



Trustees of J.P. Milne Will Trust **STAKEHILL INDUSTRIAL ESTATE**

Planning Statement including Statement of Community Involvement

March 2025

PROJECT NO. 62262051





The Milne Trust

LAND NORTH AND EAST OF STAKEHILL INDUSTRIAL ESTATE

Planning Statement (including Statement of Community
Involvement)

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CONTENTS

EXECUTIVE SUMMARY

1	INTRODUCTION	1
1.1	ENVIRONMENTAL IMPACT ASSESSMENT	1
1.2	THE APPLICATION SITE	2
2	STATEMENT OF COMMUNITY INVOLEMENT	4
2.1	OVERVIEW	4
2.2	CONSULTATION WITH THE LOCAL PLANNING AUTHORITY	4
2.3	COUNCILLOR ENGAGEMENT	6
2.4	CONSULTATION WITH THE LOCAL COMMUNITY	6
2.5	ONLINE CONSULTATION EVENT	7
2.6	TIMELINE OF KEY EVENTS	7
2.7	RESULTS	7
2.8	ADDRESSING THE FEEDBACK	9
2.9	SUMMARY	10
3	PROPOSED DEVELOPMENT	11
3.2	DEVELOPMENT PARAMETERS	12
3.3	LAYOUT, SCALE AND MASSING	12
3.4	LANDSCAPING	13
3.5	PROPOSED ACCESS AND PARKING	14
3.6	CONNECTIVITY	14
4	PLANNING POLICY	16
4.2	NATIONAL PLANNING POLICY FRAMEWORK (2024)	16
4.3	ROCHDALE BOROUGH COUNCIL CORE STRATEGY (2016)	19
4.4	PLACES FOR EVERYONE JOINT PLAN (2024)	20

4.5	SUPPLEMENTARY PLANNING DOCUMENTS	21
5	PLANNING ASSESSMENT	23
5.2	PRINCIPLE OF DEVELOPMENT	23
5.3	SUMMARY	29
6	OTHER PLANNING POLICY CONSIDERATIONS	30
6.2	JOB CREATION AND GROSS VALUE ADDED	30
6.3	DESIGN	30
6.4	ACCESS, HIGHWAYS, TRANSPORT AND CONNECTIVITY	31
7	DRAFT S106 HEADS OF TERMS	36
7.1	LEGISLATIVE AND POLICY POSITION	36
7.2	ANTICIPATED PLANNING OBLIGATIONS	36
8	SCHEME BENEFITS	37
9	PLANNING BALANCE	38

TABLES

Table 2-1 – Key Issues Received from the Public	9
Table 5-1 – Policy JPA2 Assessment	24

FIGURES

Figure 2-1 - Extent of Properties Consulted (Source: Google Maps)	6
Figure 2-2 - Breakdown of Responses By Topic Area	8
Figure 3-1 - Parameters Plan	11
Figure 3-2 - Character areas	13
Figure 5-1 - JPA2 Allocation extract from Places for Everyone Joint Plan	23

APPENDICES

APPENDIX A

SITE LOCATION PLAN

APPENDIX B

PROPOSED SITE LAYOUT PLAN

EXECUTIVE SUMMARY

WSP has prepared this Planning Statement on behalf of J.P. Milne Will Trust ('the Milne Trust') in support of an outline planning application for the development of land north and east of Stakehill Industrial Estate, Middleton (the 'Proposed Development').

The site extends to 24.86ha, as identified on the Site Location Plan contained at **Appendix A** and is within Rochdale Borough Council's (RBC) authority boundary.

SCOPE OF OUTLINE PLANNING APPLICATION

Planning permission is sought for the following:

'Outline planning application (including details of means of access) for the development of residential dwellings (Use Class C3) and the erection of B2/B8 floorspace (including ancillary integral office space (Use Class E)), including car parking, internal estate roads, associated works and diversion of existing footpaths. Appearance, landscaping, layout and scale are reserved for future approval.'

The planning application seeks outline approval with all matters reserved except for access. The matters reserved for future determination include:

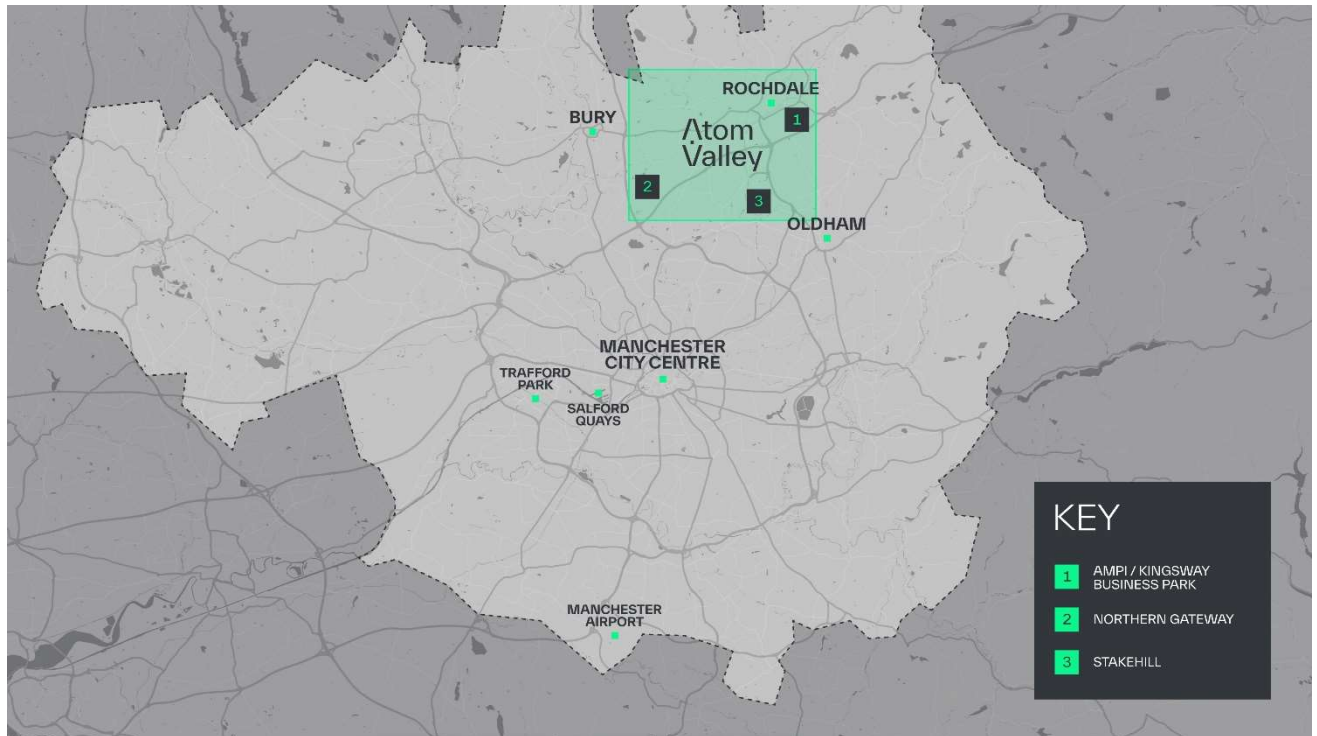
- The layout of the proposed development;
- The appearance of the buildings;
- Scale of the buildings; and
- Landscaping details.

A parameters plan detailing the outline elements of the proposed scheme is submitted for approval. The illustrative masterplan shows how the scheme could be laid out with the final layout to be determined as part of future reserved matters submissions.

Scheme overview

The site benefits from an allocation as a strategic site (Ref. JP Allocation 2 Stakehill) within the adopted Places for Everyone Joint Plan (PfE) for the delivery of up to 1,680 homes and 150,000 sqm of high quality, adaptable industrial and warehousing floorspace. As such, the principle of mixed use residential and employment development at the site is firmly established.

The Stakehill allocation is a vital component of the Atom Valley Mayoral Development Zone which has the potential to provide 20,000 new jobs and 7,000 new homes.



Delivering both new housing and employment floorspace at the site will result in significant economic, social and environmental benefits to the local area and community helping to boost the Stakehill area of Rochdale. This represents a real opportunity to widen and diversify housing choice in a suitable and sustainable location and boost Rochdale's overall delivery of housing on an allocated site.

Accordingly, the proposals comprise the following development parameters:

- Up to 314 dwellings;
- Up to 140,440sq ft of employment floorspace;
- New public open space facilities and recreational areas;
- Active travel enhancements;
- Internal distribution roads; and
- Associated engineering, and landscaping.

The proposed development has been subject to extensive pre-application discussions with key stakeholders in addition to the local community through a public consultation exercise.

The proposals are supported by an overarching Design Code for the site which sets out the design principles established within the Parameter Plans for the proposed residential and employment development at Stakehill. Along with the Parameter Plans, this material will be approved, and its content will influence the design of the scheme.

A key objective of the proposals is to deliver a scheme that creates a safe sense of place and a well-balanced mixed community where residential and employment uses can co-exist. This will be achieved by offering a range of different house types and sizes which reflect local needs but with a clear focus on delivering high quality family housing.

The employment area lies southeast of the fishing ponds and is to be visually screened from the residential areas as far as possible by a combination of site levels and woodland buffer planting. The development will integrate with the surrounding developments to create an inclusive character.

The design proposals incorporate green and blue infrastructure running from north to south splitting the development masterplan in two around existing infrastructure and the existing watercourse that runs through the site.

This will provide an attractive space which will integrate the site and create a strong sense of place for the community. The proposals will provide a substantial area of public open space for recreational and leisure purposes, with linkages throughout, and also offer biodiversity opportunities as part of the wider landscaping scheme.

The park will be supplemented by landscaped areas and pockets of open space across the whole site including retention of the existing landscape elements such as the large mature trees within the site and hedgerow and tree vegetation along the boundaries, giving the scheme an immediate sense of maturity. This will provide a network of green linkages, offering safe and attractive pedestrian connections throughout the site.

In justifying the suitability of the proposed development, this Planning Statement considers the development proposal against the Development Plan, relevant national policy and other material considerations. This Planning Statement is also accompanied by suite of plans and reports which provide detailed evidence and assessment upon which the content of this Planning Statement is based. This approach meets the requirements of Section 70(2) of the Town and Country Planning Act 1990, as well as Section 38(6) of the Planning and Compulsory Purchase Act 2004.

As indicated, by virtue of the site's allocation within the Places for Everyone Plan, the principle of development is firmly established, and the proposals fully accord in this regard. The test is therefore whether the proposals accord with technical and environmental policies and guidance contained within the Development Plan and NPPF.

As demonstrated throughout this Statement, and the wider application submission pack, there are no adverse impacts arising from the development proposals which would significantly and demonstrably outweigh the benefits.

Therefore, in accordance with the presumption in favour of sustainable development and in accordable with policies contained within the Development Plan, the application proposals should be supported and approved without delay.

1 INTRODUCTION

1.1 ENVIRONMENTAL IMPACT ASSESSMENT

- 1.1.1. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specify that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. This includes development known as 'Schedule 1 development' which always requires EIA, or 'Schedule 2 development' which requires an EIA only if the development meets or exceeds given thresholds and is likely to have significant effects on the environment by virtue of factors such as its nature, size, or location. The proposed development type is considered under Schedule 2 (10. Infrastructure Projects) and falls under category 10 (b) Urban Development Projects.
- 1.1.2. This category sets a threshold of 150 residential units, over which the proposal can be screened by the Local Planning Authority (LPA) to determine whether significant effects on the environment are likely and hence whether an EIA is required.
- 1.1.3. An Environmental Statement is submitted in support of the application.

REPORT STRUCTURE

- 1.1.4. The structure of this Statement is as follows:
- Section 2 sets out the site context;
 - Section 3 includes the statement of community involvement
 - Section 4 sets out the development proposals;
 - Section 5 summarises the relevant planning policies for the site;
 - Section 6 sets out the case for development;
 - Section 7 provides a summary of other relevant material considerations;
 - Section 8 sets out the Draft Section 106 Heads of Terms; and
 - Section 9 summaries the Planning Balance.

APPLICATION DOCUMENTS AND TEAM

- 1.1.5. The application is supported by the following reports:
- A copy of the planning application forms and certificates (WSP);
 - Air Quality Impact Assessment (Redmore);
 - Archaeological Desk Based Assessment (Ecus);
 - Architectural Plans (AEW Architects);
 - Biodiversity Net Gain Assessment Metric (Rachel Hacking Ecology);
 - Climate Change Adaptation and Energy Statement (CPW);
 - Coal Mining Risk Assessment (The Arley Consulting Company Limited);
 - Crime Impact Assessment (GMP);
 - Design and Access Statement (AEW);
 - Design Code (AEW Architects)
 - Environmental Statement (WSP and others):
 - Volume 1: Non-Technical Summary
 - Volume 2: Main Report (including Figures)
 - Volume 3: Appendices

- Flood Risk Assessment and Drainage Strategy (BWB);
- Health Impact Assessment (WSP);
- Heritage Statement (Mounteer Limited);
- Landscaping Strategy (Plincke);
- Noise Assessment (BWB);
- Phase 1 Geo-technical Assessment (REFA);
- Planning Statement (WSP);
- Preliminary Ecological Appraisal (Rachel Hacking Ecology);
- Shadow Habitats Regulation Assessment (Rachel Hacking Ecology);
- Sports Pitch Assessment (WSP);
- Statement of Community Involvement (WSP);
- Transport Assessment and Travel Plan (WSP);

1.2 THE APPLICATION SITE

- 1.2.1. The site spans approximately 24.86ha and currently comprises predominantly agricultural land with associated agricultural buildings and a series of fishing ponds roughly located in the centre of the site. A site Location Plan can be found at **Appendix A**.
- 1.2.2. Accessed via Slattocks Roundabout immediately east of the site, the A627(M) leads northbound into the centre of Rochdale and to the M62. The M62 provides direct links to key towns and cities in the north of England, including eastbound to Huddersfield, Leeds and Hull, and westbound to Warrington, St. Helens and Liverpool (via a short section on the M60 Manchester Ring Road).
- 1.2.3. The site is not located within a Conservation Area and there are no listed buildings or scheduled ancient monuments within the site or within the surrounding area.
- 1.2.4. A watercourse runs across the site from northeast to southwest, joining a larger watercourse to the south. The majority of the site is located within Flood Zone 1, with eastern sections within EA Flood Zone 2 and small section to the southwest of the development which contains EA Flood Zone 3.
- 1.2.5. The site is strategically well located to deliver a mixed residential and employment development. The site is well contained, it comprises a large wedge of land located immediately north and east of Stakehill Industrial Estate, bound to the north by the A627(M) spur and to the west by the A627(M) itself.

SURROUNDING AREA

- 1.2.6. The site is sustainably located, with the services and facilities in Slattocks within easy reach of the site by walking and cycling and also a range of public transport options.
- 1.2.7. It is surrounded by other mixed use residential, commercial and light industrial buildings. with established residential development located on Bentley Avenue.
- 1.2.8. Rochdale and the nearby area such as Middleton is due to undergo significant investment with a potential new tram linking the town with the wider network (subject to funding arrangements).
- 1.2.9. Key sustainable transport facilities within a short walking distance to the site that are likely to facilitate travel to the site by sustainable modes of travel include:
 - Bus stops on Manchester Road;
 - Other bus stops across Castleton centre, such as along the A664; and
 - National Cycle Network Route 62 to the west of the site.

- 1.2.10. From a cycling perspective, the site provides key connectivity to local neighbourhoods within the vicinity of the site including:
- Neighbourhoods less than a 10-minute cycle journey from the site such as Stanycliff and Royton;
 - Neighbourhoods between a 10-15-minute cycle journey including Rochdale, Hopwood, Castleton, Chadderton and Middleton; and
 - Transport networks in the vicinity of the site including Castleton Railway station, Mills Hill Railway station and bus stops on Manchester Road and the A664.
- 1.2.11. Overall, the site lends itself to multi-modal travel with various sustainable transport facilities nearby that are within an appropriate walking and cycling distance of the site.

PLANNING HISTORY

- 1.2.12. There are no major planning applications of relevance pertaining to the site's planning history.

PRE-APPLICATION ENGAGEMENT

- 1.2.13. Council feedback and advice has been addressed where possible and incorporated within the final scheme and is discussed in the following section of this report. A full list of amendments and rationale can also be found within the supporting Design and Access Statement.
- 1.2.14. As such, the applicant has front-loaded the application and engaged with the pre-application process in order to take a positive and proactive approach, in accordance with paragraph 39 of the NPPF.

2 STATEMENT OF COMMUNITY INVOLEMENT

2.1 OVERVIEW

- 2.1.1. The pre-application engagement process undertaken by the Milne Trust and the project team has considered relevant national and local policy guidance. The importance of pre-application consultation and community engagement are emphasised in the following:
- Localism Act (2011);
 - National Planning Policy Framework (NPPF) (2024); and
 - Rochdale Council's Statement of Community Involvement (SCI) (August 2021).
- 2.1.2. The NPPF promotes effective engagement between applicants, communities, LPAs and other interested parties throughout the process. Paragraph 137 of the NPPF states that applicants should work closely with those directly affected by their proposals to evolve designs that take account of the views of the community.
- 2.1.3. Paragraph 5.9 of the Council's SCI states that:
- "Involvement in the process can often be useful before an application is formally submitted. The Council encourages applicants to undertake discussions with us prior to submitting their application. This will help to identify key issues and planning policies and identify any problems at an early stage, such as the need for a traffic assessment or flood risk assessment, to enable the applicant to address them".*
- 2.1.4. Paragraph 5.10 goes on to state:
- "For significant development proposals, the Council has adopted guidance to encourage applicants/developers to consult with the local community before submitting their application. This enables the applicants to explain their proposals, receive feedback on which they might be able to act, create an atmosphere of genuine interest in the views of the local community and provide more certainty about any level of concern and the issues of concern."*
- 2.1.5. It is against this background that consultation with the LPA, local community and Councillors has been undertaken.

2.2 CONSULTATION WITH THE LOCAL PLANNING AUTHORITY

- 2.2.1. Given the prominence of the site and the potential scale of development, the applicant has undertaken extensive pre-application discussions with RBC over the last two years with initial discussions commencing in 2023. Various iterations of sketch layouts and the vision for the site have been discussed with officers.
- 2.2.2. Formal pre-application meetings in workshop format have been held (both in person and via video conference) with planning officers at RBC including Ryan Killeen and Michael Atkinson-Smith throughout 2023 and 2024. These meetings were attended by members of the project team, including the applicant, planning consultant and technical consultants (including landscaping) where necessary. Several of these meetings have also been attended by Council Officers from the design and highway teams.
- 2.2.3. The key discussion points at the meetings included:
- Principle of development of the site;

- Masterplanning of the site;
- Relationships between the application site and surrounding area;
- Public realm and landscape and ecology;
- Highway matters;
- Public consultation and stakeholder engagement;
- Environmental Impact Assessment; and
- S106 obligations

2.2.4. The purpose of the meeting was to better understand the Council's aspirations for the site, the needs of the local community, the planning considerations which would need to be addressed as part of a planning application submission, and to confirm the scope of the application.

2.2.5. The Council were generally positive about the proposed development and relayed that they would support an application at the site which accords with Places for Everyone Policy JP Allocation 2.

2.2.6. Specific feedback from the Council included:

- The proposal should include larger, high value homes, whilst also providing opportunities for greater density (e.g., 35+ dwellings per hectare)
- The scheme should embrace placemaking and reduce housing uniformity, with character areas defined across the site and focal points;
- Different access points for the residential development and the employment uses in the southern parcel;
- Extent of the public consultation exercise and letter drop area;
- The scheme should include landscaping areas around the perimeter of the site but also throughout the site especially buffer areas with regards to the employment uses proposed in the southern parcel of the site and retain the fisheries; and
- To include important landscape views in the scope of the LVA including the viewing point at Tandle Hill;

2.2.7. The feedback received has been valuable and has positively shaped the current scheme which fit with the ambitions of Rochdale's Core Strategy and the aspirations for this site within the Places for Everyone Joint Plan.

2.2.8. The Council's comments have been taken on board and the proposed scheme put forward as part of the current application seeks to respond positively to the advice received. Specifically, the following design changes have been actioned following the pre-application engagement exercise:

- The proposed scheme is subject to a Design Code which provides future developers with specific details on how development should be delivered, ensuring a cohesive, high-quality scheme. The Design Code fixes certain elements of the masterplan including the landscape design;
- Development parcels have been designed to be flexible to ensure that local housing needs can be accommodated, providing the flexibility to build at higher densities where appropriate;
- The proposed development has been orientated to maximise opportunities for green infrastructure and permeability, to ensure existing public rights of way are maintained where possible and to ensure the proposed development can be integrated satisfactorily into the landscape including buffers to separate residential from employment uses;
- With regards to placemaking, character areas are to be created across the site, with subtle variations in materials, detailing, landscaping, streetscape, and built form enabling each area to have its own character; and

- A variety of open spaces are proposed across the proposed development.

2.3 COUNCILLOR ENGAGEMENT

- 2.3.1. In October, December 2024 and January 2025 all councillors from the North Middleton ward and adjacent Castleton Ward were consulted prior to launching a public engagement exercise.
- 2.3.2. Councillors were advised that the design team could be made available to attend a meeting prior to the launch to field any queries they may have.

2.4 CONSULTATION WITH THE LOCAL COMMUNITY

- 2.4.1. The consultation process for this application was designed to allow the local community to view the draft proposals and share their feedback with the team before the scheme is finalised and the application is submitted.
- 2.4.2. As a result, a letter, which provided details of the proposals was distributed to 99 properties across the distribution area shown on **Figure 2-1**. Letters were posted in early January 2025 and contained a link to a dedicated website and email address, presenting draft plans and further detail of the scheme proposals.

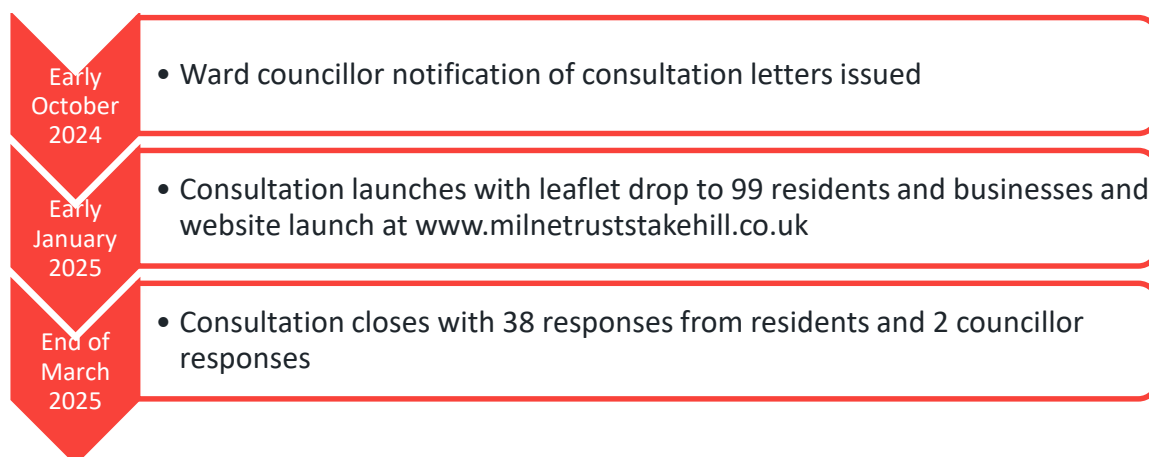
Figure 2-1 - Extent of Properties Consulted (Source: Google Maps)



2.5 ONLINE CONSULTATION EVENT

- 2.5.1. An online ‘virtual exhibition’ was launched to the public in early January 2025 in the form of a website (www.milnetruststakehill.co.uk). While the consultation ran until mid-March 2025, the site remained open as a point of information until submission of the application.
- 2.5.2. Ahead of the public launch, Ward Councillors were invited to preview the website, provide feedback on the scheme and request a meeting if desired.
- 2.5.3. The website included plans and information, along with the ability to provide feedback. The information set out included details on the developer, the site’s location, the proposals, designs, a summary of key disciplines and timescales moving forward. An email address and telephone number were provided to enable members of the public to ask questions and provide feedback.
- 2.5.4. The website also contained a dedicated questionnaire inviting visitors to engage and respond to the initial proposals. For those without internet access, a phone number was also included on the letter.
- 2.5.5. The following flowchart sets out the process and timeframes for each of the steps in the community consultation process.

2.6 TIMELINE OF KEY EVENTS

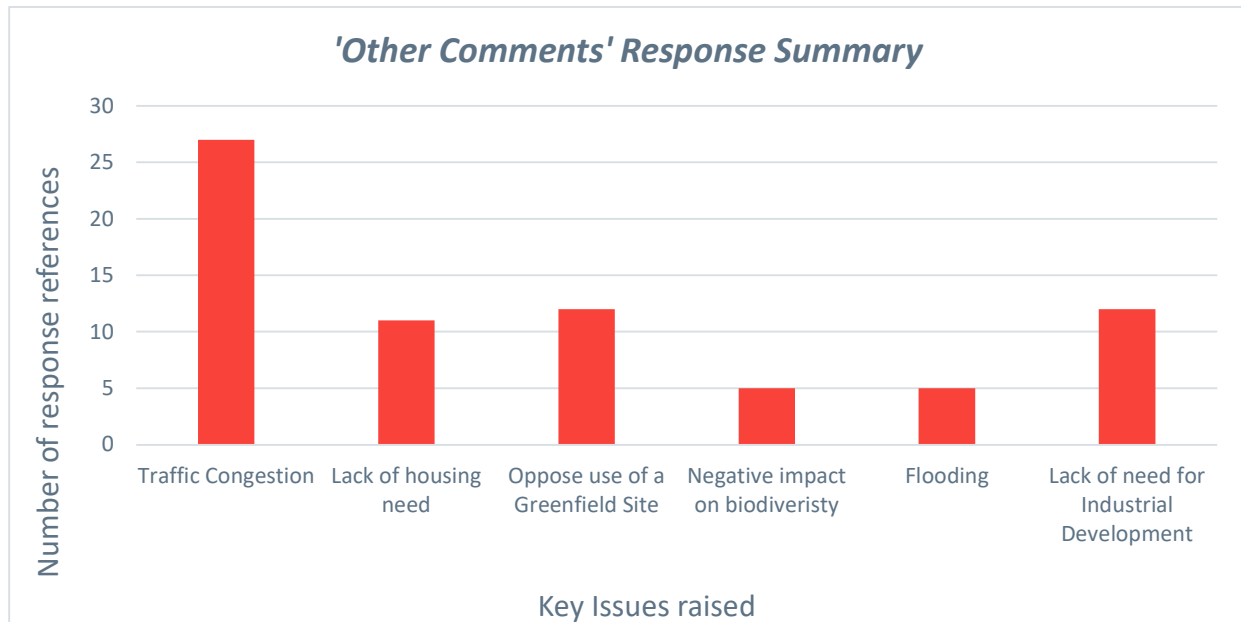


2.7 RESULTS

- 2.7.1. The following section outlines the response the design team have provided as a result of comments made during the consultation.
- 2.7.2. The majority of respondents from local residents raised questions around the potential increase in traffic along Stakehill Lane and Bentley Avenue, as well as the need for the development in the context of wider ongoing planning applications and existing local industrial space.
- 2.7.3. After analysing the public responses from the online consultation event, the majority of responses came from residents located along Stakehill Lane and Bentley Avenue.
- 2.7.4. The majority of these responses disagreed with the principle of the proposals and the impact that it will have on existing residential dwellings along, Stakehill Lane and Bentley Avenue. Some residents expressed their disappointment with the loss of a local green space and the change in views to be expected from their properties.

- 2.7.5. Almost all 38 responses left detail into their reservations around the proposal within the 'Other Comments' section of the online consultation questionnaire. The topic surrounding these reservations have been summarised into the below chart. Please note, some responses have included references to multiple key topics set out in **Figure 2-2**.

Figure 2-2 - Breakdown of Responses By Topic Area



- 2.7.6. As displayed in **Figure 2-2**, the majority of responses detailed concern around the increase in traffic congestion around the site. The applicant and project team have worked constructively with Transport for Greater Manchester since the pre-application stage to identify any potential issues with regard to transport and access on site. The result of these communications can be shown in the accompanying travel plan submitted alongside this Planning Statement.
- 2.7.7. Alongside these key issues identified there were some minor comments relating to the following:
- Existing empty units at Stakehill Industrial Estate
 - Potential to improve access to Metrolink
 - Potential for brownfield developments
 - Wider impact on motorway traffic
- 2.7.8. Some specific comments regarding **Figure 2-2** can be seen below:

“There is a single carriage way, on a single road that provides access in and out of this area from Middleton and into Castleton. With the addition on this many new residents, commercial and construction room traffic, the area would come to a standstill”

“As it is now, heavy-goods and industrial estate traffic uses Bentley Avenue and Stakehill Lane for access and/or worker parking instead of using Whitworth Way/Stakehill Industrial Estate’s main entrance/unit parking as they are supposed to, causing congestion, pollution, safety and noise problems for residents”

“This scheme would be a loss of green open space land. Scheme should find a brown field site to redevelop rather than destroying more green space”

2.8 ADDRESSING THE FEEDBACK

PUBLIC COMMENTS

Table 2-1 – Key Issues Received from the Public

Consultation Response	Design Team Response
Traffic Congestion	The Development is designed to be conducive to walking and cycling. All proposed site access junctions and other supporting works are designed to the relevant guidelines and will be subject to safety audits.
Lack of Housing Need	Housing is required on this site during the PfE plan period to provide high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high-quality extension to the urban area. The provision of housing at the site is supported by planning policy and also responds positively to the Government's drive to significantly boost housing growth.
Use of Greenfield Site	The adopted Places for Everyone Joint Plan allocates the site for a mix of residential and employment uses. The site has been through a lengthy and rigorous assessment period during the examination in public, following which its previous Green Belt designation was removed in order to facilitate future development.
Impact on biodiversity and the environment	Green infrastructure will be provided across the Development comprising a range of ecological habitats such as native broadleaved woodland blocks; native species rich hedgerows; native tree planting; species rich wildflower grassland; ponds/ areas of open water, marginal wetlands, street trees; native and ornamental garden planting; and garden trees. As demonstrated in the EIA Chapter 4 - Reasonable Alternatives, the masterplan has been through a number of iterations over a period of time. The latest masterplan has a big emphasis on creating green linkages throughout the site providing adequate landscaping buffer areas and areas of public open space within the design allowing existing and future residents access to quality green spaces and footpaths into surrounding countryside.
Flooding	The proposals are supported by a Flood Risk Assessment and Outline Drainage Strategy and also EIA chapter on water issues. The submitted FRA and Outline Drainage Strategy demonstrate that there are numerous options in which surface water arising from the proposals can be suitably drained and managed, with the detailed drainage design to be agreed with RBC and statutory consultees at Reserved Matters stage.
New industrial units	New employment space is required at this scale and profile in order to attract a broad range of high quality occupiers and major inward investment,

Consultation Response	Design Team Response
	responding positively to the PfE allocation to boost economic growth in the north of Greater Manchester and capitalising on its strategic location within Atom Valley. New employment floorspace at the site will provide a better range of good quality jobs but will also offer opportunities for premises for new and growing sectors for example advanced manufacturing. The site is close to a substantial residential population, many of whom live in wards with generally poor connectivity to employment opportunities, higher levels of unemployment and social inequality.

2.9 SUMMARY

- 2.9.1. This Statement of Community Involvement has demonstrated that extensive pre-application consultation and engagement has taken place in the lead up to submitting the planning application. This includes engagement with Council officers, Ward Councillors and the local community.
- 2.9.2. This engagement has been helpful and the feedback received has been considered as the proposed scheme has evolved and the Design Code and development parameters fixed. Much of the feedback received relates to the detailed design of the scheme, which will be addressed through subsequent consultation exercises at the Reserved Matters planning stage.
- 2.9.3. Overall, the application accords with the approach to pre-application consultation and has been prepared in the context of the NPPF (2024), Localism Act and RBC's SCI.

3 PROPOSED DEVELOPMENT

- 3.1.1. The application is submitted outline, with details of access sought for approval in detail. Appearance, landscaping, layout and scale are reserved matters, i.e. they will be the subject of later submissions and approvals.
- 3.1.2. The parameter plans define aspects of the proposal, including number of dwellings proposed and employment area floorspace. They will be approved drawings, to which the development must accord.

Figure 3-1 - Parameters Plan



- 3.1.3. The residential (Use Class C3) parameters are set out as follows:
 - Up to 314 new homes
 - Building heights: up to 3 storeys generally permissible but with two storeys at sensitive locations
- 3.1.4. The Industrial (Use classes B2, B8, E (g)(ii), E (g)(iii))
 - Up to 13,047m² GEA of industrial space

- Building heights: Plot E1: 16.5m maximum height to ridge Plot E2 and Plot E3: 12m maximum height to ridge

- 3.1.5. The proposals are supported by an overarching Design Code for the site which sets out the design principles established within the Parameter Plans for the proposed residential and employment development at Stakehill. Along with the Parameter Plans, this material will be approved, and its content will influence the design of the scheme.
- 3.1.6. A key objective of the proposals are to deliver a scheme that creates a safe sense of place and a well-balanced mixed community where residential and employment uses can co-exist. This will be achieved by offering a range of different house types and sizes which reflect local needs but with a clear focus on delivering high quality family housing.
- 3.1.7. The employment area lies south east of the fishing ponds and is to be visually screened from the residential areas as far as possible by a combination of site levels and woodland buffer planting. The development will integrate with the surrounding developments to create an inclusive character.
- 3.1.8. The application is also accompanied by an illustrative masterplan; this is not a document submitted for approval, rather it indicates how the development may take shape and be delivered, the masterplan needs to be illustrative, because the proposal will be governed by the reserved matters.
- 3.1.9. It is expected that the reserved matters will be on a phased basis, with the Design Code providing an overarching design framework and the illustrative masterplan evolving to take account of how different phases come forward.

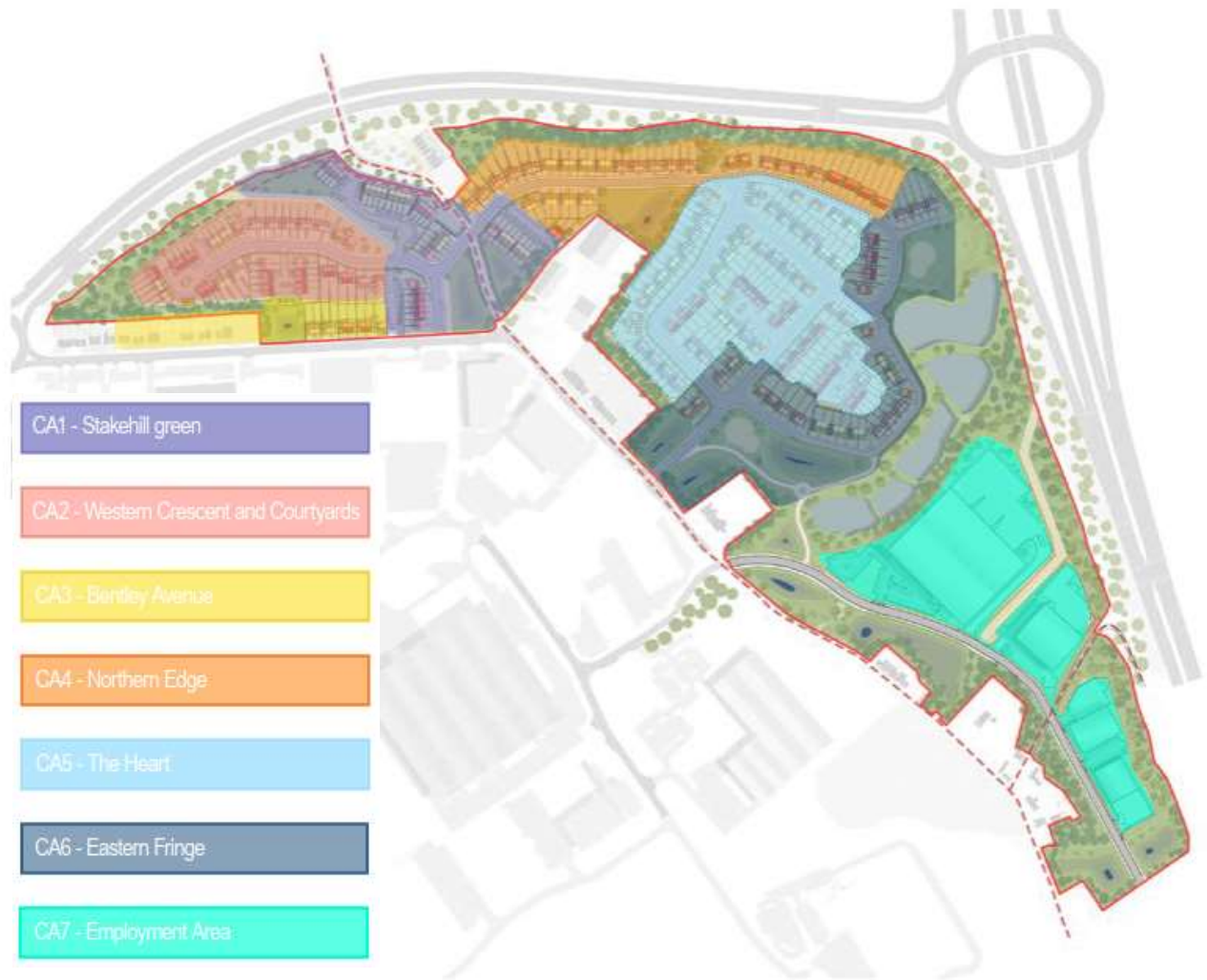
3.2 DEVELOPMENT PARAMETERS

- Up to 314 dwellings;
- Up to 140,440sqft of employment floorspace;
- New public open space facilities and recreational areas;
- Active travel enhancements;
- Internal distribution roads; and
- Associated engineering, and landscaping.

3.3 LAYOUT, SCALE AND MASSING

- 3.3.1. The Design and Access Statement sets out the street hierarchy which shows a clear, logical series of inter-connected primary and secondary street and shared private drives. This is alongside a number of pedestrian routes which permeate throughout the site.
- 3.3.2. The different street typologies (avenue, primary, secondary and shared drives) allow for efficient movement throughout the site, whilst forming distinctive communities around them. Dwellings are orientated to respond to the street-scene and address junctions and open spaces, with raised tables at key junctions/crossings intended to prioritise permeability, more details are contained within the accompanying Design Code.

Figure 3-2 - Character areas



- 3.3.3. The nature of the site and layout means that the developable area is relatively separate from nearby residential areas. The proposals therefore integrate with the surroundings through the use of POS and landscaping, and the associated pedestrian connections that surround and permeate through the development. These movement routes connect to public footpaths, restricted byways and residential communities close to the site, which naturally promotes good integration with the surrounding community. This would support healthy and amenable movement, and activity for both existing and future residents.
- 3.3.4. The site's context and relative separation from its immediate surrounds provides an opportunity to create a new identity. This has been achieved with a series of complementary but distinct identities. The scheme has seven distinct character areas.

3.4 LANDSCAPING

- 3.4.1. A variety of landscaping typologies and boundary treatments are used to frame dwellings, employment uses and streets, delineate between private and public areas along the street-scene, and provide attractive, amenable and biodiverse public and private spaces.

- 3.4.2. Taken together, the proposed landscaping offers a permeating network of green spaces that would benefit the local climate, character and community.
- 3.4.3. The distribution and scale of open spaces is well varied, and whilst responding to topography, they have been located so as to be accessible to the whole community (including existing residents nearby). With this approach supporting socialisation, well-being and inclusion. Tree and hedge planting in particular has been successfully used to provide a high quality and greened urban environment along roads and near houses. The public realm and open spaces are also appropriately designed (in terms of levels, paths and amenities) so as to be inclusive for and useable by people of all ages and abilities.
- 3.4.4. In addition to this, the retained fishing ponds is a positive visual amenity adding to the blue infrastructure across the site. The development is therefore considered to be “Landscape-led” and this is shown in the comprehensive landscape strategy developed for the site.

3.5 PROPOSED ACCESS AND PARKING

- 3.5.1. Access to the residential elements of the Proposed Development are to be taken off Slattocks Roundabout via Bentley Avenue and a new access road to the north of Stakehill Nurseries. Stakehill Lane while access to the industrial units will be provided via a new access point off Finlan Road and Stakehill Lane to the south.
- 3.5.2. Located throughout the development the residential streets connect to the formal boulevard and informal avenues. They also provide access to the shared streets and shared private drives; they are designed with a 5.5m wide carriageway and 2m footways. Deep front gardens offer tree planting opportunities to the street scene, hedgerows define front boundaries.
- 3.5.3. Predominately detached and semi-detached housing is proposed with on plot parking and hedgerows to define street boundaries and close board timber fencing fronted by hedgerow planting to rear gardens with an aspect to the street scene.
- 3.5.4. More information on the proposals is set out in Chapter 3 of the accompanying Environmental Statement.

3.6 CONNECTIVITY

- 3.6.1. The proposals are underpinned by a sustainable transport strategy, as set out in the Transport Assessment and Framework Travel Plan.
- 3.6.2. The site is well connected by sustainable modes of transport given its proximity to Rochdale town centre and Castleton Rail Station by walking and cycling. This ensures the Proposed Development is accessible from a significant extent of the borough of Rochdale, Oldham and Greater Manchester by sustainable modes of travel.
- 3.6.3. The objectives of the strategy are to provide even greater choice of travel for site user journeys for greater flexibility, improved mobility and meeting access needs and assist with identifying and removing any possible barriers to walking and cycling to further reduce the pressure on the local highway capacity and parking availability, especially at peak times.
- 3.6.4. In summary, the sustainable transport strategy envisages the following:
 - Methods proposed to reduce the number of site users travelling to and from the site by car;
 - Timescales for surveying travel patterns following occupation of the site; and

- The measures that will be used to monitor the effectiveness of the Travel Plan in its objective to reduce the volume of private car trips to the site.

4 PLANNING POLICY

- 4.1.1. This section sets out planning policy framework relevant to the application site and the proposed development. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.1.2. The Development Plan for the site comprises:
- Places for Everyone Joint Plan 2022-2039; and
 - Rochdale Core Strategy 2016-2028.
- 4.1.3. Other material considerations include the National Planning Policy Framework (NPPF), Supplementary Planning Documents (SPDs), National Design Guide (NDG) and Planning Practice Guidance (PPG).

4.2 NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 4.2.1. The National Planning Policy Framework (NPPF) was last updated on 7th February 2025 and is a key material consideration in the determination of planning applications.

ACHIEVING SUSTAINABLE DEVELOPMENT

- 4.2.2. Sustainable Development means meeting the needs of the present without compromising the ability of future generations to meet their own needs (paragraph 8). The planning system has three overarching objectives in achieving sustainable development: economic, social and environmental.
- 4.2.3. At the heart of the NPPF is the ‘presumption in favour of sustainable development’ (“the presumption”) set out at paragraph 11, which establishes the planning principles in pursuing sustainable development in a positive way. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless ‘any adverse impacts of doing so would significantly and demonstrably outweigh the benefits’. This includes where a local planning authority (‘LPA’) cannot demonstrate a five-year supply of deliverable housing sites or where the Housing Delivery Test has been failed and is referred to as the ‘titled balance’.

PLAN MAKING

- 4.2.4. Paragraph 23 states strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption.

DELIVERING A SUFFICIENT SUPPLY OF HOMES

- 4.2.5. The NPPF is unequivocal in its drive to “significantly boost the supply of homes” (paragraph 60). Paragraph 61 states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.

4.2.6. Paragraph 63 states that LPA should plan for a mix of housing based on current and future demographic needs, market trends and the needs of specific groups. They should identify the type, size and tenure of housing, and have policies to meet affordable housing need.

4.2.7. Paragraph 77 states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities”.

BUILDING A STRONG, COMPETITIVE ECONOMY

4.2.8. Paragraph 85 encourages a strong, competitive economy where:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”

PROMOTING SUSTAINABLE TRANSPORT

4.2.9. Paragraph 109 requires transport issues to be considered from the earliest stages of development proposals, so that the potential impacts on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, technology and usage are realised; opportunities to promote walking, cycling and public transport use are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

4.2.10. Paragraph 115 states that in assessing application for development it should be ensured that any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree through a vision-led approach.

4.2.11. Paragraph 116 makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.2.12. Paragraph 117 sets out that developments should be located and designed where practical to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

4.2.13. Paragraph 118 requires all developments that generate significant amounts of movements to be supported by a Transport Assessment and Travel Plan. Decisions on proposals should take account of whether opportunities for sustainable transport modes have been taken up, safe and suitable access can be achieved, and improvements can limit the significant impacts of the development.

MAKING EFFECTIVE USE OF LAND

- 4.2.14. Paragraph 124 states that planning decision should promote an effective use of land in meeting the need for homes and other uses.
- 4.2.15. Paragraph 130 states that area-based character assessment, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places.

ACHIEVING WELL DESIGNED PLACES

- 4.2.16. Paragraph 131 stresses the importance of planning positively for 'the creation of high-quality buildings and places.
- 4.2.17. Paragraph 135 ensures that developments will function well and add to the quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place; accommodate and sustain an appropriate amount and mix of development including greenspace and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and wellbeing.

CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

- 4.2.18. Paragraph 187 states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes by (among other things) protecting valued landscapes, minimising impacts on biodiversity and providing net gains, and mitigating and remediating despoiled, degraded and derelict land.
- 4.2.19. Paragraph 193 sets out that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity and seek opportunities to incorporate biodiversity in and around developments.
- 4.2.20. Paragraph 196 confirms that in making planning decisions LPAs should be satisfied that the land is suitable for the use in ground condition terms.

MEETING THE CHALLENGE OF CLIMATE CHANGE, FLOODING AND COASTAL CHANGE

- 4.2.21. Paragraph 161 requires new development to avoid increased vulnerability to the range of impacts arising from climate change and help reduce greenhouse gas emissions.
- 4.2.22. Paragraph 166 expects new development to comply with local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable and take account of landform, layout, building orientation, massing, and landscaping to minimise energy consumption.
- 4.2.23. Paragraph 170 states inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.
- 4.2.24. Paragraph 175 ensures that flood risk is not increased elsewhere and requires development to be supported by a site-specific flood-risk assessment.

- 4.2.25. Paragraph 181 expects major developments to incorporate sustainable drainage systems (“SuDS”), unless there is clear evidence they would be inappropriate.

4.3 ROCHDALE BOROUGH COUNCIL CORE STRATEGY (2016)

- 4.3.1. Policy SD1 ‘Delivering sustainable development’ confirms planning applications that accord with the policies in the local plan will be approved without delay, unless material considerations indicate otherwise.
- 4.3.2. Policy DM1 ‘General development requirements’ highlights all development proposals should be of high-quality design, enhance the quality of the area, be compatible with surrounding land uses, do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.
- 4.3.3. Policy SO2 ‘To create successful and healthy communities’ focuses of delivery sufficient housing to meet demand, improving the range of housing to meet everyone’s needs and aspirations as well as ensuring new housing is supported by community facilities and service infrastructure.
- 4.3.4. Policy SO3 ‘Improving design, image and quality of place’ focuses on raising design quality and promoting sustainable developments as well as improving gateways into the borough and main transport corridors to improve the image of the borough.
- 4.3.5. Policy SO4 ‘Promoting a greener environment’ promotes ensuring development is energy efficient and contributes to carbon reduction, maximising green open areas and biodiversity.
- 4.3.6. Policy SO5 ‘Improving accessibility and delivering sustainable transport’ highlights development should be directed to the most accessible locations.
- 4.3.7. Policy C1 ‘Delivering the right amount of housing in the right places’ outlines the need to deliver at least 460 net additional dwellings per year up to 2028 to assist in the creation of successful, inclusive and mixed communities and meet the housing need of the borough.
- 4.3.8. Policy C3 ‘Delivering the right type of housing’ requires all housing development to be well designed and built to appropriate densities to meet the overall needs and aspirations of the borough.
- 4.3.9. Policy P1, ‘Improving image’, requires high quality design for all new development to ensure new development improves the image of the borough.
- 4.3.10. Policy P2, ‘Protecting and enhancing character, landscape and heritage’, seeks to ensure new development protects and enhances the borough’s heritage assets.
- 4.3.11. Policy P3, ‘Improving design of new development’, requires all new development to adhere to design principles including ensuring it contribute positively to the townscape in addition to ensuring the impact upon the environment is minimised.
- 4.3.12. Policy G1, ‘Tackling and adapting to climate change’, aims for new developments to address climate change and ensure the development does not increase CO2 emissions.
- 4.3.13. Policy G5 seeks to protect open land outside the urban area and not in the green belt. Therefore, development on open land outside the urban area and not in the green belt will be resisted unless it is limited development that would be acceptable were it in the green belt or it is small scale development consistent with other detailed policies or it satisfies the release of protected open land.

- 4.3.14. Policy G6, 'Protecting green infrastructure', seeks to ensure residential development provides or contributes financially towards recreational open space.
- 4.3.15. Policy G7, 'Increasing the value of biodiversity and geodiversity', outlines sites and features of biodiversity and geodiversity importance will be given full and appropriate recognition and protection and no development should result in a net loss of biodiversity or geodiversity interest in the borough and overall development in the borough should result in a net gain.
- 4.3.16. Policy G8, 'Managing water resources and flood risk', seeks to ensure that new development does not lead to any form of increased flooding locally, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, and is well protected from flood risk.
- 4.3.17. Policy G9, 'Reducing the impact of pollution, contamination and land instability', requires that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution; seeks to ensure that new residential development is not adversely affected by existing sources of pollution or ground contamination or land instability.
- 4.3.18. Policy G10 'Managing Mineral Resources', seeks to ensure the sustainable management of mineral resources and make an appropriate contribution towards helping Greater Manchester to meet its contribution to the regional apportionment for land-won aggregate and maintaining an appropriate land bank.
- 4.3.19. Policy T1 and T2 seeks to ensure that new development satisfies the Council's accessibility hierarchy.
- 4.3.20. The site is currently designated Green Belt land on RBC's adopted UDP proposals map. It is considered that the Places for Everyone Joint Plan is now Rochdale's adopted development plan and is assessed in the following section.

4.4 PLACES FOR EVERYONE JOINT PLAN (2024)

- 4.4.1. PfE was adopted in March 2024 and now forms part of Rochdale's adopted development plan. It provides a long-term strategic plan for sustainable inclusive growth across the nine Greater Manchester districts including Rochdale. PfE will guide how the city region will grow up until 2039, including by:
 - Identifying the amount of new development that will come forward across the 9 districts;
 - Supporting the delivery of key infrastructure, such as transport and utilities;
 - Protecting important environmental assets across the city region; and
 - Allocating sites for employment and housing outside of the existing urban area.
- 4.4.2. Policy **JPA2** states that the development at the site will be required to deliver around 150,000 sqm of high quality industrial and warehousing floorspace with a focus on suitable provision for advanced manufacturing and provide around 1,680 high quality homes including higher value properties.
- 4.4.3. PfE Policy **JP-H1: Scale, Distribution and Phasing of New Housing Development** requires Rochdale to deliver a minimum of 568 dwellings per annum through to 2025, and 616 averaged across the remainder of the plan period to 2039.
- 4.4.4. The proposed development will assist with making a meaningful contribution to the delivery of new homes over the plan period as required by this policy.

- 4.4.5. Policy **JP-H2: Affordable Homes** seeks to maximise the delivery of affordable housing by applying local plan targets for the provision of affordable housing.
- 4.4.6. **JP-H3: Type, Size and Design of New Housing** requires new development to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods.
- 4.4.7. **Policy JP-H4: Housing Density** sets minimum net residential density standards for development within certain locations. In the case of all other locations outside of city centre and population centres there is an expectation of 35 dwellings per hectare.
- 4.4.8. **Climate Change and Carbon and Energy (Policies JP-S1, JP-S2 and JP-S3)** aims to deliver a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions in both construction and operation.
- 4.4.9. Policy **JP-S4: Flood Risk and the Water Environment** requires developments to manage surface water runoff through sustainable drainage systems as close to source as possible.
- 4.4.10. Policy **JP-S5: Clean Air** seeks to determine planning applications with regards to most recent development and planning control guidance published jointly by IAQM and EPUK.
- 4.4.11. Policy **JP-G1: Landscape Character** requires development within a Landscape Character Type should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location.
- 4.4.12. Policy **JP-G2: Green Infrastructure Network** requires development which involves the removal of land from the Green Belt (including allocations proposed in the plan) to offset the impact of removing land from the Green Belt through identifying and delivering compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site.
- 4.4.13. Policy **JP-G7: Trees and Woodland** requires that where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost.
- 4.4.14. Policy **JP-G8: A Net Enhancement of Biodiversity and Geodiversity** development will be expected to follow the mitigation hierarchy and achieve a measurable net gain in biodiversity of no less than 10%.

4.5 SUPPLEMENTARY PLANNING DOCUMENTS

- 4.5.1. The following SPDs are of relevance to the proposals:

- Oldham and Rochdale Urban Design Guide SPD, underpinned by:
 - Design and Planning Process: A Guide to Good Practice
 - Residential Design Guide SPD
 - Public Realm Design Guide SPD
 - Guidelines and Standards for Residential Development SPD
 - Provision of Recreational Open Space in New Housing SPD
 - Biodiversity and Development SPD

GUIDELINES & STANDARDS FOR RESIDENTIAL DEVELOPMENT SPD (JUNE 2016)

- 4.5.2. The Council adopted this SPD in June 2016 to inform the development management policies relevant to residential development, and to set guidelines for specific design issues which should be addressed by new residential developments.

- 4.5.3. These include but are not limited to standards surrounding overlooking distances between dwellings, waste management arrangements and minimum space standards.

URBAN DESIGN GUIDANCE SPD

- 4.5.4. The Residential Design Guide forms one part of a series of the Design Guides produced jointly by Oldham Metropolitan Borough Council, Rochdale Metropolitan Borough Council, and the Oldham Rochdale Partners in Action Housing Market Renewal. The aim of the document is to provide clear guidance on the quality of design expected by both boroughs.

AFFORDABLE HOUSING SPD (MARCH 2008)

- 4.5.5. This SPD sets out Rochdale's position with regards to affordable housing policy and is based around three themes:
- providing high quality homes in mixed sustainable communities for those in need;
 - widening the opportunities for home ownership; and
 - offering greater quality, flexibility and choice to those who rent.
- 4.5.6. The Council will in most cases expect the contribution to affordable housing to be made on site as an integrated part of the development.
- 4.5.7. This will promote socially inclusive and sustainable communities and minimise the delay in making the affordable housing available. Providing affordable housing off-site is not the Council's preferred method. However, in certain circumstances consideration will be had if there are good planning and housing need reasons, that on-site provision is not suitable.

PROVISION OF RECREATIONAL OPEN SPACE IN NEW HOUSING SPD (UPDATED 2007)

- 4.5.8. This SPD sets standards for the open space required within new residential development.

- 5.2.5. The Stakehill allocation is a vital component of the Atom Valley Mayoral Development Zone which has the potential to provide 20,000 new jobs and 7,000 new homes.
- 5.2.6. The application proposals therefore seek to secure key objectives of the Greater Manchester Combined Authority (of which RBC is a constituent part).
- 5.2.7. The proposed development will deliver up to 314 new dwellings and will ensure that a significant proportion of an allocated site is brought forward for delivery to help meet the Borough's market and affordable housing needs. It is therefore considered that the proposed development will assist in meeting the provisions set out in Policies JPA2.
- 5.2.8. The proposals also seeks permission for up to 140,440 sq ft of B2 and B8 development on the Stakehill allocation. The floorspace is distributed across four industrial buildings located in the southern parcel of the site with HGV and staff car parking.
- 5.2.9. The Illustrative site Plan demonstrates that the site has the capacity to deliver the quantum of development for which outline planning permission is sought, whilst achieving substantial areas of open space and sustainable linkages between the site and the surrounding environment, all whilst providing a significant contribution towards the JPA2 policy requirements.
- 5.2.10. **Site specific Requirements of Places for Everyone Allocation Ref. JPA2**
- 5.2.11. Under Policy JP Allocation 2 in the Places for Everyone Joint Plan, there are a number of site specific requirements for development at Stakehill. An assessment of how the proposals accord with each of these requirements is detailed in the table below.

Table 5-1 – Policy JPA2 Assessment

Policy Requirement	Accordance of Proposed Development with Policy Criteria
1. Deliver around 150,000 sqm of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and other key growth sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor;	This Outline Planning Application is directly related to the central section of the Stakehill allocation which is allocated for residential and employment uses. As set out in the allocation wording, residential development is focused to the north of Thornham Lane with employment development located to the south and east of the existing industrial estate. However, through extensive dialogue with RBC it has been agreed that the site plays an important role in the transition between broadly the residential part of the allocation to the north and the employment part of the allocation to the south, hence it comprises a mixture of both uses. The illustrative masterplan shows up to 140,440sq ft of employment floorspace spread across four buildings located directly south of the existing fishing ponds. The areas include adequate space for staff/visitor car parking and HGV bays along with hardstanding.

Policy Requirement	Accordance of Proposed Development with Policy Criteria
2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North East Growth Corridor and create a sustainable and high quality extension to the urban area;	The proposed development is for up to 314 dwellings. The exact dwelling mix and type is to be determined at reserved matters stage, however the Illustrative Site Plan demonstrates that a range of dwelling sizes and types, including larger, higher value properties, can be accommodated at the site.
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. The scale of the residential development on the northern part of the allocation provides an opportunity to adopt a 'garden village' approach to create a locally distinctive residential offer;	The enclosed Design and Access Statement and Design Code set out the overarching design parameters that take into account the site's existing constraints and provide a framework in which the design vision will be delivered in order to be a "landscape led" masterplan. Whilst matters for reserved matters stage, the detailed layout, scale, appearance and landscaping proposals will be derived from the overarching Design Code and Design & Access Statement and as demonstrated in the Illustrative Site Plan, the scheme is capable of being delivered to a high quality and high levels of sustainability whilst ensuring a locally distinctive residential offer is provided. The Design Code refers to seven distinctive character areas which will provide a changing experience as one travels through the site. The proposed Landscape Strategy is designed to integrate the development into the existing Site context and to enhance the existing landscape, biodiversity and ecology through substantial new planting and habitat creation.
4. Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;	The Heritage Assessment concludes that all historic assets are located a suitable distance away from the site to be unaffected by the proposals. Their immediate settings are unaltered and the views from the assets to the site are of such distance and limited intervisibility that there will be no adverse impacts on the nearest heritage assets.
5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Stakehill Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ;	The Archaeological Desk Based Assessment confirms that there are no known previously recorded archaeological investigations undertaken within the site boundary. There is an overall low-medium potential for unknown buried archaeological remains.

Policy Requirement	Accordance of Proposed Development with Policy Criteria
6. Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;	The Environmental Statement – Landscaping chapter is supported by a Landscape Visual Impact Assessment (LVIA) which, inter alia, assesses views from Tandle Hill Country Park. The conclusions of the LVIA are summarised in the next section.
7. Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane to maintain separation between the urban areas of Rochdale and Middleton;	Land at the site to the south of Thornham Lane is to remain undeveloped, Green Belt designated land is will thus ensure a suitable separation between the urban areas of Rochdale and Middleton.
8. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;	Whilst the exact requirements for supporting the delivery of improved public transport within the local area are not known at this stage and will be managed through negotiation with RBC during the determination of the planning application, the proposals are underpinned by a sustainable transport vision and Framework Travel Plan that seeks to reduce the reliance on car travel and instead promote the use of active and public transport modes.
9. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to maximise the benefits of the new rail station through the creation of high-quality walking and cycling routes;	As indicated above, the exact requirements for supporting the delivery of improved public transport within the local area are not known at this stage and will be managed through negotiation with RBC during the determination of the planning application.
10. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles;	Existing public rights of way will be diverted, enhanced and integrated into the proposed scheme to improve connectivity and to encourage greater usage of active travel modes of transport.
11. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;	This is a matter for detailed design and will be addressed at reserved matter stage, however it is envisaged that all dwellings and employment units will be constructed with the necessary infrastructure to support EVCP and associated cycle parking.
12. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;	The application is supported by a Transport Assessment. Capacity modelling has been undertaken which demonstrates that mitigation would be required at the Slattocks roundabout. It is proposed to add an additional turning lane

Policy Requirement	Accordance of Proposed Development with Policy Criteria
	and signalised on Slattocks roundabout junction. The Applicant and RBC will work towards an agreement to secure planning contributions in relation to necessary highway improvements via Section 106 Planning Obligations that are commensurate with the impacts of the proposed development. Details of the agreement are not known at this point in time and will be managed through negotiation with the RBC during the determination of the planning application.
13. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;	The Illustrative Site Plan demonstrates proposals for separate access for the employment uses located towards the southern parcel of the site to the residential access off Bentley Avenue. This will enable employment use related traffic to be separated from the residential uses.
14. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;	Careful consideration has been given to how the proposed development relates to existing residents on Bentley Avenue and Stakehill Lane. Landscape buffers containing shrub planting have been introduced where possible in order to separate new development from existing houses. The masterplan has been influenced by technical assessments which ensure that any mitigation is included with the masterplan design to ensure the amenity of existing residents is taking into consideration.
15. Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include good quality boundary treatment, particularly on the boundary separating the development area and land to be retained as Green Belt to the south to provide an attractive defensible Green Belt boundary;	The landscape strategy has been designed to complement and be sensitive to the wider National Landscape Character Area of NCA 54: Manchester Pennine Fringe. The strategy will enhance biodiversity through the creation of new habitat for example: ■ 50,000m² of native woodland scrub; ■ 25,000m² of native wildflower meadow; ■ 8,000m² of wet meadow/wetland habitat; ■ 2,000m² of new aquatic habitat; ■ 4,500m² flower rich linear rain gardens; and ■ Up to 200 trees to be planted in both residential and employment areas. The total proposed green infrastructure across the site extends to around 9 ha.

Policy Requirement	Accordance of Proposed Development with Policy Criteria
16. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site;	The Environmental Statement includes a chapter on Biodiversity which assesses the potential impacts of the proposals upon statutory and non-statutory designated sites within the locality. The assessment demonstrates that the proposed development will not result in any significant adverse effects. Following mitigation and enhancement measures, overall impacts are considered to be positive at the local level.
17. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;	The proposed development is supported by a Habitats Regulation Assessment.
18. Contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation;	Whilst not subject to this application, the current proposals for the northern part of the Stakehill allocation proposed approximately 1.37ha of land to allow for the future expansion of Thornham St John's Primary School. The requirement to provide financial contributions for education provision will be discussed with RBC during the determination period.
19. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and	The masterplan includes ample areas of open space including five separate public open space areas including a LEAP. Woodland areas and existing fishing ponds have been retained and incorporated into the design.
20. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors.	With the proposed development, localised increases in noise levels are expected near sensitive receptors, but such increases are negligible in relation to existing residential premises but are significant in relation to proposed residential premises. Mitigation is proposed in the form of acoustic barriers along northern and eastern boundaries, with a minimum height of 2.5 m to 3.5 m in high-exposure areas, orientation of gardens and sensitive areas away from primary noise sources, enhanced glazing and ventilation systems, for areas with higher noise levels provision of mechanical ventilation or passive cooling to maintain comfort while ensuring windows can remain closed in high-noise areas in order to combat potentially overheating conditions. In terms of air quality, potential construction phase air quality effects from fugitive dust

Policy Requirement	Accordance of Proposed Development with Policy Criteria
	emissions were assessed as a result of earthworks, construction and track out. A Construction Environmental Management Plan will be produced in support of the Proposed Development. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable.

5.3 SUMMARY

- 5.3.1. Overall, the principle of development is wholly acceptable by virtue of the site's location within the JPA2 allocation where mixed residential and employment development is supported and the proposals have taken into account all considerations with regards to site-specific requirements of JPA2.
- 5.3.2. All site specific JPA2 requirements can be met as demonstrated through the Design Code and Illustrative Site Plan. Delivery of the site specific requirements can be achieved through the detailed design (governed by the overarching Design Code and development parameters) and addressed at Reserved Matters stage and as such appropriately worded planning conditions are requested.

6 OTHER PLANNING POLICY CONSIDERATIONS

- 6.1.1. This section of the report provides a summary of the technical work undertaken to demonstrate that there are no site constraints preventing residential development from being delivered on the site in the short term. The assessment, reports and surveys referenced below have all been submitted as part of the planning application submission.

6.2 JOB CREATION AND GROSS VALUE ADDED

- 6.2.1. The proposed development will enable significant job creation. To help quantify the positive socio-economic effects, WSP have produced a chapter within the EIA dealing with such matters.
- 6.2.2. The proposed development will generate approximately 200 new local construction jobs once job leakage and displacement have been taken into account.
- 6.2.3. Temporary construction work is calculated to add around £16.7m to the local economy in terms of Gross Value Added.
- 6.2.4. Taking into account additionality factors, the Proposed Development could generate approximately £14.4 million in GVA per annum for the wider impact area of Greater Manchester, of which £11.8 million could support the local Rochdale economy.
- 6.2.5. Calculations based on the proposed floorspace suggest that the development will generate around 220 permanent jobs on site taking leakage, displacement and indirect job creation into account.

6.3 DESIGN

- 6.3.1. Paragraph 131 of the NPPF states that that the creation of high quality, beautiful and sustainable buildings and places is fundamental to the planning and development processes; and that good design is a key aspect of sustainable development.
- 6.3.2. Paragraph 135 sets out key design principles that policies and decisions should achieve, and paragraph 136 outlines the importance of tree planting in enhancing the character and quality of urban environments. Paragraph 139 of the NPPF directs how to consider whether a proposal is well-designed, which is subject to proposals reflecting design policies and guidance. Under paragraph 139(a), significant weight should be given in support of development that achieves this.
- 6.3.3. The DAS indicates that an appropriate process was followed with respect to how early pre-application, community engagement and contextual analysis informed the initial design's development (in terms of concept, principles and evolution). Since submission, iterative discussions have taken place between Officers.
- 6.3.4. The proposed development is considered to be of a high quality design that integrates and balances a broad range of design considerations. The proposals have achieved this by positively considering the site's context to form a series of attractive and distinctive identities that integrate with the wider place physically, socially and visually; proposing a coherent pattern and form of development based around an accessible and inclusive layout; enhancing and optimising the use of natural characteristics and landscaping, particularly in public spaces that will be safe, social and inclusive; and ensuring that the development provides a good mix of houses, integrating well with the mix of uses in the wider area and providing socially inclusive environments.

MATERIALS / APPEARANCE

- 6.3.5. The DAS explains how the elevation designs reference surrounding vernacular, incorporating architectural details, materials and scale of buildings that will knit the scheme into the surrounding built environment. This enables the scheme to complement and enhance the existing environment while introducing something new.

LANDSCAPE AND VISUAL IMPACT

- 6.3.6. A Landscaping Strategy plan has been prepared and forms part of the application submission. The plan demonstrates how the mixed use scheme can retain and enhance existing natural assets where possible, provide ecological benefits, enhanced recreational opportunities and mitigates any potential landscape of visual effects.
- 6.3.7. Key elements of the landscape strategy include:
- 50,000m² of native woodland scrub;
 - 25,000m² of native wildflower meadow;
 - 8,000m² of wet meadow/wetland habitat;
 - 2,000m² of new aquatic habitat;
 - 4,500m² flower rich linear rain gardens; and
 - Up to 200 trees to be planted in both residential and employment areas.
- 6.3.8. The total proposed green infrastructure across the site extends to around 9 ha.
- 6.3.9. The enclosed landscaping strategy breakdowns the proposed key principles across the five public open spaces and green corridors and also provided illustrative cross sections across landscape edges and buffers.
- 6.3.10. In terms of views, a Landscape and Visual Appraisal (See chapter 8 of the ES) has been carried out and demonstrates how the development respects adjoining neighbours and provides landscape buffers to mitigate any effects from surrounding infrastructure. The Appraisal concludes that the long-term residual effects of the development are not likely to exceed minor in terms of significance to the overall landscape and visual amenity.
- 6.3.11. The proposal therefore accords with policies P2, P3 and G6 of the Core Strategy and PfE Policies JP-G1 and JP-G2.

6.4 ACCESS, HIGHWAYS, TRANSPORT AND CONNECTIVITY

- 6.4.1. WSP has prepared a Transport Assessment (including Travel Plan) and an associated highways chapter in the Environmental Statement, which accompanies this planning application. The assessments have found that there are no significant environmental effects on traffic or transport as a result of the development.
- 6.4.2. Access to the residential elements of the proposed development site will be provided off Slattocks Roundabout via Bentley Avenue to the north and a new access road to the north of Stakehill Nurseries, while access to the industrial units will be provided via a new access point off Finlan Road and Stakehill Lane to the south.
- 6.4.3. National Cycle Network (NCN) route 66 runs in a north to south direction following the Rochdale Canal which runs approximately 250m east of the western site boundary.

- 6.4.4. It is evident that the site is well connected by sustainable modes of transport given its proximity to Rochdale town centre and Castleton Rail Station by walking and cycling. Regular bus services also operate via Rochdale Road and Finlan Road. This ensures the Proposed Development is accessible from a significant extent of the borough of Rochdale, Oldham and Greater Manchester by sustainable modes of travel.
- 6.4.5. The site is unlikely to have a negative impact on highway safety given the relatively low number of incidents across the traffic network in the local vicinity of the site, with an average of 6.4 collisions per year across the four junctions assessed and four collisions per year across the three links.
- 6.4.6. In light of the above, the development would not result in adverse impacts on the capacity or safe functioning of the highway as a result of the development and that the requirements of T2 of the Core Strategy and Paragraph 118 of the Framework would be met in full.

AIR QUALITY

- 6.4.7. The Proposed Development has the potential to cause air quality effects during the construction and operational phases, as well as cause exposure of future residents to existing poor air quality. As such, an assessment was undertaken in order to determine baseline conditions and assess the significance of predicted effects.
- 6.4.8. Potential construction phase air quality effects from fugitive dust emissions were assessed as a result of earthworks and construction. A Construction Environmental Management Plan will be produced in support of the Proposed Development. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable.
- 6.4.9. The potential for exposure of future residents to existing poor air quality was also assessed using dispersion modelling. This indicated that pollutant concentrations were below the relevant criteria across the proposed development. As such, effects were not predicted to be significant.
- 6.4.10. Based on the results of the assessment, residual air quality effects associated with the Proposed Development are not considered to be significant.
- 6.4.11. The proposal therefore accords with policy G9 of the Core Strategy and PfE Policy JP-S5.

CRIME IMPACT

- 6.4.12. A Crime Impact Statement (CIS) has been undertaken to identify any potential impacts related to crime associated with the proposed development of the site for housing. The CIS recognises and recommends possible measures of mitigation against any identified impacts, which are being considered as the illustrative masterplan for the site evolves.
- 6.4.13. Key recommendations to feed into the detailed design relate to creating a safe sense of place with a focus on introducing and maximising opportunities for natural surveillance and clearly defining and lighting public, private and semi-private spaces. Inclusion of the recommended measures will satisfy the requirements of relevant policies, including policy SO3 which seeks to improve image and quality of place and DM1 seeking to minimise opportunities for crime.

NOISE

- 6.4.14. A noise impact assessment is included with the application. The assessment concludes that noise levels near the A627(M) exceed thresholds for residential amenity during both daytime and nighttime.
- 6.4.15. With the proposed development, localised increases in noise levels are expected near sensitive receptors, but such increases are negligible in relation to existing residential premises but are significant in relation to proposed residential premises.
- 6.4.16. Mitigation is proposed in the form of acoustic barriers along northern and eastern boundaries, with a minimum height of 2.5 m to 3.5 m in high-exposure areas, orientation of gardens and sensitive areas away from primary noise sources, enhanced glazing and ventilation systems, for areas with higher noise levels provision of mechanical ventilation or passive cooling to maintain comfort while ensuring windows can remain closed in high-noise areas in order to combat potentially overheating conditions.
- 6.4.17. At this outline application stage, no details of occupiers' operations or layout and scale are known.
- 6.4.18. The proposal therefore accords with policy G9 of the Core Strategy and Site Specific Policy Under JP2 – Stakehill allocation of the PfE Joint Plan.

ECOLOGY AND BIODIVERSITY

- 6.4.19. Rachel Hacking Ecology have undertaken substantial assessment and survey work in support of these development proposals. The site is in proximity to the Rochdale Canal SAC/SSSI/SBI which is located 130m west of the site.
- 6.4.20. A Construction Environmental Management Plan and other mitigation will be used to ensure there is no adverse effects to (inter)nationally or locally significant sites during the construction phase.
- 6.4.21. Notable species are unlikely to be significantly affected the proposed development. Further surveys are recommended in terms of ensuring no impacts to bats if trees are removed. Surveys to establish if existing barn owl box on site is in use and whether it is likely to be a nest site and a pre-construction Badger survey.
- 6.4.22. There will be the loss of ecological features as the development is built-out, but the extent of loss will only be known as reserved matters applications are submitted. Based on an initial assessment of biodiversity impacts, it is anticipated that the proposal will result in an on-site net loss. Off-setting measures can be explored as part of the application process and the Applicant is confident that through a combination of on and off-site biodiversity enhancements, the mandatory requirement to achieve a 10% Biodiversity Net Gain will be achieved.
- 6.4.23. As such, the proposal incorporates a range of overarching design measures that – through detailed design – will deliver enhancements in terms of ecology which would accord with policies G7 of the Core Strategy, Policy JP-G8 of the PfE Joint Plan and paragraph 193 of the NPPF.

GROUND CONDITIONS AND CONTAMINATED LAND

- 6.4.24. REFA have assessed ground conditions at the site and have produced a Phase 1 report. Reserved matters submissions and / or planning conditions will require additional assessment and / or mitigation, for example further intrusive investigation and a construction management plan.

- 6.4.25. However, overall there are no ground or land constraints to the proposed development being granted outline planning permission.
- 6.4.26. Subject to the undertaking of the recommendations set out in the aforementioned technical documents, the development proposals accord with the requirements of paragraph 198 of the NPPF.

TREES AND ARBORICULTURE

- 6.4.27. In terms of existing trees at the site, fifty individual trees, sixty-five groups of trees and nine hedges were surveyed.
- 6.4.28. Sixteen trees and twelve groups of trees were categorised as moderate quality, twenty-six trees, forty-six groups of trees and nine hedges were categorised as low quality and eight trees and seven groups were categorised as unsuitable for long term retention regardless of the development proposals.
- 6.4.29. The proposals as currently outlined will require the removal of six trees two groups and one part group of moderate quality and thirteen trees. Six trees and two groups are considered unsuitable for retention and are subsequently recommended for removal regardless of the development proposals.
- 6.4.30. The proposal therefore accords with policies G6 of the Core Strategy and PfE Policies JP-G7 and NPPF Paragraph 187.

FLOOD RISK AND DRAINAGE

- 6.4.31. BWB are advising on hydrological matters in respect of this project. The application is accompanied by a Flood Risk Assessment and Outline Drainage Strategy; additionally there is a water chapter (Chapter 11) within the Environmental Statement.
- 6.4.32. In accordance with the EA Flood Risk Maps, the site is shown as being located wholly within Flood Zone 1. Therefore, the proposed development will not have an adverse impact on flood risk. Despite the designation of the site as Flood Zone 1, due to it being over 1ha in size, a Flood Risk Assessment has been undertaken by BWB.
- 6.4.33. The assessment concludes that the site is at a low risk of flooding from fluvial sources and that the flood risk from surface water is predominantly considered very low at the site. The development will have no impact on other forms of flooding and in line with relevant policy.
- 6.4.34. In terms of drainage, the proposed Sustainable Drainage Statement strategy for surface water has been considered in line with the drainage hierarchy. Following an assessment of the drainage options, set out in the submitted Flood Risk and Drainage Strategy an illustrative drainage strategy has been included with the application which demonstrates how the required storage volume can be achieved within the site. A Catchment-based approach has been applied with aims to treat and attenuate runoff close to source thus a series of detention basins are proposed across the site alongside swales and permeable paving.
- 6.4.35. The proposal therefore accords with policy G8 of the Core Strategy and PfE Joint Plan JP-S4.

ENERGY AND SUSTAINABILITY

- 6.4.36. An energy and climate change adaptation statement has been prepared by CPW and is enclosed as part of this application. The statement has conducted an appraisal of the renewable and low carbon technology energy options to be employed at the site once operational in order to align with the

requirements set out under Section 14 of the NPPF with regards to reducing energy consumption during the lifetime of the development, Core Strategy Policies G1, G2 and G3 and Places for Everyone Joint Plan Policies JP-S1, JP-S2 and JP-S3.

- 6.4.37. The statement concludes that a number of measures are proposed which can have significant impacts in CO2 reduction such as use of low-carbon building materials, solar mounted PV and thermal installation on both residential and industrial elements of the scheme and air source heat pumps for both commercial and domestic buildings.

7 DRAFT S106 HEADS OF TERMS

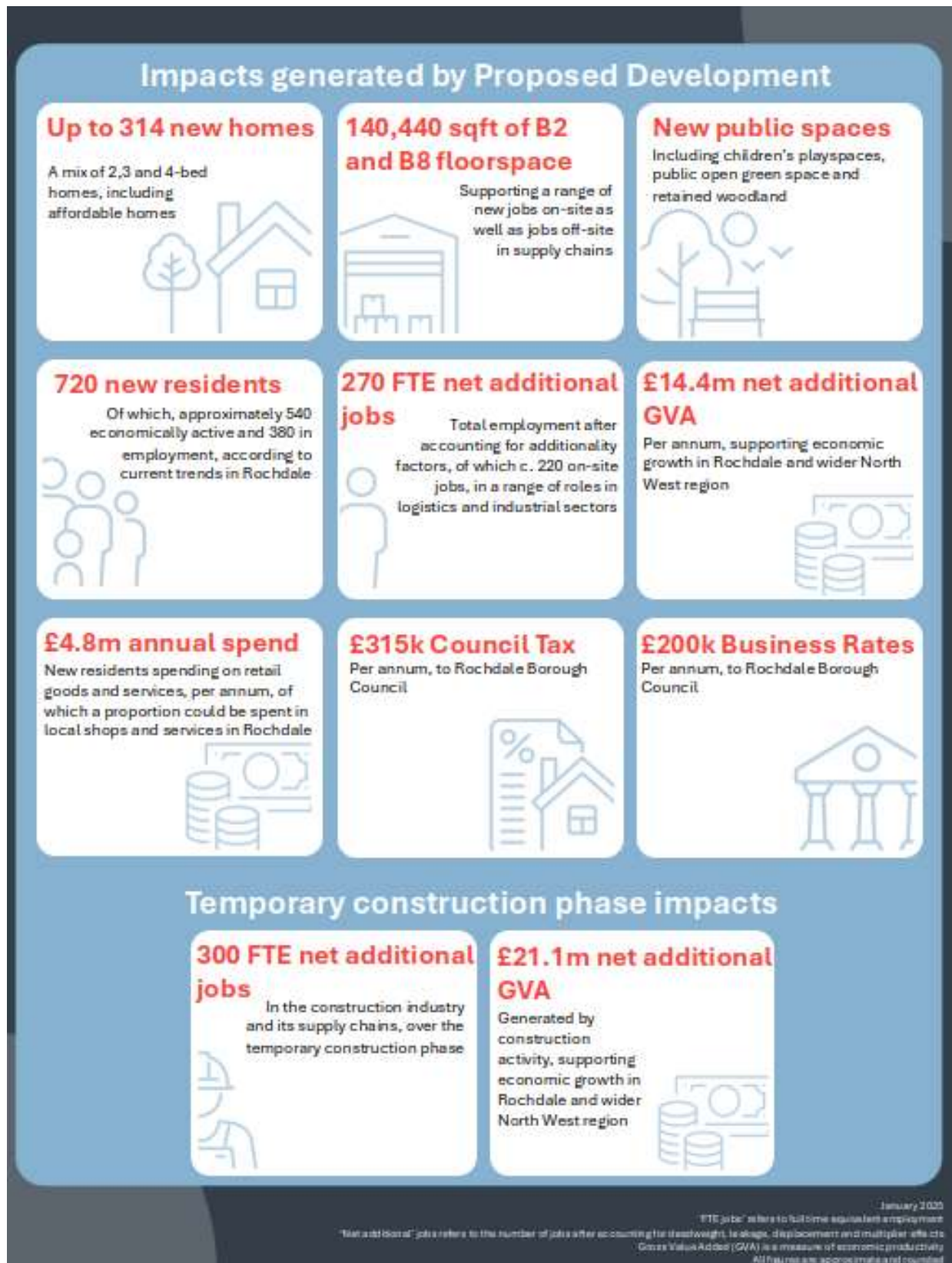
7.1 LEGISLATIVE AND POLICY POSITION

- 7.1.1. The Council does not have a Community Infrastructure Levy Charging Schedule in place. Therefore, planning obligations associated with the proposed development will need to be secured by an Agreement under Section 106 of the Town and Country Planning Act 1990.
- 7.1.2. The legislative framework for planning obligations is set out in Section 106 of the Town & Country Planning Act 1990 (as amended), regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010, and The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019. Government policy on planning obligations is set out in Paragraphs 56 to 59 of the NPPF and in National Planning Practice Guidance (NPPG).
- 7.1.3. Regulation 122(2) of the CIL Regulations 2010 (as amended by the 2011 and 2019 Regulations) sets out three tests for planning obligations. It states that:
- “A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:***
- a) necessary to make the development acceptable in planning terms;***
 - b) directly related to the development; and***
 - c) fairly and reasonably related in scale and kind to the development.”***
- 7.1.4. NPPF Paragraph 56 also states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition, and that planning obligations should only be sought where they meet the above legal tests (Paragraph 58). The three legal tests will, therefore, need to apply to any planning obligations agreed with the Council.

7.2 ANTICIPATED PLANNING OBLIGATIONS

- 7.2.1. Planning obligations may be required, some of which will be provided on site and as part of the off-site package, but the extent of obligations will need to be balanced against the extensive benefits package proposed and be commensurate to the scale of the development.
- 7.2.2. Such obligations can be discussed with relevant consultees as part of the determination of the outline planning application and negotiation of the s106 Agreement.

8 SCHEME BENEFITS



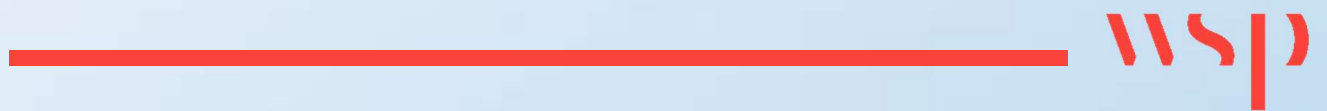
9 PLANNING BALANCE

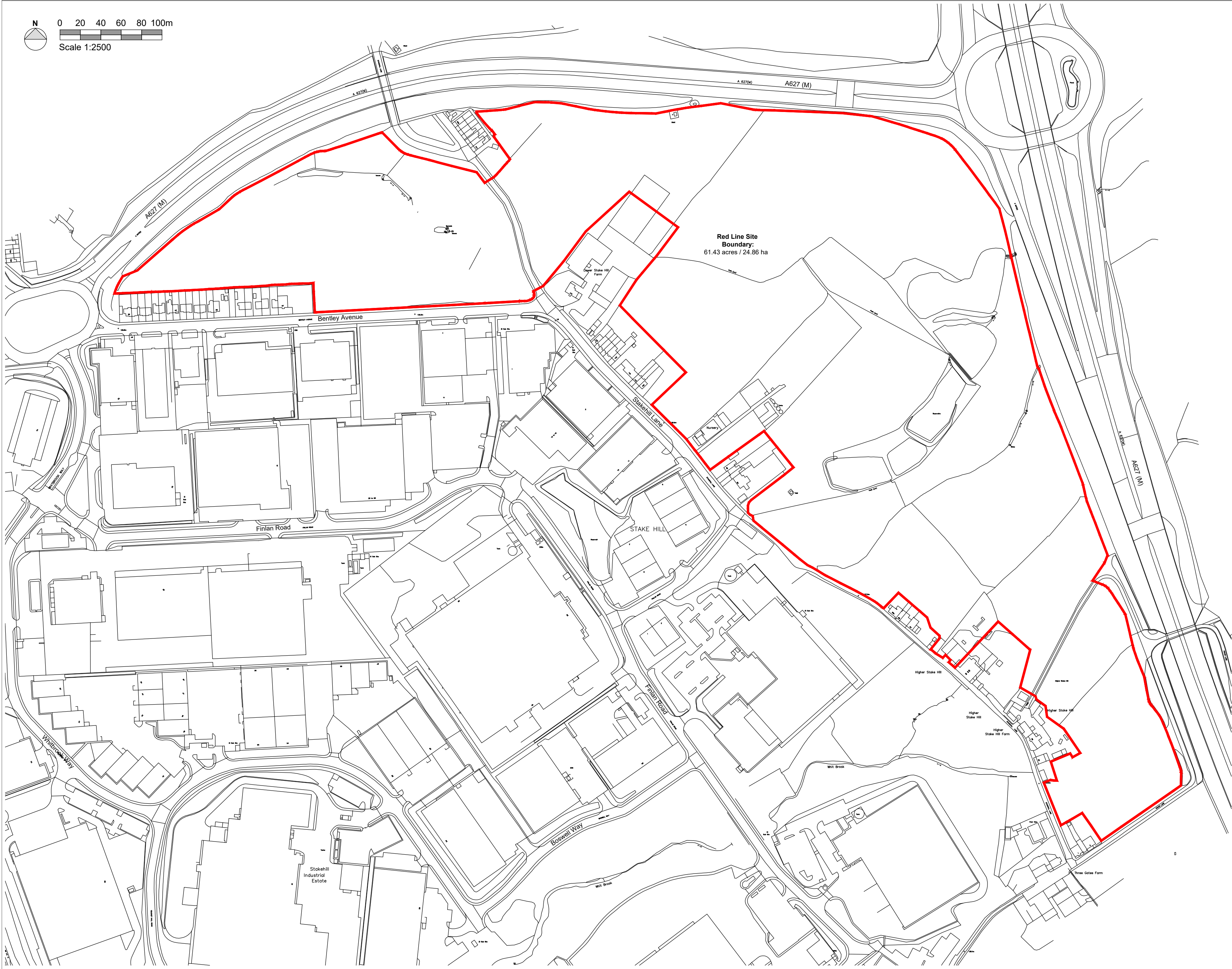
- 9.1.1. This application seeks outline planning permission for the development residential dwellings (Use Class C3) and the erection of B2/B8 floorspace (including ancillary integral office space (Use Class E)), including car parking, internal estate roads, and associated works at land north and east of Stakehill Industrial Estate, Middleton.
- 9.1.2. The site benefits from an allocation (Ref. JP Allocation 2 Stakehill) within the Places for Everyone Joint Plan. It is a highly sustainable site in a major growth area (Atom Valley) that benefits from a highly accessible location, with good access to walking, cycling and public transport connections that will assist in enabling housing need and future employment uses to be met within the joint plan period.
- 9.1.3. The NPPF is focused on building a strong and competitive economy, and supporting sustainable development – the proposed development wholly aligns with these principles.
- 9.1.4. As identified throughout this Statement and set out in detail in the Environmental Statement – Population and Human Health chapter and Health Impact Assessment, there are a number of significant benefits associated with the development including:
- Provision of a mix of housing, including family homes to help address the local needs of existing residents and the forecast requirements for more housing across the Borough over the next five years;
 - Significant economic benefits including;
 - Creation of temporary employment during the construction phase;
 - Full-time employment once operational;
 - Additional expenditure in the local economy once operational; and
 - Promoting further investment and retention of industry within Rochdale;
 - Efficient redevelopment of an allocated site which makes optimal use of the site and reduces the need for additional employment sites to be released;
 - Social benefits through significant job creation both during construction and once operational with a range of positions created. New employment would be accessible to the local community; and
 - Environmental benefits such as new landscaping, tree planting and footpath improvements throughout the site.
- 9.1.5. In addition to the above benefits, the application is supported by a suite of technical assessments including an Environmental Statement that clearly demonstrate that the proposed development is technically and environmentally acceptable in terms of design, highways impact, flood risk/drainage, ecological impact, air quality and noise.
- 9.1.6. The enclosed design code and landscape strategy demonstrates that a “landscape-led” scheme has been progressed which has results in an illustrative masterplan which includes significant green linkages throughout the masterplan area but affords sufficient green buffers between the residential and employment use elements.
- 9.1.7. The plan demonstrates how the mixed use scheme can retain and enhance existing natural assets where possible, provide ecological benefits, enhanced recreational opportunities and mitigates any potential landscape of visual effects.

- 9.1.8. In terms of connectivity, the site is well connected by sustainable modes of transport given its proximity to Rochdale town centre and Castleton Rail Station by walking and cycling. This ensures the Proposed Development is accessible from a significant extent of the borough of Rochdale, Oldham and Greater Manchester by sustainable modes of travel.
- 9.1.9. The principle of development is acceptable, and the extensive technical assessments demonstrate that the proposed development clearly constitutes sustainable development.
- 9.1.10. As such, the proposal is in accordance with the Development Plan and, in line with paragraph 11 of the NPPF, should be approved without delay.

Appendix A

SITE LOCATION PLAN





NOTES AEWTP027C

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

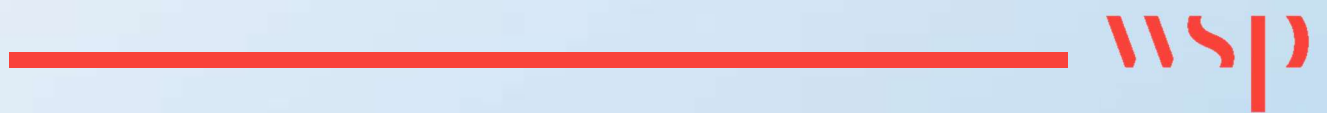
Client notified of duties:
Principal Designer:
Unless noted below, all known hazards have been highlighted on the drawing:

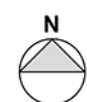
P2	31/03/25	LL	ES
Red line boundary amended			
P1	12/03/19	SG	AL
Initial issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Feasibility		
client			
Trustees of J.P. Milne Will Trust			
project			
Stakehill Industrial Estate Stakehill, Middleton			
drawing title			
Location Plan			



Appendix B

PROPOSED SITE LAYOUT PLAN





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