



Kellen Homes Ltd

CASTLETON SIDINGS

Planning Statement Addendum



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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70105603

OUR REF. NO. 70105603.002

DATE: APRIL 2024

WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Date	16/04/2024			
Prepared by	VW			
Signature				
Checked by	DH			
Signature				
Authorised by	DH			
Signature				
Project number	70105603			
Report number	Rpt.003			
File reference	70105603.PS.03			

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1 INTRODUCTION

- 1.1.1. Application reference 23/00431/HYBR seeks full planning permission for:
“Residential development for 191 dwellings including access, landscaping, open space together with erection of sub-station and foul water pump station”.
- 1.1.2. This Planning Addendum has been prepared to assist Rochdale Borough Council as Local Planning Authority (LPA) in the consideration of this planning application at Castleton Sidings (“the site”). This addendum sets out the key changes that have been made to the scheme during the determination period, following feedback and discussion with consultees and the LPA.
- 1.1.3. This addendum should be read alongside the WSP Planning Statement dated May 2023 and addendum dated October 2023.
- 1.1.4. This addendum includes an assessment against key PfE policies (Sections 5-6), a summary of the consultation responses received and the further details provided where additional information has been requested (Section 3).
- 1.1.5. The following documents have been updated and are submitted alongside this addendum:
- Plans:
 - Colour and black/white site layout
 - Materials
 - Boundary Treatments Plan
 - Housetypes
 - Waste plan
 - Storey heights plan
 - Street scenes
 - Location plan
 - Geoenvironmental Addendum
 - Design and Access Statement
 - Crime Impact Statement
 - Noise Impact Assessment
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 - Construction Management Plan
 - Energy and Sustainability Statement
 - Environment Impact Assessment
 - Planning Statement
 - Arboricultural Impact Assessment
 - Flood Risk Assessment

- Landscaping scheme and layout
- Planting Plan
- Transport Assessment
- Biodiversity Net Gain

STRUCTURE OF UPDATES

- 1.1.6. This Planning Statement Addendum should be read alongside the original Planning Statement (May 2023) and Addendum (October 2023).
- 1.1.7. To assist the reader, a summary of the original Planning Statement report structure is below, along with a summary of where updates are provided.

Planning Statement (May 2023) Report Structure	Amendments captured within this Addendum Report
Section 2 sets out the site context;	Section 2 remains unchanged, except for Section 2.3 as PfE JPA 18 is adopted rather than it being an emerging allocation. PfE Policy is addressed within Sections 5-6 of this report.
Section 3 sets out the approach to EIA development;	A separate EIA Screening Note has been submitted that replaces Section 3.
Section 4 outlines the proposed development;	As set out above, the description of development has been updated to only seek consent for the residential, full, element. The description of development is set out at 1.1.1 above. Section 2 of this addendum outlines the proposed development. Layout and Design is addressed within the October 2023 addendum and the updated Design and Access Statement.
Section 5 sets out the relevant planning policies at a local and national level;	Section 3 within this addendum set out the relevant planning policies. Places for Everyone (section 5.4 of the Planning Statement) is now addressed in Sections 5 and 6 within this report.
Section 6 sets out the Planning Considerations	This is now set out within Section 4.
Section 7 outlines the case for very special circumstances;	Very special circumstances (VSC) is no longer relevant to the proposal.
Section 8 assesses other relevant material considerations;	An update is provided within Section 7.



Section 9 sets out the draft S106 Heads of Terms; and	An update is provided within Section 8.
Section 10 summarises the planning balance	An update is provided within Section 9.

2 PROPOSED DEVELOPMENT

2.1.1. The key aspects of the proposed development are summarised as follows:

- 191 dwellings comprising, Mews (35), Semi-detached (92), Detached (57), Semi/Detached (7).
- 3.83 ha of on-site POS.
- Provision of an eco-park/POS within the retained Green Belt area.
- Creation of a POS central square and LEAP for use by existing and future residents.
- Walking and cycling routes, connecting to the town centre and PROWs.
- A comprehensive landscaping scheme across the site, including tree planting.
- Retained land to facilitate the ELR expansion (to be transferred via legal agreement and will be subject to a separate application)
- Provision of new in only vehicular access, and footpath and cycle route that will connect to the Bee Cycle Network.

DESIGN

No changes are proposed to the housetypes, scale and massing, density, boundary treatments or materials submitted in December 2023. Likewise, the public open space, car parking and access remain unchanged.

2.1.2. The changes to the residential layout are limited to:

- **Relocation of pumping station** – now further investigations have taken place, relocating the pumping station will have better connection to the existing drainage network.

HOUSING MIX

2.1.3. The Housing Mix is as follows:

- 2-bed – 29 units
- 3-bed - 142
- 4-bed – 20 units

2.1.4. There is no change proposed from the December 2023 scheme.

AFFORDABLE HOUSING

2.1.1. The affordable housing proposed is provided in Tab 2.1 below.

Table 2.1 – Affordable Housing Provision

	Total	2 Bed	3 Bed
Affordable Rent	11		11
Shared Ownership	8		8
First Homes	10	7	3
Total	<u>29</u>	7	22

REMOVAL OF THE OUTLINE ELEMENT (ELR EXTENSION)

- 2.1.2. The applicant no longer seeks to apply for the outline element which was for:
- ‘Outline application (all matters reserved) for operational works to facilitate the East Lancashire Railway (ELR) extension’*
- 2.1.3. The outline element was for operational works to facilitate the ELR extension. At the time the application was submitted the full details of the ELR’s plans for the site had not been prepared and so the scheme was sought in outline, allowing the ELR to submit reserved matters on the site for the final scheme. We understand the details of the scheme are still to be finalised.
- 2.1.4. In March 2024, Greater Manchester’s Places for Everyone was adopted, and the site now benefits from a PFE allocation for residential and railway purposes. Therefore, a planning application can come forward in accordance with the policy allocation, without the need to demonstrate very special circumstances.
- 2.1.5. Given this revised planning policy context, it will be more appropriate for this application to relate solely to the residential element, and for a separate application for the ELR land to come forward in the future. As the scheme was previously sought in outline, before full details of the scheme were known, it runs the risk of making assumptions about the development which may not fully align with the final scheme. Canals and Rivers Trust and Natural England have requested a Habitat Regulation Assessment of the potential impacts of the ELR development. As the details are not known at this stage, which would require assumptions to be made relating to the use of the site. To continue to include the ELR parcel may result in an outline planning permission which does not meet the future requirements of ELR. As such, the decision has been made to exclude the ELR parcel.
- 2.1.6. The overall red line area will be smaller, reducing from to 9.02 ha:
- The red line area for the full application is unchanged.
 - The red line area for the original outline application is now shown in blue on the submitted plans as land that is within the applicants’ ownership.
- 2.1.7. The future ELR land, now edged in blue, will still be transferred to the ELR for railway purposes. As such, the land is still set aside for railway purposes, and a scheme can still come forward in the future when the detail has been finalised.

3 PLANNING POLICY

3.1 BACKGROUND CONTEXT

- 3.1.1. The easternmost part of the site lies within the settlement boundary of Castleton, the remainder of the site is allocated as Green Belt in the adopted Development Plan. Residential development in the Green Belt is considered inappropriate development within the NPPF, unless very special circumstances (VSC) can be demonstrated. VSC exist and this is set out in full within the Planning Statement.
- 3.1.2. The site is identified as a strategic development allocation (JPA 18) in the emerging Places for Everyone (PfE) joint plan. Part of the site is proposed for Green Belt release to deliver new homes, with a new Green Belt boundary established. PfE is an emerging plan and therefore full weight cannot be attached. Notwithstanding, the proposed development closely follows the draft policy, and reflects the proposed Green Belt boundary.
- 3.1.3. An assessment against the most recent PfE policy wording is set out within Sections 5-6 within this addendum.

3.2 NATIONAL PLANING POLICY (2023)

- 3.2.1. The National Planning Policy Framework (NPPF) was updated in December 2023. There have been no changes to the NPPF that are material to this application. Section 5.2 remains relevant, however the paragraph numbers and relevant wording has been updated as follows. The green belt policies can be disregarded:

Paragraph (old numbering)	Paragraph (Dec 2023 numbering/text)
11	11
60	60 "The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community."
62	63 "Within this context of establishing need."
69	70
92	96
113	117
112	116
119	123

121	125
126	131
130	135
132	137
174	180
180	186
183	189

3.3 LOCAL PLANNING POLICY

- 3.3.1. There have been no changes to the Local Plan. Section 5.3 remains relevant; however, the green belt policies can be disregarded as the site is no longer in the green belt due to the outcome of PFE.

3.4 PLACES FOR EVERYONE (PFE)

- 3.4.1. PFE was adopted on 21st March 2024 and now forms part of the development plan for Rochdale.

3.5 OTHER MATERIAL CONSIDERATIONS

- 3.5.1. There have been no new materials considerations, such as Supplementary Planning Documents, therefore Section 5.3 remains relevant.

4 PLANNING CONSIDERATIONS

- 4.1.1. Since the Planning Statement (May 2023) and later addendum (October 2023) were prepared, PfE has now been adopted. The key changes are set out within this section.

4.2 DEVELOPMENT IN THE URBAN AREA

- 4.2.1. The residential development now falls fully within the allocation. The western open space remains within the Green Belt.
- 4.2.2. The principle of residential development and the area of open space fully accords with PfE Policy JPA 18.

4.3 GREEN BELT DEVELOPMENT

- 4.3.1. The proposed development within the Green Belt is limited to the new public nature park in the west of the site. The change in use of land from railway sidings to public nature park meets the exceptions to inappropriate development set out within the NPPF, and also fully accords with PfE Policy JPA 18.
- 4.3.2. It is therefore not necessary to demonstrate very special circumstances (VSC), and Section 6.4 of the Planning Statement is no longer relevant.

4.4 BENEFITS

- 4.4.1. Whilst the scheme is no longer required to demonstrate VSC (Section 7 of the Planning Statement May 2023), the benefits of the scheme as set out within the WSP socio-economic benefits report will still be realised. The benefits include:
- Facilitate the ELR extension from Heywood to Castleton and future tram/train infrastructure through the gifting of land in the north east of the site so that it can be reserved for these initiatives.
 - Delivery of 191 high quality new homes on a previously developed site including higher value homes aligning with one of the Council's key objectives;
 - Delivery of policy compliant affordable housing, targeting an identified local need;
 - Certainty of delivery as the site is under single ownership and therefore there can be delivered, including gifting of the ELR land;
 - Redeveloping a previously developed site that is in a sustainable location, within a high-ranking settlement and well placed to utilise existing community facilities and social infrastructure. The scheme will deliver locational benefits and align with national guidance to focus new development on areas benefitting from sustainable transport options;
 - Delivering a strategic allocation identified at a regional level (Places for Everyone) helping to deliver economic opportunities for Castleton, an area identified by the Council as being in need of regeneration;
 - Deliver substantial socio-economic benefits on a previously developed site including;
 - Support for 370 person years of construction employment over the 44 month construction phase equating to around 101 construction jobs per year;
 - Generation of around £7.4 million in GVA per year during the construction phase;
 - Estimated local residential spend of around £2.6 million per annum from the new population to take up residence at the Site;

- Generation of around £400,000 a year in Council Tax receipts;
- New Homes Bonus payments to RBC of around £371,000;
- Gifting of land to support the extension of the East Lancs Railway proposals – providing the catalyst for further regeneration and economic benefits arising from spillover effects associated with heritage tourism;
- Generation of positive social outcomes in relation to reduced carbon footprints of residents, enhanced carbon literacy, reduced fuel poverty, crime prevention, community cohesion and inclusiveness;
- The site is in an economically deprived area, as identified in the English Indices of Deprivation 2019, where the socio-economic benefits will be felt more strongly.
- Environmental benefits including remediation of a contaminated site and provision of the Eco Park;
- Social benefits- delivery of a new 3.83 hectare publicly accessible, open space and more than 1.3 km of permissive paths helping to improve the mental and physical health and wellbeing of the local community.
- Strengthening of the Green Belt with the provision of the EcoPark to improve degraded Green Belt land and provide a new strong edge to the Green Belt and reduce encroachment and merging with Heywood;
- The proposal will bring beneficial use to currently privately owned Green Belt land in line with paragraph 150 of the NPPF whilst delivering Green Belt compensation, through a betterment of the Castleton Sidings site;
- Sustainability benefits through energy efficient homes including sustainable technologies and PV; and
- A biodiversity net gain of over 10%

5 PLANNING ASSESSMENT (PLACES FOR EVERYONE)

- 5.1.1. The Planning Statement provides an assessment against the adopted development plan and emerging policies. During the determination period, RMBC Planning Officers have requested further clarity as to how the proposal accords with the emerging PfE policies. This is discussed within this section.
- 5.1.2. Strategic Policies:
- **JP-Strat6: Northern Areas** – in accordance with the policy, the proposal will diversify housing provision, and will create connections and accessibility by public transport, cycling and walking via new connections to PRoWs to the west, Heywood Road to the east and Fairways to the north. The application will deliver economic investment which will help meet the strategic objective of economic growth and reduced deprivation.
 - **JP-Strat7: North-East Growth Corridor** – the eastern part of the site will be transferred to facilitate the ELR expansion and potential metro/tram-train connection between Castleton and Bury, as seen within Picture 4.6 of PfE.
- 5.1.3. Sustainable Development Policies
- **JP-S1-JP-S3: Energy Policies**
 - In accordance with the policy's preference for making as much use as possible of suitable previously-developed (brownfield) land, this proposal for 191 dwellings demonstrates that the site can accommodate more development than assumed within PfE JPA 18. Importantly, JPA 18 does not set a ceiling limit on development. As such, the more effective use of a brownfield site, which has no significant adverse impacts, represents sustainable development.
 - JP-S1, Table 5.1 sets targets for reducing energy demand and on-site renewable energy generation within residential development. An Energy Statement has been prepared that considers low carbon and renewable energy, including solar PV systems, in accordance with Policy JP-S1 and JP-S2.
 - Electric vehicle charging is proposed in accordance with policy and building regulations.
 - **JP-S4: Flood Risk and the Water Environment** - In accordance with the policy a sustainable drainage system is set out within the Flood Risk and Drainage Strategy, and a remediation strategy is submitted to minimise the potential for pollution to affect the water environment.
 - **JP-S5: Air Quality** - An air quality assessment has been produced which demonstrates that there will be no adverse impacts to air quality. A new cycle and pedestrian route will encourage sustainable journeys along with a significant area of open space and new landscaping and habitat.
- 5.1.4. Housing Policies:
- **JP-H1: Scale, Distribution and Phasing of New Housing Development** –This proposal will make a meaningful contribution to the delivery of new homes over the joint plan period.
 - **JPH2: Affordable Homes** – 29 new affordable homes are proposed in accordance with Local Plan Core Strategy Policies C4 and DM2 and the Council's Affordable Housing SPD. The mix has been prepared in discussion with the Strategic Lead for Housing at Rochdale Council and a Registered Provider. Full details are set out within Section 2.
 - **JP-H3: Type, Size and Design of New Housing** –

- An appropriate mix of dwelling types and sizes is proposed reflecting local plan policies, having regard to local context, policy guidance and local need.
 - All dwellings will be built to nationally described space standards (NDSS) and 'accessible and adaptable' standard in Part M4(2) of the building regulations where practicable.
- **JP-H4: Housing Density –**
- As shown in Figure 5.1 below, the site is within 800m of the railway station where the policy sets a minimum net density of 50dph. The easternmost corner of the site is within 400m which sets a higher density of 70dph.
 - The net density of the scheme is 37dph. Whilst this is lower than the minimum within policy JP-H4, the density proposed is the best use of the site, which balances the density requirements of JP-H4, design codes and local context, technical highways work and all other material considerations.
 - The density provided accords with part A of the policy which recommends a density of between 35-70dph for schemes for primarily housing.

Figure 5.1 showing 400m and 800m radius from Castleton Station. The site is shown in blue.



5.1.5. Green Policies:

- **JP-G2: Green Infrastructure Network**
- In accordance with JP-G2 the scheme provides a substantial nature park and POS that will enhance biodiversity and improve the environmental quality and accessibility of the retained Green Belt.
- **JP-G7: Trees and Woodland**
- New and replacement tree planting is proposed and will deliver at least 10% BNG. Trees will be retained wherever possible.

■ **JP-G8: A Net Enhancement of Biodiversity and Geodiversity**

- Enhancement of natural habitat is proposed, which will deliver at least 10% net gain. The scheme will also facilitate greater access to nature by enhancing the retained Green Belt and providing paths to improve accessibility.
- A Habitat Regulation Assessment (HRA) has been prepared which demonstrates that there will be no adverse impacts on protected habitats such as the Rochdale Canal SAC and Manchester Mosses SAC.

5.1.6. Sustainable Places Policies:

■ **Policy JP-P6: Health**

- A Health Impact Assessment has been submitted in accordance with the policy requirement, and active design principles have been utilised to encourage active journeys.

■ **Policy JP-P7: Sport and Recreation**

- The scheme provides appropriate recreational space to support the new residential population, including a LEAP and connections to existing footpaths in the Green Belt.
- A contribution has been sought to formal sports.

5.1.7. Connected Places Policies:

■ **Policy JP-C8: Transport Requirements of New Development**

- New direct and safe walking and cycling routes are provided through the site to connect to Heywood Road/Manchester Road and walking routes to the PRow to the west.
- Car parking provision is well designed and sufficient for the scheme.
- A Transport Assessment and Construction Management Plan is prepared and is submitted with the application.

6 PLANNING ASSESSMENT (PFE POLICY: JPA 18)

- 6.1.1. A summary of how the scheme responds to the Policy JP Allocation 18: Castleton Sidings is included below. This replaces the emerging draft wording that was considered within the Planning Statement and October 2023 addendum.

Development at this site will be required to:

1. Deliver around 125 homes including provision of larger (4, 5 and 6 bedroom) houses, or similar types of larger homes as agreed with the Local Planning Authority, and affordable housing in accordance with relevant local plan requirements.

- 6.1.2. This application provides 191 homes which has been prepared following an analysis of site opportunities and constraints, and is supported by a full suite of technical work that demonstrates there are no technical concerns with the scheme. The policy states ‘around 125’ homes. Importantly the policy is “not seeking to set any form of ceiling”¹. As clarified within the PfE hearing session in February 2023, the policy should be interpreted to provide sufficient flexibility for a higher number of homes to come forward. As demonstrated through the technical and detailed design work prepared to support this application, the site can indeed accommodate a higher number of homes than 125. There is, therefore, no conflict with the policy wording.

- 6.1.3. The proposed mix comprises two, three and four bedroom homes, including larger detached and semi-detached properties. The scheme will provide a range of house types, and the mix has been prepared to meet local need and market demand, whilst also aligning with the Council’s desire for larger and higher value housing. We are not aware that there is evidence of market need for five and six bedroom houses in Castleton, across the joint plan period.

- 6.1.4. 29 affordable housing units are proposed in accordance with the development plan. This is achieved through delivering 191 units, a scheme of fewer units would depress the public benefits that can be unlocked, including affordable housing.

2. Create an area of accessible open space on the part of the site to be retained as Green Belt as part of a multi-functional green and blue infrastructure network. This will include defining a new Green Belt boundary to the west of the residential development that will comprise physical features that are readily recognisable and likely to be permanent and mitigation of the visual and noise impacts of the nearby railway.

- 6.1.5. This application conforms by providing a park and ecological enhancements to the retained Green Belt area, the areas of hard standing will be removed and replaced with native species planting. Pathways will be created to introduce public access for the existing and future residents to enjoy and appreciate the space.

¹ JPA 20 PfE Hearing 8 February 2023 (YouTube, 4:19:00 – 5:23:39), spoken by Christopher Katkowski KC, representing GMCA.

3. Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and provision of tram-train infrastructure.

- 6.1.6. This application conforms by reserving the eastern part of the site for ELR purposes. The land will transfer to RMBC (to be secured through a legal agreement), and will be available for ELR to bring forward a scheme in the future.
- 6.1.7. The applicant has met with TfGM to discuss the requirements in respect of tram-train trial infrastructure. The residential layout accommodates the safety offset distances provided by TfGM, which is necessary for the tram-train line to come forward in the future. There are no objections to the application from TfGM.

4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development.

- 6.1.8. This application is accompanied by a bespoke design code for the site. The approach taken is high quality and informed by local context analysis and pre-application feedback from the LPA and Places Matter. The proposal will deliver an excellent and sustainable development that is appropriate in its context.
- 6.1.9. The Design and Access Statement was updated in December 2023 to respond to the design comments received during the course of the application which we understand has addressed the feedback received. The Design and Access Statement has been updated again to reflect that the ELR land is no longer included within the application.

5. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8. This should include the provision of good quality pedestrian and cycling routes through the site to Heywood Road/Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course in order to facilitate safe and convenient access to the centre of Castleton, Castleton station, bus stops and employment locations around Heywood.

- 6.1.10. A new 3m wide walking and cycling route will be provided through the site to Heywood Road/Manchester Road to the north east, providing convenient access to the centre of Castleton, the railway station, bus stops and employment locations. The retained Green Belt will introduce walking routes, including a connection to existing footpaths on the adjoining golf course. As drafted in the policy, the proposal provides new, good quality pedestrian links through the site which integrate with existing walking and cycling infrastructure.
- 6.1.11. For JPA18, appendix D identifies the following works are necessary:
- A664 Manchester Road / Queensway – localised junction improvements
 - Active travel improvements including links to key routes beyond the allocation boundary
- 6.1.12. Mitigation and contributions will be discussed through the course of the application with the LPA and relevant consultees.

6. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more.

- 6.1.13. This application conforms as a HRA has been carried out.

7. Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2.

- 6.1.14. This application provides a high-quality landscaping scheme throughout the site, with substantial areas of public open space that include green and blue infrastructure. Walking routes are provided through the site which improve accessibility to the Green Belt.
- 6.1.15. The Green Belt is currently in poor condition and the proposal will significantly improve the environmental quality and accessibility of the remaining Green Belt.

8. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5.

- 6.1.16. Financial contributions should be on a needs basis. However, to meet the NPPF Paragraph 57 tests, financial contributions will only be required where existing schools cannot accommodate the needs generated by the development. An Education Capacity Statement prepared by Alfredson York was submitted with the original application, which demonstrates that in January 2022 there was a surplus of both primary and secondary schools. Where schools can meet the needs generated by the development, a financial contribution would not be appropriate as it would not meet the NPPF tests. We remain of the view that a contribution to primary education cannot be lawfully sought. We do accept that a contribution to secondary education may be lawfully sought and a financial contribution is being discussed between Alfredson York and RMBC.

9. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

- 6.1.17. The site is located within a much larger Mineral Safeguarding Area (MSA) for Brick Clay in the Greater Manchester Joint Minerals Plan. A Mineral Safeguarding Assessment report has been prepared and submitted with the application. The report concludes that there is an overriding need for the housing development, and mineral extraction is constrained in this site as it cannot be achieved in an environmentally acceptable or economically viable manner. On this basis, the development of the site is acceptable in terms of mineral safeguarding policies.

SUMMARY

- 6.1.18. As set out within this section, the proposal accords with the JPA 18.

7 OTHER MATERIAL CONSIDERATIONS

- 7.1.1. This section sets out the latest position with regards to technical work and consultees.

7.2 RESPONSES TO CONSULTEE COMMENTS

CANAL AND RIVERS TRUST

- 7.2.1. Request further clarification in the HRA.
- 7.2.2. An updated Habitat Regulation Assessment (HRA) has been prepared and is submitted.

EDUCATION

- 7.2.3. Contributions have been requested, and discussions are ongoing between the Council's Education Officer and Alfredson York education consultants for the applicant.

NATURAL ENGLAND

- 7.2.4. Natural England requested updates to the HRA and production of a Construction Management Plan.
- 7.2.5. An updated Habitat Regulation Assessment (HRA) has been prepared and is submitted.
- 7.2.6. An updated CEMP is also submitted.

7.3 CONSULTEES WITH NO TECHNICAL QUERIES OUTSTANDING

- 7.3.1. The following responses have no outstanding matters that require a response, other than agreeing suitable condition wording or contributions where this is requested.

ENVIRONMENTAL HEALTH (AIR QUALITY)

- 7.3.2. No objection. Recommend condition relating to EV charging.

FIRE SERVICE (GREATER MANCHESTER)

- 7.3.3. No objection, comments request the location of fire hydrants to be provided.

GREATER MANCHESTER ECOLOGY UNIT

- 7.3.4. No objection, conditions recommended.

ACTIVE TRAVEL ENGLAND

- 7.3.5. No objection. Standing advice note was provided.

ARCHAEOLOGY (GMAAS)

- 7.3.6. No objection. Confirmed no archaeological requirements or implications.

COAL AUTHORITY

- 7.3.7. No objection, the comments confirm the site is safe and stable to accommodate the proposed development.

ENVIRONMENT AGENCY

- 7.3.8. No objection to the application, conditions are proposed.



ENVIRONMENTAL HEALTH (CONTAMINATION)

- 7.3.9. No objection, conditions are proposed seeking a detailed remediation scheme.

ENVIRONMENTAL HEALTH (NOISE AND ODOURS)

- 7.3.10. No objection, conditions are proposed.

LOCAL HIGHWAYS

- 7.3.11. Comments have been responded to, awaiting further feedback.

NATIONAL HIGHWAYS

- 7.3.12. No objections.

TRANSPORT FOR GREATER MANCHESTER (TFGM)

- 7.3.13. No objections.

LOCAL LEAD FLOOD AUTHORITY

- 7.3.14. Currently awaiting ditch clearance to take place.

UNITED UTILITIES

- 7.3.15. No objection, recommend conditions.

FORMAL SPORT AND OPEN SPACE

- 7.3.16. No objection to the proposal. A financial contribution is sought.

GREATER MANCHESTER POLICE - DESIGN FOR SECURITY

- 7.3.17. No comments have been provided to date, a crime impact statement has been prepared and it is anticipated that an informative or compliance condition would be appropriate.

LIGHTING

- 7.3.18. Comments set out the lighting requirements for external lighting other than that shall be adopted by the Local Authority.

NHS HEYWOOD AND MIDDLETON CCG

- 7.3.19. To date, no comments have been received.

NETWORK RAIL

- 7.3.20. A Basic Asset Protection Agreement (BAPA) has been signed. Network Rail has confirmed no objection to the application.

STRATEGIC HOUSING

- 7.3.21. No objections. The proposed quantum, mix and tenure of affordable units is welcomed.

SPORT ENGLAND

- 7.3.22. Confirmed that the application does not fall within their statutory remit. General advice is provided.

8 DRAFT S106 HEADS OF TERMS

- 8.1.1. The applicant will continue discussions with the relevant departments/consultees to clarify the final range/scope and quantum of obligations sought in a manner to ensure compliance with relevant development policies and guidance in addition to national planning policy.
- 8.1.2. The planning obligations are being discussed between the applicant and RMBC, but are proposed to include:
- **Public Open Space** - The scheme provides 3.83ha of POS, against a policy requirement of 1.197ha.
 - **Education** - but we remain of the view that a contribution to primary education cannot lawfully be sought. We do accept a contribution to secondary education may be lawfully sought.
 - **Affordable Housing** – 15% affordable housing (29 units) as set out in Section 2.
 - **Pedestrian / cycle connections** – a new cycle and pedestrian route is proposed that will connect with Heywood Road / Manchester Road and the Bee Network.
 - **Off-site outdoor sports contribution**

9 PLANNING BALANCE AND CONCLUSIONS

- 9.1.1. Castleton Sidings is an allocated site within PfE. It is a highly sustainable site in an accessible location, with good access to walking, cycling and public transport connections that will enable housing need to be met within the joint plan period.
- 9.1.2. The proposed development comprises residential development of 191 new family homes and a substantial area of public open space.
- 9.1.3. The site will deliver a mix of high-quality family homes, which have been designed in accordance with bespoke design standards for the site.
- 9.1.4. The Planning Statement (May 2023), Planning Addendum (October 2023) and this Planning Addendum (April 2024), along with the supporting reports, demonstrate that the proposal accords with the main policies of the Development Plan and PfE, and there are no material considerations that would prevent the grant of consent.
- 9.1.5. Now that PfE is adopted, the proposed development is fully in accordance with adopted policies and is fully acceptable. There is no harm resulting from the development, including Green Belt harm. The proposal will however unlock significant social, economic and environmental benefits that are far reaching and will have a significant impact for the local area and further afield.
- 9.1.6. A full suite of technical reports has been submitted which demonstrate the proposal is technically and environmentally acceptable in terms of flood risk/drainage, landscape, ecological impact, highways, contamination, noise and vibration, air quality and energy. There will therefore be no 'other harm' that cannot be appropriately mitigated.
- 9.1.7. Where feedback has been received from consultees additional information and clarification has been provided to enable the application to move forward to a positive determination.
- 9.1.8. We look forward to receiving further updates as the re-consultation progresses.





8 First Street
Manchester
M15 4RP

wsp.com