

**Planning Statement for the erection of 162
affordable dwellings with associated access,
car parking, private gardens, open space, play
facilities, and landscaping.**

Trub Farm, Manchester Road, Rochdale.

On behalf of MCI Developments Limited.

Date: 13 September 2024 | Pegasus Ref: P24 0634_PL_R004v3_PCK_DM

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Document Management.

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1. Introduction

1.1. Pegasus Group has been instructed by MCI Developments Limited ('the Applicant') to prepare a full planning application for the erection of 162 Affordable Dwellings, with associated infrastructure, at Trub Farm off Manchester Road in Rochdale.

1.2. The description of development is as follows:

"Erection of 162 affordable dwellings with associated access, car parking, private gardens, open space, play facilities, and landscaping."

Submission Documents

1.3. The following documents are submitted as part of this planning application:

Table 01 – Submission Documents

Title	Prepared by
Affordable Housing Statement	MCI Developments
Air Quality Assessment	E3P
Application Forms	Pegasus Group
Arboriculture Impact Assessment and Method Statement	TPA Landscape Architects
Broadband Statement	MCI Developments
Crime Impact Statement	Design for Security
Design and Access Statement	MCI Developments
Energy and Sustainability Statement	AES Sustainability Consultants Ltd
Flood Risk Assessment	ELLUC Projects
Habitat Regulations Screening Assessment	E3P
Health Impact Assessment	Pegasus Group
Heritage Statement	Adapt Heritage

Landscape Management Plan	TPA Landscape Architects
Landscape Proposals	TPA Landscape Architects
LEAP Plan	Miracle Design and Play
Noise Impact Assessment	E3P
Phase I and II Risk Assessment	E3P
Planning Statement inc. Statement of Community Involvement (this document)	Pegasus Group
Preliminary Ecological Appraisal	E3P
SuDS Pro-forma	ELLUC Projects
Sustainable Drainage Strategy	ELLUC Projects
Topographic Survey	MCI Developments
Transport Assessment	Eddisons
Tree Protection Plan	TPA Landscape Architects
Tree Survey Report	TPA Landscape Architects
Tree Survey	TPA Landscape Architects
Viability Assessment	Roger Hannah

- 1.4. The following Plans, prepared by MCI Developments also form part of this Planning Application:

Table 02 – Submission Plans

Plan Title	Plan Reference
Site Layout	MCI-100-DR-A-500 PL01
Coloured Layout	MCI-100-DR-A-501

Boundary Treatment Plan	MCI-100-DR-A-502 P1
Hard Surfacing Plan	MCI-100-DR-A-503
Boundary Treatment Details	MCI-100-DR-A-504
EVC Plan	MCI-100-DR-A-505 P1
Materials Layout	MCI-100-DR-A-508 P1
Location Plan	MCI-100-DR-A-509
Parking Provision Plan	MCI-100-DR-A-510 P1
Interface Plan	MCI-100-DR-A-511
Refuse Layout	MCI-100-DR-A-520 P1
Fire Appliance Drawing	MCI-100-DR-A-526 P1
Character Area Plan	MCI-100-DR-A-530 P1
Street Scene (1 of 2)	MCI-100-DR-A-410 P2
Street Scene (2 of 2)	MCI-100-DR-A-410 P2
Canal Frontage Housetypes	MCI-000-DR-A-THOR-202
Core Housetypes	MCI-000-DR-A-WIN-203
Green Fringe Housetypes	MCI-000-DR-A-WAL-201

This Document

1.5. The remainder of this document is structured as follows:

- **Section 2** – Describes the site and the surrounding area and summarises the sites planning history and pre-application consultation undertaken
- **Section 3** – Discusses the proposed development
- **Section 4** – Details the local and national planning policy that is relevant to the proposed development

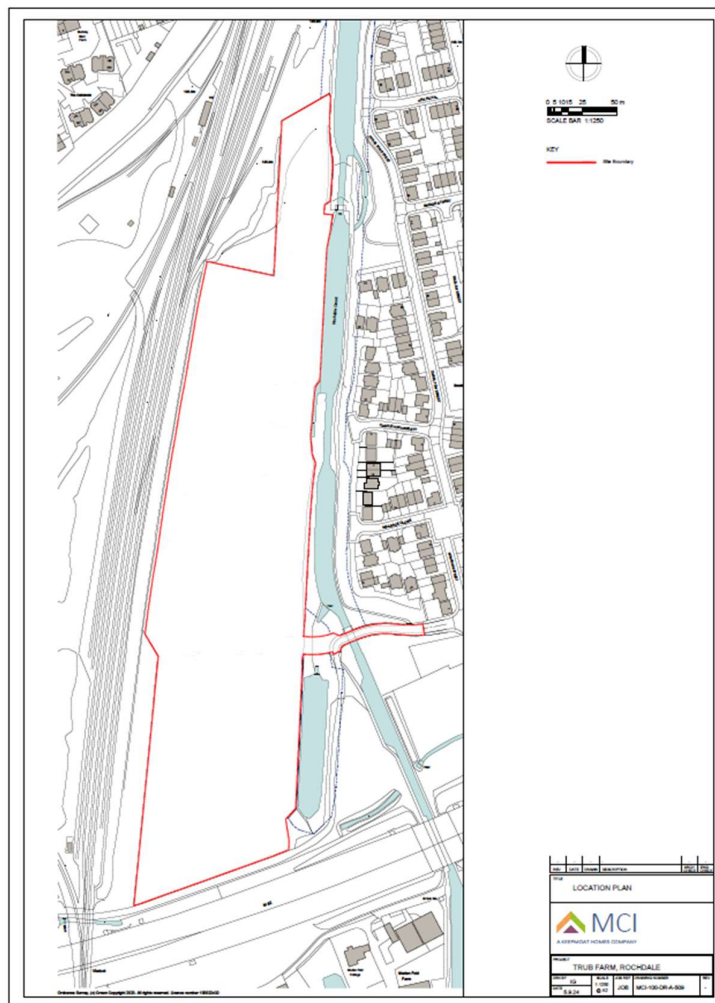
- **Section 5** – Discusses the principle of development
- **Section 6** – Discusses the other material planning considerations relating to the proposed development
- **Section 7** – provides a summary and conclusions

2. Site and Background

Site and Surroundings

- 2.1. The application site is located at Trub Farm to the south of Castleton. It is bound by Rochdale Canal to the east, the Trub Brook and M62 to the south, and the mainline railway to the west. To the north is the Railway Brow Pub, beyond which is Manchester Road (A664).

Site Location Plan



Source: MCI Developments

- 2.2. The site comprises approximately 4.96ha and is open grassland. There is a tree belt along the western edge of the site as well as a wooded area to the north; both of which fall outside of the application site but site directly adjacent to the site boundaries.
- 2.3. The site is sustainably located in terms of access to local services and facilities, Castleton Town Centre is located approximately 75m to the west of the northern boundary and a smaller linear centre is located 65m to east. Services and facilities available include day nurseries, primary schools, shops, cafes, restaurants, a health centre, pharmacy, and a leisure centre.
- 2.4. There are several bus stops located on Manchester Road providing services every 10–minutes towards Manchester and Rochdale. Castleton railway station is located 350m from the northern boundary of the site, which offers hourly services to Clitheroe and Rochdale.¹

Designations

- 2.5. The site is not within a Conservation Area and there are no designated heritage assets within the site. Adjacent to the site are two listed buildings: Rochdale Canal Lock Number 53, and Rochdale Canal Lock Number 52 and Towpath Bridge.
- 2.6. The site does not form part of an ecological designation but is directly adjacent to the Rochdale Canal SSSI and SAC and so is included in the SSSI Impact Risk Zone.
- 2.7. The Site is within Flood Zone 1, and therefore has a low risk of flooding from rivers and seas.
- 2.8. Areas of Green Belt land are adjacent to the site to the west and south, though the site itself is outside of the Green Belt.

Planning History

- 2.9. The site has been subject to the following planning applications to provide residential uses within the site.

Application Ref: 11/D54610

- 2.10. A planning application for up to 199 dwellings, up to a 70–bed care home, and up to 55 retirements flats with various ground floor commercial uses was approved at appeal in 2013 (Ref: 11/D54610). This application was not implemented and expired in 2016.

Application Ref: 15/00312/OUT

- 2.11. In March 2015 an outline application was submitted for the provision of 167 dwellings with associated car parking, landscaping/open space, children's play facilities, attenuation ponds, and an extension to the existing canal bridge (and associated engineering works) (Ref: 15/00312/OUT). This was taken to Planning Committee in July 2015 with a recommendation for approval, subject to the completion of a S106 Agreement. It appears

the legal agreement was never completed, and the application was disposed of in February 2019.

Pre-Application Consultation

- 2.12. The pre-application consultation process included the following:
- Pre-application enquiry and site visit with Rochdale Council Planning Officers in April 2024. Subsequent follow meetings were then held virtually via Microsoft Teams.
 - Distribution of a leaflet to local residents in August 2024, including invitation to provide any comments to a dedicated consultation email address. This consultation ran for two weeks.
- 2.13. At the time of submission, written feedback has not been received from the Council's Planning Officers. However, during the meeting Officers confirmed that the principle of development was acceptable. Feedback was also provided on design matters. The Applicant has considered the matters raised and responded to them, where possible, through several iterations of the scheme through the design process.
- 2.14. A total of 8no. responses were received during the public consultation (7no. by email and 1no. by post). A number of considerations were raised, including: highways impacts, access, flood risk, ecology, and outlook. Further information regarding the pre-application consultation is detailed in the accompanying Statement of Community Involvement.

3. Proposed Development

3.1. The Applicant seeks to obtain full planning permission for the following development:

Erection of 162 affordable dwellings with associated access, car parking, private gardens, open space, play facilities, and landscaping.

3.2. The key features and benefits of the proposed application can be summarised as:

- Delivery of 162no. dwellings at a site which is available and deliverable in a sustainable location
- A substantial positive contribution towards affordable housing need in Rochdale
- A high provision of family-sized housing
- Improved connectivity to and enhancements of Rochdale Canal
- A development of high-quality design that positively responds to the surrounding character and context
- Provision of new public open space and amenity space, including a children's play area (LEAP) benefiting residents and wildlife
- Creation of new habitats and delivery of a net gain in biodiversity

Access

- 3.3. The primary access to the site will be via the existing canal bridge on Trub Road, which is to the southern end of the site. The access over the bridge will be enhanced and will provide a two-way carriageway with a 2m wide footway on the southern side.
- 3.4. A secondary pedestrian access into the site will be provided to the northern end of the site and will connect to the Rochdale Canal Towpath, providing direct access to Castleton Station and centre.
- 3.5. Pedestrian footpaths will be provided on either side of the primary access roads within the site. Secondary access roads will be shared surfaces for use by vehicles, cyclists and pedestrians.

Layout

- 3.6. The internal layout will follow a grid pattern, creating perimeter blocks of housing. There will also be a line of dwellings backing onto the western boundary. Dwellings will be set back from the canal due to the internal access road and areas of landscaping. Most dwellings will be semi-detached with some detached and terraced housing. There will also be two apartment blocks, which will be located to the southern end of the site.
- 3.7. All dwellinghouses will be provided with private rear gardens. The apartments will be provided with a communal garden area.

- 3.8. There will be public open space (POS) provided totalling 1.12ha, which will also include a balancing pond, this will form part of the drainage strategy but also provide a new habitat.

Scale

- 3.9. Dwellinghouses will be two-storeys in height with pitched roofs. The apartment block will be three-storeys in height with a pitched roof.

Appearance

- 3.10. There will be a total of nine house types provided across the site. Dwellings and the apartment blocks will be constructed of red brick and provided with grey tile roofs. Fenestrations will include sills and lintels below and above windows, respectively. Doors will be of a traditional style with a canopy above. The larger dwellings will be provided with bay windows. All dwellings will have Photovoltaic (PV) Panels to the roof.
- 3.11. Parking will be provided off-street. This will typically be provided to the front or side of dwellings, but in some cases in parking courts.

Landscaping

- 3.12. Street Trees will be provided throughout the development, there will also be several trees provided in the areas of public open space.
- 3.13. A green corridor will run down the eastern side of the site adjacent to the Rochdale Canal. This will link the two areas of Public Open Space to the north and south of the site.
- 3.14. Different surface materials will be used on the primary and secondary access roads to provide a clear hierarchy.

Housing Mix

- 3.15. All the proposed dwellings will be provided as Affordable Homes. The proposed housing mix is detailed below:
- Two bedroom – 24no. (14%)
 - Three bedroom – 69no. (39%)
 - Four bedroom – 20no. (11%)
 - Five bedroom – 64no. (36%)
- 3.16. All the two-bedroom dwellings (24no.) will be provided as apartments. In addition, 24no. of the three-bedroom dwellings will be provided as apartments. The remainder will be provided as family-sized dwellings as a mixture of detached, semi-detached, and terraced houses.

4. Planning Policy

- 4.1. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with the adopted Development Plan unless material considerations indicate otherwise.

Local Development Plan

- 4.2. The Local Development Plan ('Local Plan') for Rochdale consists of the following documents:

- Core Strategy
- Unitary Development Plan (UDP) – adopted 2006
- Places for Everyone
- Neighbourhood Plans
- Supplementary Planning Documents

Core Strategy

- 4.3. Rochdale's Core Strategy was adopted in October 2016 and is the lead document in the Local Plan. The Core Strategy sets a target of delivering an average of 460 homes per year between 2012 to 2028.

- 4.4. The Trub Farm area is promoted for various forms of development within the Core Strategy. This includes:

- Employment and housing under Policy E3
- Mixed-use housing, retail, and leisure on the east side of the canal, with potential for a marina and open space on the western side, with links to East Lancashire Railway
- In addition, Policy SP3/R (The Strategy for Rochdale – Regenerate Castleton and Sudden) promotes the development of the area at Trub Farm for mixed use development including housing and enhancement along the canal corridor and tourism opportunities linked to the East Lancashire Railway extension.

- 4.5. The policies from the Core Strategy which are deemed most relevant to this planning application are listed below:

- Policy SD1 – Delivering Sustainable Development
- Policy SP1 – Rochdale Borough's Role in the City Region
- Policy SP2 – The Spatial Strategy for the Borough
- Policy SP3/R – The Strategy for Rochdale
- Policy E3 – Focusing on Economic Growth Corridors and Areas

- Policy SO2 – Creating Successful and Healthy Communities
- Policy C2 – Focusing on Regeneration Areas and Economic Growth Corridors / Areas
- Policy C3 – Delivering the Right Type of Housing
- Policy C4 – Providing Affordable Homes
- Policy C6 – Improving Health and Well Being
- Policy P1 – Improving Image
- Policy P2 – Protecting and Enhancing Character, Landscape and Heritage
- Policy P3 – Improving Design of New Development
- Policy G1 – Tackling and Adapting to Climate Change
- Policy G2 – Energy and New Development
- Policy G3 – Renewable and Low Carbon Energy Developments
- Policy G6 – Enhancing Green Infrastructure
- Policy G7 – Increasing the Value of Biodiversity and Geodiversity
- Policy G8 – Managing Water Resources and Flood Risk
- Policy G9 – Reducing the Impact of Pollution, Contamination and Land Instability
- Policy T1 – Delivering Sustainable Transport
- Policy T2 – Improving Accessibility
- Policy DM1 – General Development Requirements
- Policy DM2 – Delivering Planning Contributions and Infrastructure

UDP

- 4.6. Rochdale's UDP was adopted in 2006 and covers the plan period to 2016. Under the UDP the site is defined as a greenspace corridor (UDP Policy G/8). The site is also included within an 'area of opportunity' (UDP Policy R/4(i)) which is allocated for a mixed-use development, comprising housing, leisure, retail, and employment.
- 4.7. Under Policy R/4(i) development of the site should:
- Enhance the canal frontage and create a quality canal side
 - Enhance links to Castleton centre
 - Create visual interest along the road and canal frontages

- Protect and enhance existing housing along Manchester Road
- Ensure the conservation of the value of nature on site
- Integrate a new access road, from Manchester Road and the canal bridge into any comprehensive development, and
- Enhance and extend the landscape buffer on the southern boundary with the motorway

4.8. The saved policies from the UDP which are deemed most relevant to this planning application are listed below:

- Policy G/D/1 – Defined Urban Area
- Policy D/6 – Redevelopment and Regeneration of Major, Existing Developed Sites in the Green Belt for Other Purposes
- Policy LT/7 – Rochdale Canal
- Policy R/4 – Areas of Opportunity
- Policy R/4(i) – Trub Farm Area of Opportunity, Castleton
- Policy RE/6 – Recreational Rights of Way
- Policy EM/7 – Development and Flood Risk
- Policy EM/8 – Protection of Surface and Ground Water
- Policy NE/2 – Designated Sites of Ecological and Geological / Geomorphological Importance

Places for Everyone

- 4.9. Places for Everyone (PfE) is a Joint Development Plan covering nine of the ten local authorities which make up the Greater Manchester area, this includes Rochdale. PfE was found sound in February 2024, and Rochdale Council adopted PfE at a Council meeting on 20th March 2024, with it coming into effect the following day (21st March 2024).
- 4.10. The site is not allocated for development under Places for Everyone, but the Castleton Sidings housing allocation (ref: JPA18) sits to the west of the site. The Castleton Sidings allocation is for approximately 125 dwellings, including larger houses (4, 5, and 6-bed dwellings) or similar, and affordable housing in accordance with relevant local plan requirements. It is also to provide Public Open Space and safeguard land to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and provision of tram-train infrastructure.
- 4.11. A PfE Air Quality Management Area (AQMA) covers the M62 to the south of the site and spills over into the southern end of the site.

Neighbourhood Plans

- 4.12. The site does not fall within any 'made' or emerging neighbourhood plan areas.

Supplementary Planning Documents

- 4.13. The Local Plan is supported by a suite of adopted Supplementary Planning Documents (SPDs). Those of relevance to this application include:

- Affordable Housing SPD
- Biodiversity and development SPD
- Castleton Station Area SPD
- Climate change adaption SPD
- Design and planning process – good practice guide SPD
- Guidelines and standards for residential developments SPD
- Provision of recreational open space in new housing SPD
- Public realm design guide SPD
- Residential design guide SPD
- Urban design guide SPD

- 4.14. The relevant elements of the above SPDs will be discussed in sections 6 and 7 of this planning statement.

Emerging Planning Policy

Site Allocations Plan

- 4.15. Rochdale Council is currently preparing a Site Allocations Plan which is to propose areas and sites around the borough to build on or develop. It is to provide detail on how the spatial vision, strategic objectives, and scale of growth outlined in the Core Strategy will be delivered. The Allocations Plan is to support the Core Strategy and together will replace the Unitary Development Plan documents.
- 4.16. Work on the Allocations Plan was held under review whilst Places for Everyone was being prepared, as there was crossover between the proposed scope of the two plans. Whilst Places for Everyone was adopted earlier in 2024, we understand that the timeline for further work on the Allocations Plan remains under review.

5. Principle of Development

- 5.1. The Local Plan seeks for the southern part of the borough to deliver the majority of new housing, employment and commercial development required over the plan period (Policy SP2), this includes areas to the south of Rochdale and on the fringes of Manchester, such as Castleton.
- 5.2. Development in Rochdale is to be focussed on regeneration areas and economic growth corridors / areas, this includes the 'Castleton Corridor'. Trub Farm is a designated 'Area of Opportunity' (Saved UDP Policy R/4(i)) with the area allocated for mixed use development, including housing. Local policy supports the regeneration of areas within Castleton, this includes *developing the area at Trub for mixed use development including housing* (Policy SP3/R), and 'land west...of the canal' at Trub (Policy C2); with the latter specifically referring to the application site.
- 5.3. This demonstrates that the provision of new housing at Trub Farm has been supported in Local Planning Policy for many years through the UDP and more recently through the Core Strategy. Land east of the canal at Trub has been redeveloped for housing. The application site is a logical extension to the built environment at Castleton / Trub, particularly due to the defensible boundary provided by the mainline railway to the west of the site.
- 5.4. The site is in a sustainable location with a selection of shops, services, facilities to meet every day needs and bus stops and Castleton Station with walking distance.
- 5.5. The above demonstrates that the principle of redeveloping the site for housing is acceptable.

6. Material Considerations

- 6.1. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2. There are several material considerations relating to the proposed development. They are, in no particular order:
- Character and Appearance
 - Residential Amenity
 - Landscaping
 - Housing Mix
 - Energy and Sustainability
 - Health and Wellbeing
 - Flood Risk and Drainage
 - Ecology and Biodiversity
 - Transport and Highways
 - Heritage
 - Planning Obligations

- 6.3. These are addressed in turn below.

Character and Appearance

- 6.4. It is important for new development to respect the existing character of the surrounding area (Policies P2 and DM1), and to be of a high-quality design (Policies P1, P3, and DM1).
- 6.5. The site is within a suburban area. The proposed development reflects the density of neighbouring development and overall urban grain (Policy C3). Adjacent residential development primarily consists of two-storey houses with pitched roofs which are provided as either detached, semi-detached, or terraced units. The prevailing materials are red brick with grey tiles.
- 6.6. The proposed development will include a mixture of house types to provide a range of housing options for future occupants and to result in a mixed community.
- 6.7. The house types accord with the prevailing character of the surrounding area, being two-storeys in height with pitched tiled roofs, which are to be constructed of red brick and grey

tiles. Indicative materials palettes are provided within the Design and Access Statement², but it is anticipated that final materials will be managed by planning condition.

- 6.8. Within the site are three character areas: Green Fringe, Core, and Canal Frontage³. Within each character area are 'feature plots', whose features will be in different colours and will have brick detailing.
- 6.9. The proposed development will result in an enhanced canal frontage and create a high-quality canal side public realm and walking route (Saved UDP R/4(i)).
- 6.10. All streets will be tree-lined, with soft landscaping provided to the front of each house. This will result in a more pleasant and enjoyable public realm for future occupants and visitors. There will also be amenity landscaping within the site, as well as the area of public open space to the south of the site.
- 6.11. A Design and Access Statement has been prepared by MCI Developments which provides further detail and information on the proposed design, a copy of which is provided as part of this application (Policy P3).

Secured by Design

- 6.12. The proposed development has been designed in accordance best practice and Secured by Design principles. The proposed development has been assessed by Greater Manchester Police's 'Design for Security' department⁴, who have confirmed that it is acceptable in principle. The design recommendations made by Design for Security have been taken into account. Many relate to the detailed design stage following planning consent. Such matters will be addressed, where possible, through the discharge of conditions and at construction stage.

Residential Amenity

- 6.13. The site is slightly separated from neighbouring residential development, appropriate buffer distances have also been provided within the scheme to ensure there are no adverse impacts on the residential amenity of neighbouring houses.
- 6.14. The proposed development has been carefully and considerably designed to ensure that the residential amenity of future occupants is also protected. This has been achieved through the layout and orientation of dwellings and the provision of appropriate separation distances between properties. The result being that all properties will have appropriate outlook and levels of privacy, and that there will be no overbearing impacts or overshadowing to amenity spaces or habitable rooms (Policy DM1).

² See section 08 Appearance

³ See Character Area Plan for further detail on the location of the Character Areas

⁴ Accompanying 'Crime Impact Statement' dated 18th July 2024

Landscaping

- 6.15. The proposed development includes areas of hard and soft landscaping throughout the site. Landscape Plans and a Landscape Management Plan ('LMP') have been prepared by TBA Landscape Architects and are submitted as part of this planning application.
- 6.16. The Landscape Plans detail the proposed hard and soft landscaping features. This includes tree lined streets, grassed front garden areas, new tree and hedgerow planting, and areas of wildflowers and other planting (Policy P1), as well as the public open space to the south of the site (Policies G6(9) and R/4(i)). Planting and soft landscaping is provided adjacent to the canal to enhance its setting (Policies P2(1)(c) and G6). A looped footpath will be provided around the amenity SuDS basin within the southern area of public open space, and footpath will be provided to the north of the site providing a direct connection to the canal towpath (Policies P2(1)(c) and G6).
- 6.17. The Landscape Management Plan will aid the appointed management company in managing and maintaining the landscaped areas following construction – a copy of which is submitted with this application. The LMP is to be reviewed every five years to ensure it is up-to-date and remains appropriate for the site.
- 6.18. Whilst this information has been provided upfront to demonstrate how these landscaping features could be provided within the site, it is anticipated that the detailed and final design will be managed by an appropriately worded planning condition.

Affordable Housing / Housing Mix

Affordable Housing

- 6.19. The proposed development is of a size and scale that requires a contribution towards the provision of affordable housing (Policy C4). The proposed development far exceeds the local policy requirement⁵, being a 100% Affordable Housing scheme, all of which is provided on site. A matter that should be given significant positive weight when determining the application.
- 6.20. The Applicant shall appoint a Registered Provider who will own and manage the affordable dwellings in perpetuity. The scheme will include a proportion of the affordable dwellings to be made available to eligible applicants for Affordable Rent and/or Social Rent, with the remaining affordable dwellings to be made available to eligible applicants for Shared Ownership⁶. The exact tenure split is to be agreed with the Council during the consultation / determination phase.
- 6.21. The Applicant is willing to accept a suitably worded Planning Condition which secures the provision of affordable housing. Proposed wording for such a condition is included in the accompanying Affordable Housing Statement⁷.

⁵ Policy C4 requires all developments of 15no. dwellings or more to contribute 7.5% of the development sales value of the overall scheme as Affordable Housing.

⁶ Section 2 – Affordable Housing Statement prepared by MCI Developments (August 2024)

⁷ Section 3 – Affordable Housing Statement prepared by MCI Developments (August 2024)

Housing Mix

- 6.22. The proposed development includes a mixture of housing types and sizes to meet a wide range of needs. It will provide one-, two-, three-, and four-bedroom dwellings. This will consist of detached, semi-detached, and terraced houses, as well as apartments. The apartments will be one-, and two-beds, whilst the houses will be between two- and four-beds.
- 6.23. A detailed Accommodation Schedule is provided on the accompanying Site Layout plan, but a summary of the proposed housing mix is provided in Table O3 below:

Table O3 – Housing Mix

Dwelling Type	No. of dwellings
One-bedroom	24 (15%)
Two-bedroom	78 (48%)
Three-bedroom	48 (30%)
Four-bedroom	12 (7%)

Tenure Mix

- 6.24. The proposed development will provide homes for affordable rent as well as for shared ownership. The exact split of these tenures is to be agreed with the Council and to be secured through a legal agreement. The Applicant welcomes the opportunity to discuss this with the Council at the earliest opportunity.

Energy, Sustainability and Climate Change

- 6.25. The built environment, and associated transport movements, are major contributors towards carbon emissions and climate change. As a result, it is important for new development to reduce carbon emissions, where practicable (Policy G1).
- 6.26. The location of the site in a sustainable location in proximity to local services and facilities, and public transport options encourages the use of sustainable modes of transport – i.e. walking, cycling, and public transport (Policy G1). In addition, all dwellings will be provided with secure cycle storage and electric vehicle charging points, further encouraging the use of cycles and low- and no- emission electric vehicles. All these measures will reduce transport related carbon emissions associated with the operational phase of the development (Policy C3).
- 6.27. The proposed development will achieve carbon reductions through a fabric first approach (Policies G1(b) and G2). This will include the use of high-quality insulation and high-performance windows and doors to reduce heat loss. This fabric first approach will enable

the new dwellings to exceed uplifted Fabric Energy Efficiency targets set out in Part L (2021) of Building Regulations.

- 6.28. In addition, photovoltaic (PV) panels will be installed on optimum roof pitches for each dwelling (Policies G1(c) and G2). This will provide all dwellings with a renewable source of energy, further reducing reliance on the national grid.
- 6.29. The measures included within the proposed development will result in significantly reduced carbon emissions from the operational phase of development, as well much lower energy bills for future occupants (Policies C3 and G1),

Health and Wellbeing

- 6.30. The site is in proximity to shops, services and facilities which will support the everyday needs of future residents. It is also in proximity to public transports options, with bus stops and Castleton Station within walking distance. As an additional benefit the site is located adjacent to the Rochdale Canal, and it is proposed direct connection to the canal towpath.
- 6.31. All these factors will encourage and promote future residents to lead active lifestyles as their everyday needs can be met via walking or cycling, and there are recreational and leisure opportunities available on their doorstep (Policy C6).
- 6.32. The recreational and sports facilities in the local area include bowls, golf, rugby, cricket, football, athletics, gymnastics, and gyms / fitness centres. There are also several public parks, as well as, of course, the Rochdale Canal.
- 6.33. Further discussion regarding the impacts of the proposed development on health and wellbeing is provided in the accompanying Health Impact Assessment.

Flood Risk and Drainage

- 6.34. New development should not result in an increased risk of flooding within the site or off-site (Policies G8 and EM/7). The site is within Flood Zone 1, meaning that it has a low risk of flooding from rivers and seas⁸ (Policies G8(a) and EM/7(b)). The site currently comprises greenfield land, so the introduction of built form and areas of hardstanding will materially alter the drainage characteristics of the site, leading to an increased risk of flooding from surface water.
- 6.35. Analysis of the impacts of the proposed development has been undertaken by ELLUC Projects, who have then prepared a proposed drainage strategy⁹ (Policies G8(d) and EM/7(c)), which is provided as part of this application. The proposed drainage strategy indicates how surface water, grey, and foul water can be appropriately managed within the site to ensure there is no increased risk of flooding (Policy G8). It will also ensure there the habitats within and adjacent to the Canal are not impacted (Policies G8(j) and EM/8). The proposed drainage strategy includes the use of an infiltration basin at the southern end of the site – as shown on the proposed plans.

⁸ Flood Risk Assessment prepared by ELLUC Projects (dated April 2024)

⁹ Concept Drainage Layout No Pump (ELL-24018-MCI-B-1001 Rev D)

- 6.36. The proposed drainage strategy provided confirms how an acceptable strategy could be provided within the site (Policies G8, EM/7, and EM/8). It is anticipated that a detailed and final drainage strategy will be managed by planning condition.

Ecology and Biodiversity

Ecology

- 6.37. All new development must include appropriate protection of local wildlife and habitats (Policy G7).
- 6.38. The site is within the Zone of Influence of the Rochdale Canal Site of Special Scientific Interest (SSSI), Site of Biological Importance (SBI), and Special Area of Conservation (SAC).
- 6.39. A Habitat Regulations (HRA) Screening Assessment has been prepared by E3P in support of this application which assesses whether any likely impacts will occur on the Rochdale Canal SSSI, SBI, and SAC. The HRA Screening Assessment concludes that through the implementation of the recommended mitigation measures¹⁰, that the proposed development will have no significant effects on the designated site during either the construction or operational phases. Therefore, it is considered that a Stage 3 – Assessment of Alternative Solutions is not required in relation to the proposed development.
- 6.40. The site is also located within approximately 1km of the Hopwood Woodlands Local Nature Reserve (LNR). Due to the distance between the site and the LNR, and the nature of the proposed works, it has been assessed that there would be no detrimental impacts on the LNR as a result of the development¹¹.
- 6.41. As a result, the proposed development will not result in harmful impacts on any designated ecological sites.
- 6.42. The site was found to have the following ecological constraints:
- Opportunities for common amphibians within the mixed scrub, other neutral grassland, tall forbs and the ditch.
 - Commuting and foraging potential for bats along the mixed scrub, other neutral grassland and tall forbs woodland on site.
 - Potential presence of badgers within the local area and suitable foraging and sett-building opportunities on site.
 - Potential presence of hedgehogs mixed scrub, other neutral grassland and tall forbs.
 - Potential presence of brown hare on site.

¹⁰ Detailed in Section 5 (Appropriate Assessment) of the accompanying HRA Screening Assessment

¹¹ Section 3.2 of the accompanying Preliminary Ecological Appraisal

- Opportunities for nesting birds within the mixed scrub, other neutral grassland and tall forbs.
- Potential presence of reptiles mixed scrub, other neutral grassland and tall forbs.
- Potential presence of white-clawed crayfish within the Rochdale Canal.
- Potential presence of notable invertebrates within the site.
- Potential presence of otter within the site.
- Invasive plant species were present on site

6.43. It has been assessed that further surveys are required to fully understand the appropriate mitigation measures relating to bats and white-clawed crayfish, but it has otherwise been possible to provide a list of recommended mitigation for other protected species. This includes:

- Updated badger walkover prior to the start of works.
- Precautionary Working Methods for badger.
- Common amphibians are to be removed by hand from the working area during the clearance phase.
- Vegetation should be retained where possible. It is recommended that should any vegetation require removal within the breeding bird season (March– September inclusive), a suitably qualified ecologist inspect the area no more than 24 hours prior to the removal. Should any nests, or nests in construction be located, a suitable stand-off distance should be maintained until the young have fledged.
- During site clearance, the grassland, scrub, and tall forbs are to be trimmed to 50 cm and checked for hedgehogs prior to clearance to ground level. It is recommended that vegetation clearance takes place outside of December– March (inclusive) to avoid impacting hibernating hedgehogs.
- A check of open grassland habitats for young hare is to be undertaken between February and September (inclusive).
- Recommended planting of pollinator-friendly flora by including wildflower plants and shrubs for notable and common invertebrates.

6.44. It is considered that the recommended mitigation measures can be managed and secure by an appropriately worded planning condition(s).

Biodiversity

6.45. New development, bar some specific exemptions, must provide a 10% net gain in biodiversity¹² (Policy G7). Detail on how this will be provided through the scheme is detailed

¹² Environment Act 2021

in the accompanying Biodiversity Net Gain Metric and Report submitted with this planning application.

Arboriculture

- 6.46. The site mostly comprises self-seeded scrub and grassed areas. Adjacent to the site, and particularly so down the western edge adjacent to the mainline railway, are trees and wooded areas – none are known to be subject to Tree Preservation Orders.
- 6.47. New development should, where practicable, protect existing trees and woodlands, and particularly those with high amenity value (Policy G7(b)). No onsite trees, hedgerows, or shrubbery has been assessed as being of a high Grade (i.e. within Grade A), those onsite fall within Grade B or C. Adjacent off-site trees and woodland areas have been assessed as Grades A-C – the Grade A woodland area being that to the north-west of the site¹³.
- 6.48. Most of the adjacent woodland areas will be retained and not impacted by the proposed development. Some individual trees will be pruned, and just two will be removed¹⁴.
- 6.49. There will be a high amount of tree planting within the proposed development. This will include along streets and within the area of public open space to the south of the site¹⁵. It is considered that the proposed planting significantly outweighs the loss of the two existing trees (Policy G7(b)).
- 6.50. Those trees to be retained will be appropriately protected throughout the construction phase using protective barrier fencing¹⁶. Any works to trees will be carried out by an appropriately qualified tree surgeon.

Transport / Highways

Access

- 6.51. As discussed earlier in this planning statement, the site is in a sustainable location in terms of access to shops, services, and public transport, encouraging future residents to walk, cycle, or take public transport and reduce the use of private vehicles¹⁷ (Policy T2).
- 6.52. Access to the site will be via Trub Road. The access road over Trub Road Bridge will be enhanced, it will cater for two-way traffic and be provided with a 2m-wide footway on the southern side of the bridge. The proposed access arrangement has been designed in accordance with current standards and has been assessed to provide suitable levels of visibility.

¹³ Denoted as Tree Group 11W on the accompanying Tree Survey

¹⁴ See accompanying Tree Protection Plan for further information

¹⁵ See accompanying Landscape Plans for further information

¹⁶ Further details are provided in Section 5.0 of the accompanying Arboricultural Impact Assessment and Method Statement

¹⁷ This is discussed in more detail in Section 4 of the accompanying Transport Assessment

- 6.53. The primary pedestrian access into the Site will be via Trub Road, with secondary access provided via the canal towpath. The direct connection into the canal towpath will improve access to Castleton Station and the shops and services within the centre.

Parking

- 6.54. New developments should provide sufficient levels of parking in relation to their surrounding context. In this context, the proposed development is in a suburban location, but within walking distance of Castleton Station and centre.
- 6.55. Each house will be provided with dedicated off-street parking, the apartment blocks will be provided with communal parking courts. The apartments will be provided with one parking space per two-apartments. The smaller two-bed houses will be provided with one parking space, the remaining properties will each be provided with two parking spaces. The amount and format of the parking provided is shown on the accompanying plans¹⁸ and is in accordance with Rochdale's adopted standards¹⁹.
- 6.56. The Council have no adopted standard for cycle parking at houses of two or more bedrooms outside of town centres but require one secure space per five flats/apartments. Cycle parking for apartments will be provided communal secure parking facilities. Each house will be provided with external storage in the rear garden which could house bikes. The proposed cycle storage areas are shown on the proposed plans submitted as part of this application.

Highways

- 6.57. New developments should ensure that they do not result in an unacceptable impact on highway safety or severe impacts on the road network.
- 6.58. The proposed access road and internal access roads all meet the appropriate design standards, including widths and visibility. Footpaths are provided throughout the site to ensure safe access for pedestrians. Pedestrian and cycle paths will be provided onto the canal towpath, which connect to Castleton Station. These design features ensure that appropriate levels of highway and pedestrian safety are provided throughout the site and increase connectivity.
- 6.59. The proposed development will generate additional vehicle movements within the local road network. Modelling of the impacts of this has been completed by Eddisons. It is demonstrated that the proposed development will not result in severe impacts on the road network²⁰.

¹⁸ Parking Provision Layout

¹⁹ Core Strategy Appendix 5 – Schedule of Parking Standards

²⁰ Section 5.0 of the accompanying Transport Assessment

Pollution

Ground Conditions

- 6.60. In 1850 a farm and well were recorded within the site, but these were absent from all subsequent mapping from 1890. The site has been undeveloped for at least 130-years, with only minor field boundary changes noted. A raised bank has been added to the site adjacent to the canal, the remainder of the site is relatively flat.
- 6.61. There is a gas pipe running through the southern section of the site²¹, to ensure the safety of future occupants and to allow for appropriate maintenance a no-build buffer zone is provided adjacent to gas lines. No built form has been proposed in this area and there is a substantial additional buffer to any houses created by the area of Public Open Space.
- 6.62. Both Phase I and Phase II Risk Assessment²² have been undertaken across the site, including soil sampling analysis. Overall, the assessments identified minimal risks to human health, geodiversity, ground stability, and/or ecology. It details the recommendation mitigation measures to be undertaken. Subject to the implementation of those measures, the proposed development is not considered to pose a risk to human health, geodiversity, ground stability and/or ecology (Policies G9(e) and EM/8).

Noise

- 6.63. It is important that new residential developments provide suitable living standards for future occupants, both internally and externally. This includes appropriate protection from noise and/or vibration (Policies G9 and EM/3).
- 6.64. The site sits adjacent to main rail lines and to the M62. As a result, there is a higher likelihood of impacts from passing trains or road traffic, including noise and vibration.
- 6.65. A Noise Impact Assessment of the proposed development has been prepared by E3P. It has been assessed that some mitigation is required. The proposed mitigations measures include the provision of internal ventilation systems, noise barriers adjacent to certain plots and the inclusion of enhanced glazing to some facades. Subject to mitigation measures being implemented, that there would be no adverse impact on future occupants and the proposed development would provide suitable living standards in terms of noise and vibration.
- 6.66. Therefore, the proposed development meets the necessary British Standards and Building Regulations and accords with local policy (Policies G9 and EM/3)

Air Quality

- 6.67. The site is adjacent to the M62 motorway and a mainline railway, both of which have the potential to negatively impact air quality within the site. It is also necessary to understand

²¹ The location of the gas pipe is annotated on the accompanying plans.

²² Phase I and II Geoenvironmental Site Assessment prepared by E3P (dated June 24)

how any air pollution generated from the proposed development will impact on the wider area (Policy G9).

- 6.68. It has been assessed that there is the potential for air quality impacts through the construction and operation phases of the proposed development²³. This is mostly because of emissions from road traffic. Dispersion modelling undertaken indicate that impacts because of the traffic generated by the development were predicted to be negligible at all sensitive receptor locations. As a result, impacts of the proposed development on air quality throughout the operational phase are anticipated to not be significant.
- 6.69. It should be noted that the proposed development seeks to reduce carbon emissions by encouraging future residents to use sustainable modes of transport such as walking, cycling and public transport. It primarily achieves this by being sited in a sustainable location with a range of services, facilities and public transport options in proximity of the site. It also includes the provision of secure cycle parking facilities for each property to encourage a greater use of cycles. In addition, properties are provided with Electric Vehicle Charging Points, which encourages and facilitates future residents to use low and no emission electric vehicles.
- 6.70. Through the implementation of the proposed mitigation measures, there is anticipated to be no adverse impacts on air quality because of the proposed development. Mitigation measures are to be secured through appropriately worded planning conditions. As a result, is acceptable in terms of air quality impacts (Policy G9).

Water Quality

- 6.71. The site's location adjacent to the Rochdale Canal SAC gives rise to additional risks associated with protecting water quality within the canal, which could be impacted through improper disposal of waste materials during the construction phase and during the operational phase, which could subsequently impact the qualifying flora species and its habitat. Best practice measures will be implemented during the construction phase to prevent such harmful impacts from occurring. This will include:
- Best practices use of refuelling machinery to avoid fuel spills
 - Appropriate site drainage to ensure that highly silted or polluted run-off will not enter the designated site
 - Sheeting of stockpiles
 - Covering works within access routes as soon as practicable; and
 - All site operatives to undergo induction training.
- 6.72. Further details on pollution prevention measures to be implemented are detailed at Section 5.1.2 (Pollution Prevention) of the accompanying HRA Screening Assessment prepared by E3P. In addition, the accompanying Sustainable Drainage Strategy details how surface

²³ An Air Quality Assessment prepared by E3P

water will be managed and treated to ensure it does not result in harmful impacts on the SAC.

Heritage

- 6.73. There are no designated heritage assets within the site, and the site is not located within a Conservation Area. There are, however, heritage assets within proximity to the site. This includes the Castleton South Conservation Area to the east, as well as the Grade II Listed Rochdale Canal Lock No. 52 and Towpath Bridge²⁴, and Grade II Listed Rochdale Canal Lock No. 53²⁵. Within the Castleton South Conservation Area are several locally listed heritage assets, this includes the George and Dragon Public House on Manchester Road, the Rochdale Canal, and the Lancashire and Yorkshire Railway.
- 6.74. Adapt Heritage were instructed by the Applicant to assess the potential impacts of the proposed development on the identified heritage assets within proximity to the site, a copy of their Heritage Statement (dated July 2024) accompanies this planning application.
- 6.75. Adapt Heritage have assessed that the proposed development is not considered to affect the setting or significance of the Rochdale Canal Lock No. 52 and Towpath Bridge, the Rochdale Canal Lock No. 53, nor the Castleton South Conservation Area. In addition, there would be no impact on the Rochdale Canal or the Lancashire and Yorkshire Railway.
- 6.76. Therefore, the proposed development will appropriately protect the surrounding historic environment (Policy P(2)).

Planning Obligations

- 6.77. It is a local policy requirement for developers to provide, or contribute towards the cost of providing, any physical and social infrastructure that is needed because of the proposed development (Policy DM2). Within Rochdale, residential development is required to appropriately contribute towards the provision of affordable housing, open space, health and well-being, education facilities, and/or community facilities. Contributions will also be sought for / towards any infrastructure or other measures necessary to mitigate any on-site or off-site impacts from the development – this could include transport, biodiversity, flood
- 6.78. The proposed development comprises 100% affordable housing, which is significantly above the local policy requirement of 20%. Affordable housing is to be sold / rented at below market values, meaning the Gross Development Value (GDV) of the scheme would be lower than a market-led scheme providing a policy compliant provision of affordable housing.
- 6.79. A Financial Viability Assessment has been completed to assess the ability of the scheme (in viability terms) to contribute towards other local infrastructure requirements²⁶. It was

²⁴ Historic England List Entry 1038295

²⁵ Historic England List Entry 1346237

²⁶ Viability Assessment prepared by Roger Hannah (June 2024)

concluded that a scheme comprising 100% affordable homes and making no additional S106 contributions would be unviable, with a deficit of circa £295,000.

- 6.80. Whilst the Applicant is willing to take a commercial view and to commit to the delivering the scheme on this basis, they would be seeking for flexibility from the Council on other typical S106 Contributions associated with a development of this type. The Applicant would like to open discussions with the Council on this matter as soon as possible in the consultation / determination period.

7. Summary and Conclusions

- 7.1. The proposed development seeks to redevelopment land at Trub Farm, on the western side of the Rochdale Canal, to provide 162no. affordable dwellings. This will comprise a mixture of one-four bed homes, including apartments, detached, semi-detached, and terraced houses. Within the site will be areas of public open space and direct connections will be provided to the canal towpath. Vehicle access to the site will remain via Trub Road, but the existing arrangement will be enhanced to provide a pedestrian footpath.
- 7.2. Local policy supports the regeneration of Castleton and the provision of housing within the site. As such, the principle of development is acceptable.
- 7.3. The planning benefits associated with the proposed development can be summarised as:
- Delivery of 162no. dwellings at a site which is available and deliverable in a sustainable location
 - A substantial positive contribution towards affordable housing need in Rochdale
 - A high provision of family-sized housing
 - Improved connectivity to and enhancements of Rochdale Canal
 - A development of high-quality design that positively responds to the surrounding character and context
 - Provision of new public open space and amenity space, benefiting residents and wildlife
 - Creation of new habitats and delivery of a net gain in biodiversity
- 7.4. The proposed development accords with the local plan and there are no material considerations which otherwise prohibit it from being acceptable in planning terms. It is, therefore, respectfully requested that this planning application be approved.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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