

Mr Ryan Killeen
Rochdale Metropolitan Borough Council
Economy and Environment Planning Service
Number One Riverside
Smith Street
Rochdale
OL16 1XU

18 June 2026
EP ref: 24-641

Dear Mr Killeen

Re: Land at Greenvale, Bamford, Rochdale - 25/00405/FUL

Further to recent correspondence and discussions, please find attached the following:

- 23-025-401R-Site Layout
- 23-025-402L -Boundary Treatment Plan
- 23-025-404I Materials and Hard Surfaces Plan
- 23-025-407H Electric Vehicle Charging Plan
- 23-025-408H Parking Provision Plan
- 23-025-410H Refuse Layout Plan
- 23-025-411E Street Scenes
- 23-025-412H Tenure Plan
- 23-025-512C Man Co Plan
- BNG Report and Assessment
- Landscape Layout M3886-PA-01-V11
- Transport Technical Note 4: Response to TfGM 2 - JPA17 Transport Mitigation Strategy including Schedule of Works and Contribution Strategy.

The three main areas from our recent correspondence are:

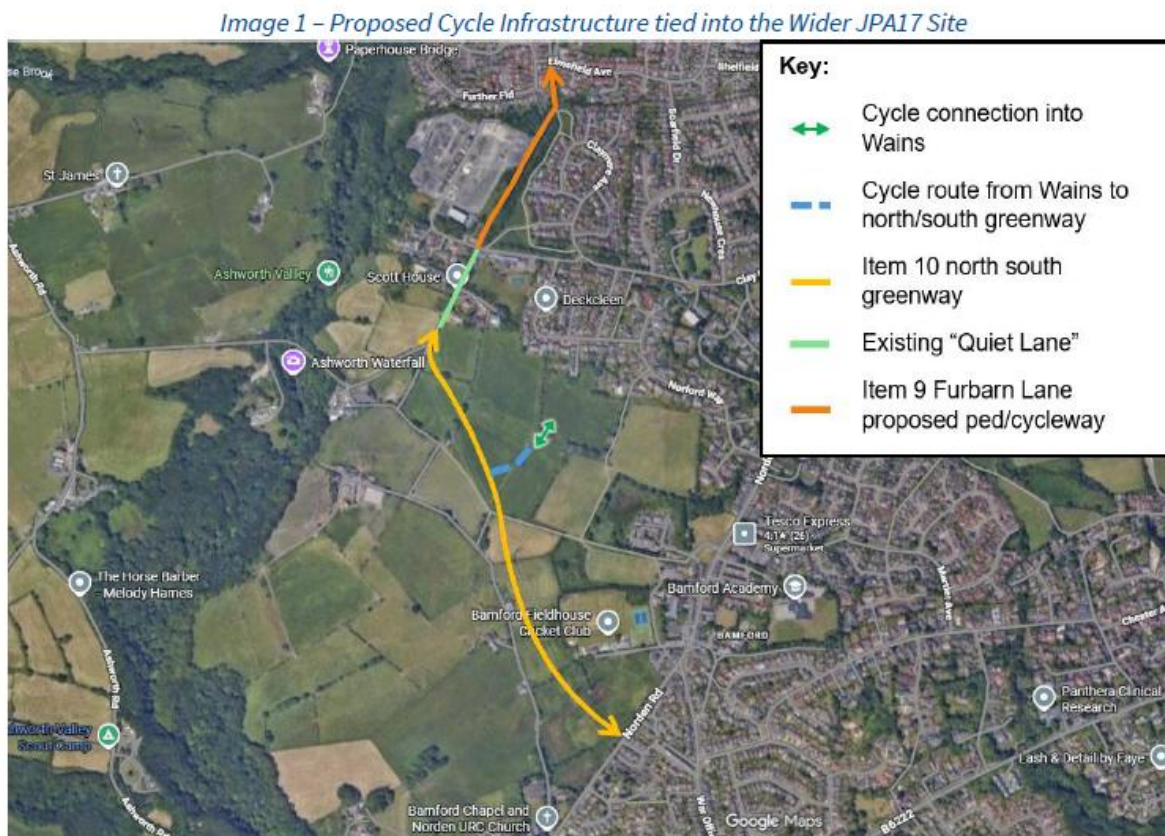
- Masterplanning
- Highways
- Sports Hub

I will deal with each in turn.

Masterplanning

At our meeting with Northstone, they confirmed that their evolving masterplan has accounted for our layout and an approval of our application would cause no prejudice to their proposals. They confirmed that their masterplan was based on the Peel masterplan that was part of PfE which as you know informed our proposals.

One area where further detail was requested was on pedestrian and cycle links. Since our meet the transport consultants for both parties have discussed the off-site mitigation and on-site links. As you can see from the extract of the Highways Technical Note (TTN4) and the revised layout, a pedestrian/cycle link has been provided which will tie into the North / South Greenway (yellow line) which will then connect to the Furbarn Road cycle route. This is the only change to the layout.



Therefore, you can proceed on the basis that the application site is in accordance with the wider masterplanning work being undertaken by Northstone and this site will be a permeable development for pedestrians and cyclists to and from the site.

Highways

Within the most recent TfGM comments, there are requests for:

- Pedestrian accessibility to be audited;
- An additional crossing point on Norford Way (it should be noted that a puffin crossing is already proposed, see the Tt TA);
- Additional detail of cycle infrastructure;
- Additional details in relation to the mitigation set out in the Places for Everyone (PfE) policy;
- An explanation of how the Wain Homes proposals will provide a proportionate contribution to the listed mitigation.

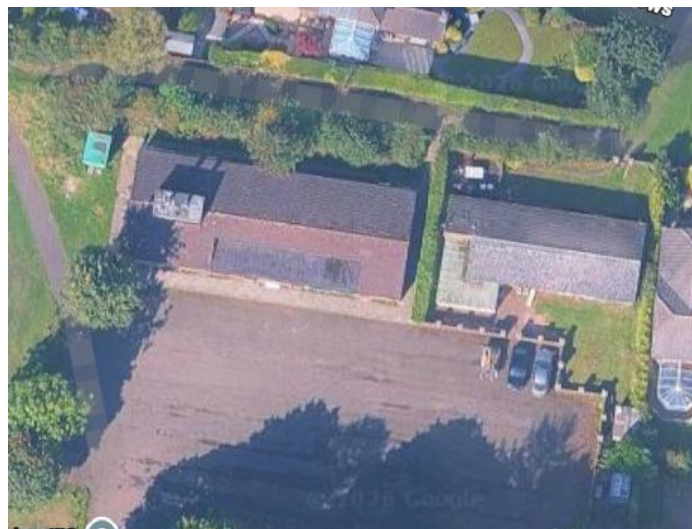
The enclosed TTN4 provides a comprehensive Transport Mitigation Package and set out the delivery mechanisms. The Wain Homes proposals are brought forward in line with the allocation policy and do not prejudice the delivery of the wider site. The mitigation has been costed and provided to Northstone and the share for Wain Homes is:

- off-site transport works (excluding access) for Wain Homes to deliver via Section 278 is £9,517l and,
- the Wain Homes Section 106 Contribution identified as a proportionate contribution to wider JPA17 Transport Improvements is £22,905.

We trust that TfGM can confirm their agreement.

Sports Hub

The existing facility consists of 2x 11v11, 2 x 9v9s, 1x 7v7s, 3x 5v5 pitches and an existing building with changing rooms. Aerial image of existing building and car park.



As previously discussed, the site is owned by the Council, but the Bridge Junior Football Club has a lease for the site. To date no plans or information available from the Council or the Club on how the sports hub would be developed. As advised, we had sought to engage with the football club but had no response which as we understand is also the case for Northstone. We will contact them again, but for this application we have sought the advice of STRI group who are playing pitch specialists and their advice is set out in the letter previously submitted. They provide indicative cost estimates for Playing Field Improvements which include drainage and a Pavilion Building.

STRI have confirmed that the indicative cost to drain the entire area would be in the region of £200,000–£210,000 for a primary drainage system only. This could increase to £310,000–£320,000 if a secondary drainage system were to be included.

We do accept your point on the size of the building in that STRI quoted for a 75sqm building. The existing building is 350sqm in size and Sport England's 4th quarter 2025 facility cost updates states that a 4 team changing rooms plus club room (245sqm) would be a capital cost of £835,000. That would be circa £3,400sqm so a 350sqm building would be £1.12m.

Therefore, at this stage, in the absence of any costs or work from the Council, the applicant would be willing to contribute to 10% of the costs of these works which would be between £133,000 and £144,000.

Other Matters

Given the changes we have updated the BNG and landscaping plan.

As to achieving a net-zero design, the submitted Energy and Sustainability Statement states that the site falls under Part L 2021, and therefore the development will be designed to meet these increased standards. With respect to carbon reduction, all dwellings will be built to meet Part L 2021, which will deliver a minimum 31% reduction in emissions compared with previous regulatory standards.

It also states that:

- the development will achieve these carbon reductions through higher fabric standards and the implementation of low carbon renewable energy systems. Air source heat pumps are proposed to meet the dwellings space and hot water heating demands, while reducing CO2 emissions by circa 66.47% above a Part L 2021 compliant baseline.
- The development will be designed to be resilient to a future changing climate, through passive design measures to reduce the risk of overheating and fenestration designs and specifications guided by the new Approved Document O calculations.
- The development will help to enable the shift in personal transportation to electric vehicles by ensuring that all dwellings will be provided with active EV charging facilities. This is in line with Approved Document S: Infrastructure for charging electric vehicles.

Therefore subject to the use of conditions to secure compliance with the measures set out in the Energy Statement and for the design of the noted photovoltaic systems, it is considered that the ESS provides sufficient information to ensure that the proposals would be capable of meeting the overall aims of PFE Policies JP-S2 and JP-S3.

Conclusion

With these revisions and updates, we trust that this enables a positive recommendation to the 30th July committee.

Yours sincerely
Emery Planning

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