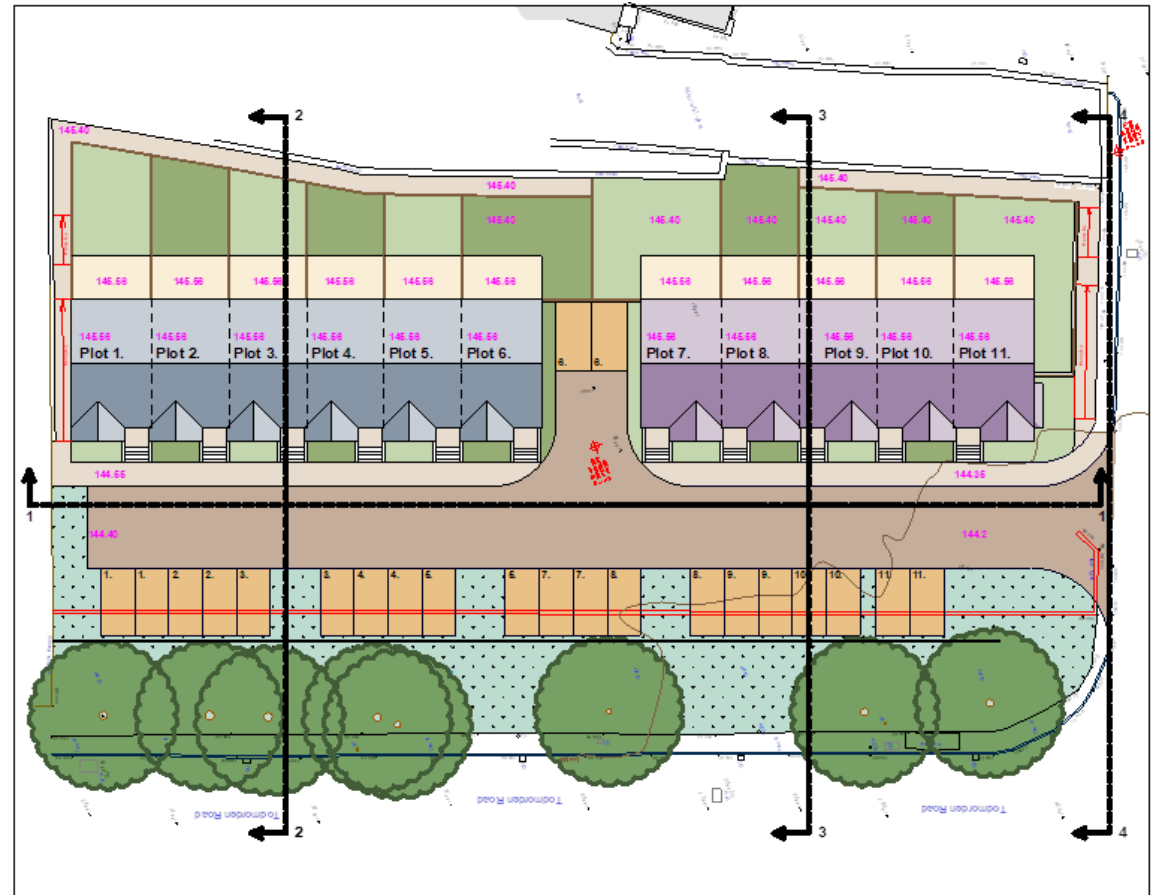
In line with planning policy, each dwelling is to be provided with 1 EV charging parking space. Individual standing charging points are to be provided to the allocated EV parking spaces.

Access & Servicing

The sites proximity to Todmorden Road allows ample access for emergency vehicles and servicing vehicles. The new site layout provides a new 5.8m wide access road with a built in turning T spanning 14m from parking space to parking space offering simple on site manoeuvrability for vehicles.

The frontage of each dwelling is provided with a 1.7m footpath leading to individual stepped access to the front entrance of each dwelling, the stepped access is formed due to flooding restrictions outlined by the flood risk assessment submitted as part of this application. Rear access to the properties if provided through ramped access paths leading to garden gates of each dwelling subsequently leading to a level access off the patio area to each dwelling.

Bins are to be located within the rear garden area of each dwelling and are to be moved to the new footpath on collection days. The turning T allows refuse vehicles to access the full depth of the site before turning within the site and leaving in a forward gear.



Proposed Site Plan

