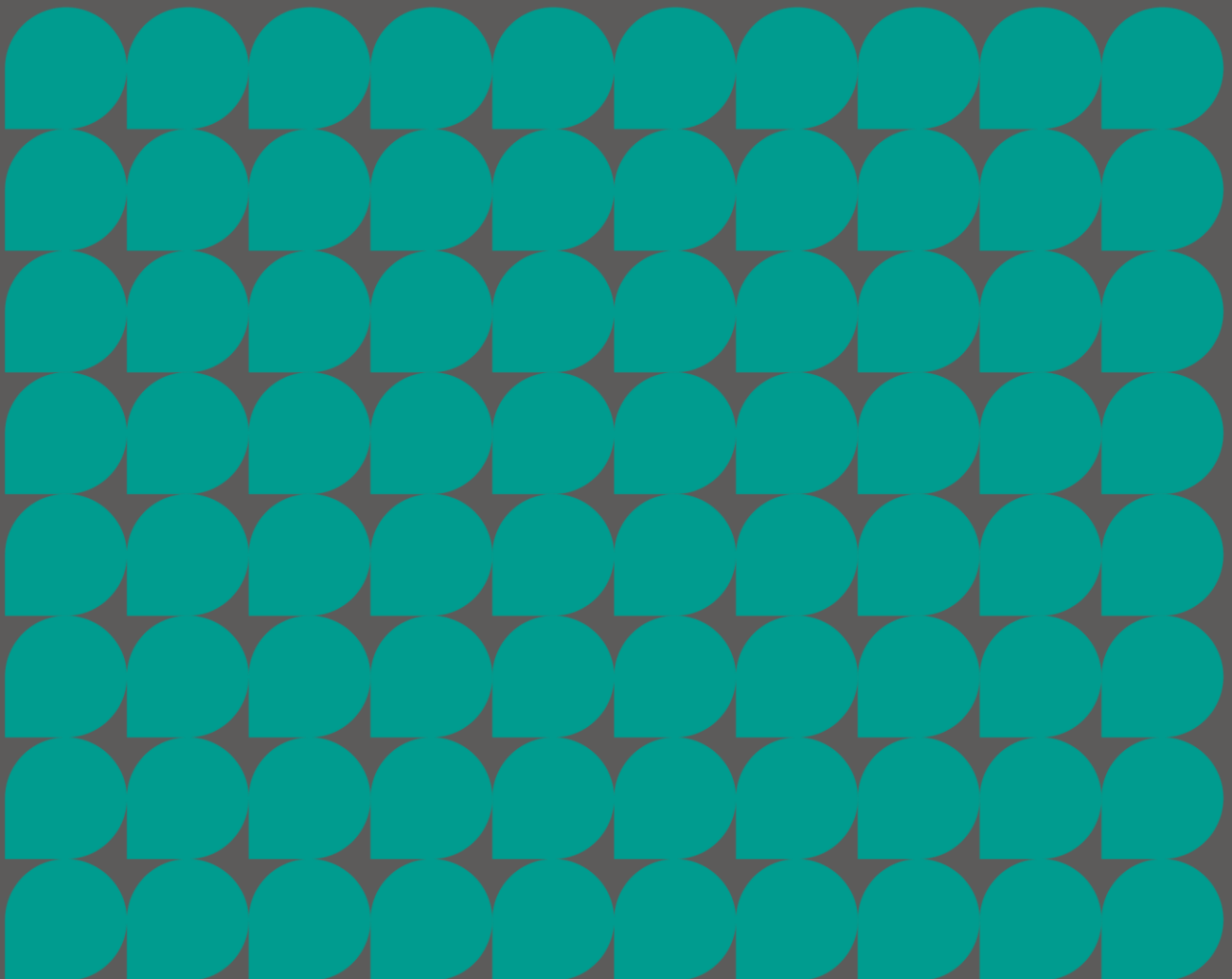


Places for Everyone

JPA2 Stakehill Allocation Topic Paper

July 2021



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Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Allocation Stakehill Overview

2.1 Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area.

2.2 The proposed scheme will generate a range of benefits for the local and wider economy. The site provides an excellent location, as part of the North-East Growth Corridor and Northern Powerhouse, with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversify our housing stock and support the proposed employment opportunities across the North-East Growth Corridor and elsewhere.

3.0 Site Details

3.1 The site lies between Royton and Middleton, across the boundary of the Oldham and Rochdale Local Authority Areas and 5km south-west of Rochdale and 5km north-west of Oldham. The site is around 200ha in size, and is split into two separate allocations north and south of the A627(M) Junction 2:

- GMA2 Stakehill (north): this part is 108.6ha in size and bounded by A627(M) to the south and east, M62 to the north and Manchester Old Road to the west.

- GMA2 Stakehill south): this part is 93.7ha in size and bounded by A627(M) to the north and east, Stakehill Industrial estate to the west and Chadderton Fold to the south.

3.2 This is a Green Belt site that is close to the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

4.0 Proposed Development

4.1 The site will deliver around 150,000 sqm of high quality, adaptable, employment floorspace within a green employment park setting, with a focus on suitable provision for advanced manufacturing and other key growth sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North East Growth Corridor.

4.2 The site will also deliver around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created along the M62 corridor and create a sustainable and high-quality extension to the urban area.

4.3 There will need to be significant public transport improvement to and within the site as a whole. Walking and cycling connections to both Castleton and Mills Hill railway stations should be improved as part of any development and a new southerly link to Mills Hill station could form part of any expansion of the industrial estate.

4.4 The scale of the development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new railway station at Slattocks on the Calder Valley line along with an associated Park and Ride facility. This opportunity is currently being investigated further by TfGM. Investment in public transport or services will also be needed to provide for and improve access to the employment opportunities being provided at Stakehill for Oldham residents. Investment in public transport and associated infrastructure should be complemented by a high-quality pedestrian and

cycling network that links the new development to surrounding neighbourhoods and key services and facilities.

- 4.5 The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places and well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.
- 4.6 In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. It may be appropriate to expand this small, village school to assist in meeting demand for the primary school places generated by the proposed development.

5.0 Site Selection

- 5.1 To identify potential development sites for allocation a Site Selection methodology has been developed. The purpose of the Site Selection methodology is to identify the most sustainable locations for residential and employment development that can achieve the Places for Everyone (PfE), referred to as 'the Plan', Vision, Objective and Spatial Strategy and meet the housing and employment land supply shortfall across the plan area.
- 5.2 The methodology includes seven Site Selection criteria. Based on the PfE Spatial Strategy, plan objectives and guidance in the NPPF on Green Belt release these seven Site Selection Criteria have been developed to identify the most sustainable sites in the Green Belt. This site satisfies criteria 3 '*Land that can maximise existing economic opportunities which have significant capacity to deliver transformational change and / or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth*' and Criteria 5 '*Land which would have a direct significant impact on delivering urban regeneration*'.
- 5.3 Criterion 3 seeks to identify locations, such as Stakehill, that have an existing employment offer and have the potential to provide transformational employment and residential development of a scale which would deliver new inclusive growth in

sustainable destinations located on the North East Growth Corridor, which stretches from junction 18 (the confluence of the M60 and M66) to Junction 21. This corridor includes several existing employment locations, including Stakehill which is capable of delivering development at a transformative scale and significantly changing the economic growth potential of the wider area.

- 5.4 Criterion 5 relates to sites, such as Stakehill, which have a direct link to areas of high deprivation within the boroughs of Rochdale and Oldham and therefore have the potential to deliver regenerative improvements. This site provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area.
- 5.5 The proposed scheme will generate a range of benefits for the local and wider economy. The site provides an excellent location, as part of the North East Growth Corridor and Northern Powerhouse, with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the North East Growth Corridor and elsewhere.
- 5.6 The scale of residential development also means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places and well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre which will all deliver regenerative improvements.
- 5.7 Two areas of land to the east of the A627(M) were the subject of a 'call for sites' submission and are in locations that were were in the Stakehill allocation identified within the 206 Draft GMSF.
- 5.8 The first is a site to the north of Thornham Lane. Although close to motorway junctions on the M62 and A627(M), accessing the site from the existing road network

would be challenging. The site represents an isolated Green Belt site and there is no clear defensible boundary. The site was previously identified in the Draft GMSF 2016 for employment development. Comments made on the 2016 plan raised concerns that development in this location would have an impact on Tandle Hill Country Park and therefore the motorway became the eastern boundary to the allocation. Consequently, although this area is in the same Area of Search as the Stakehill allocation, this land is no longer required to meet the housing / employment requirement which can now be met on other, more suitable and sustainably located, sites in the boroughs, including this allocation.

5.9 The second is land around Hough Farm. This site was not proposed as part of 2019 Draft GMSF as it was not considered suitable for allocation for the following reasons:

1. It is not located near to an existing urban area (that the site can link to);
2. The site contains biodiversity and green infrastructure constraints and is in close proximity to Tandle Hill Country Park; and
3. There is sufficient housing land supply identified to deliver the vision, plan objectives and overall spatial strategy whilst maintaining a reasonable buffer.

5.10 For further detail please see the Site Selection Topic Paper.

6.0 Planning History

6.1 There is no relevant planning history on this site.

7.0 GMSF 2019 Consultation Responses

7.1 Objection to the proposal of building on a significant proportion of the Green Belt for additional employment and housing. In terms of employment the concern is that the majority of these jobs would be low paid and low skilled within warehousing and manufacturing. Respondents consider there to be a lack of demand for further industrial warehousing/units within the area beyond the existing employment areas of Stakehill and Broadgate Industrial Park where a large number of units still remain unoccupied. Respondents requested further evidence and work to justify the demand.

- 7.2 There are key concerns about how the new additional homes proposed north of Thornham St. John's would place a considerable amount of pressure on existing, and in some instances inadequate infrastructure which could exacerbate issues around drainage, sewers and flooding measures.
- 7.3 There is support for providing adequate infrastructure such as schools, hospitals and doctors before development can take place, in order to ensure that community facilities can accommodate and manage the additional capacity/subscriber either through an expansion of the existing site or provision of a new facilities.
- 7.4 Concerns that the creation of higher value properties will price out local people who are not able to afford the new homes and benefit the wealthy – an imbalance is created between the low skilled/low paid jobs being offered through the proposal and the inability of local people being able to buy a property within their area.
- 7.5 A large number of residents raised concerns regarding existing heavy congestion, particularly during peak times, on A627(M), A664, Mills Hill lane, Elk Mill Retail Park, Middleton Road, Haigh Lane, Boarshaw road and Boarshaw Lane. It was assumed by many that the development would result in an increase of 1400 cars on these local roads making the congestion much worse. Although the site can be accessed using public transport, an increase in cost of the train from Mills Hill is taking the option of this mode of transport out of the question for a lot of working class people. The new charging tariffs on the Metro are also discouraging people from taking public transport.
- 7.6 The issue of air pollution was a concern for many residents. Sections of the A664 (Rochdale Road and Manchester Road) and A627(M) falls within an Air Quality Management Area and already exceeds air pollution guidelines. Respondents commented that this development and the resulting increased number of cars will increase the level of pollution, impacting on people's health.
- 7.7 Further comments also suggested that the industrial manufacturing of farming needs to be taken into account and considered for future growth including dairy pasteurising, bottling delivering fresh milk daily another using a milk tanker, another

beef, pigs, turkey and eggs. Comments added that there are fields which are productive, and suitable for cereals, sugar beet, potatoes; this could be valuable especially as we may not be importing much produce from the EU.

7.8 For further detail please see the Consultation Report.

8.0 GMSF 2019 Integrated Assessment

8.1 The GMCA commissioned ARUP to complete an Integrated Assessment (IA) of the first and second draft of the GMSF and the 2021 PfE.

8.2 The IA is a key component of the evidence base, ensuring that sustainability, environmental, quality and health issues are addressed during its preparation. The Integrated Assessment combines the requirements and processes of the Sustainability Appraisal, Strategic Environmental Assessment, Equality Impact Assessment and the Health Impact Assessment into one document. The IA carries out an assessment of the draft policies by testing the potential impacts and consideration of alternatives against the plans objectives and policies. This ensures that any potential impacts on the aim of achieving sustainable development considered and that adequate mitigation and monitoring mechanisms are implemented.

8.3 The 2020 IA contributes to the development of the Plan policies. It does this through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework. Stakeholder consultation is a significant part of the IA, and opinions and inputs from stakeholders have been sought on previous iterations and will be sought on this 2020 IA, as part of the consultation on the 2021 PfE.

8.4 The draft GMSF and the accompanying IA were published for consultation in January 2019. The comments received that are specific to the 2020 IA, as identified by the GMCA, informed the 2020 update of the IA Scoping Report and the 2020 IA.

8.5 The 2019 draft GMSF included a number of revised and new thematic policies and a number of different allocations from the 2016 draft GMSF. It took on board the

consultation responses received on the allocations. This was reflected within the IA of the allocations. The SFRA has been completed and the exceptions test was taken into account as mitigation in the 2019 IA.

- 8.6 Spatial Options and Reasonable Alternatives were assessed for the 2019 draft GMSF by GM Districts and GMCA officers and made available in a separate report. It is noted that the 2020 Growth and Spatial Options Report has also been assessed as part of this IA process, and again, is made available as a separate report.
- 8.7 Comments received during the 2019 consultation included: proposing alternative scoring for thematic and site allocation policies, reviewing the IA objectives and the GMSF strategic objectives and the connection with the Habitats Regulations Assessment.
- 8.8 The 2020 IA process has taken into consideration the comments received in the light of the emerging evidence in the main IA report and Appendices. A summary of the 2019 consultation feedback relevant to the 2020 IA and response to those comments is included in Appendix A of the 2020 IA report. They will form part of the Post Adoption Statement.
- 8.9 The key outcomes of the 2019 IA assessment on the Stakehill allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 2. This has been reassessed in the 2020 IA. Appendix D of the 2020 IA provides the assessment tables for each allocation policy. It includes the assessment from 2019 including mitigation proposed, commentary on changes since 2019 and how this responds to the recommendations. Finally, it details any residual recommendations.
- 8.10 It is important to note that the IA was focusing on each policy in isolation from other policies in the Plan and that many of the recommended changes for the Stakehill allocation policy are already covered in other policies in the Plan. However some changes have been made to the Stakehill allocation policy as a result of the 2019 IA and the policy has been reassessed in the 2020 IA.

8.11 Further details can be found in the 2020 Integrated Appraisal Report and 2020 Integrated Appraisal Addendum Report.

9.0 **GMSF 2020 Integrated Assessment**

9.1 As mentioned above the key outcomes of the 2019 IA assessment on the Stakehill allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 2. This has been reassessed in the 2020 IA. Appendix D of the 2020 IA provides the assessment tables for each allocation policy. It includes the assessment from 2019 including mitigation proposed, commentary on changes since 2019 and how this responds to the recommendations. Finally, it details any residual recommendations. A summary of the assessment for JP Allocation 2 can be found below.

9.2 Each site allocation policy has been appraised using the IA framework. The allocation policies primarily focus on the site-specific topics and therefore some of the IA objectives which are less relevant for most allocations or more appropriate to assess in the thematic policies have been picked up in the IA of the thematic policies.

9.3 The policy performed negatively against ensuring that land resources are used in an efficient way because the site is greenfield in mostly Grade 4 agricultural use and so therefore it does not support development of previously developed land, protect best/most versatile agricultural land or encourage development of derelict/contaminated land. The recommendations made against this IA objective are addressed within policies JP-G8 and JP-G9 and therefore no changes were made to JP Allocation 2. The Plan acknowledges that given the overall scale of development that needs to be accommodated a limited amount of development on high grade agricultural land is necessary as it is critical to the delivery of wider development proposals.

9.4 The policy performed both positively and negatively against air quality due to the site being located adjacent to an Air Quality Management Area. However, the IA states this has been addressed by the thematic policies and amendments to the allocation

policy to provide appropriate access to electric vehicle charging infrastructure and cycle storage.

- 9.5 The policy performed both unknown and negatively against encouraging the development of low carbon and renewable energy facilities. The recommendations made against this IA objective are addressed within plan policies JP-S2 and JP-S3 and therefore no changes were made to JP Allocation 2.
- 9.6 The policy performed positively or neutral against all the other IA objectives.
- 9.7 Further details can be found in the 2020 Integrated Appraisal Report and 2020 Integrated Appraisal Addendum Report.

Section B – Physical

10.0 Transport

10.1 The Locality Assessment for this allocation assessed the impact of the trips in 2025 and 2040 that could be generated on the network, both without and with mitigation measures. The outcomes concluded that the development did not have a severe impact on either strategic or local networks but mitigation works were required on the local network to ensure this.

10.2 The mitigation measures identified were:-

- Access to the northern parcel of the allocation will be via a new Traffic Signalised junction with A664 Manchester Road with controlled pedestrian / cycle crossings;
- Signalise A627(M) / A664 Slattocks Roundabout – providing additional circulating lanes and junction capacity and upgrade A627(M) pedestrian crossing facilities;
- A664 Queensway / A664 Manchester Road signalised junction improvements, incorporating Traffic Signal phasing Improvements to accommodate impacts of JPA22 Castleton Sidings and JPA26 Trows Farm;
- A664 Queensway / A664 Edinburgh Way Roundabout junction capacity improvements to also accommodate impacts of JPA26 Trows Farm;
- A664 Queensway / A664 Edinburgh Way / A627(M) / Sandbrook Way Traffic Signalised Junction capacity improvements;
- Bus Improvements including peak time 17A services for Stakehill Industrial Estate and a new 15 minute frequency Rochdale – Oldham Service via GM2
- M62 Junction 20 – provision of a left turn only lane from A627(M) northbound towards M62 westbound off slip road.
- A627(M) / Chadderton Way / A663 Broadway Interchange Junction Capacity Improvement;
- Potential new Slattocks Railway Station contribution;
- Re-surfacing of Thornham Lane (Rochdale Way) and Boarshaw Lane;
- Install dropped kerbs and tactile paving across arms of minor junctions with A664 Manchester Road between the northern parcel and Castleton Station.

- 10.3 The size of this proposal means the traffic generated from it impacts a wide area of the local transport network affecting the operation of a number of junctions. The northern parcel of the allocation will be accessed from a new traffic signalised junction with controlled pedestrian and cycling crossing facilities on all arms. Dedicated right and left turn lanes will also be provided on all the junction arms. A secondary emergency access will be provided via Thornham New Road, an existing Public Right of Way.
- 10.4 The southern parcel of the site will continue to be accessed by existing routes. Bentley Avenue will serve the residential element of the proposed allocation at the west of the site whilst the additional commercial element around Stakehill Industrial Estate will be accessed via the existing roads within the estate, and, if necessary, the southern section of Stakehill Lane.
- 10.5 Both Bentley Avenue and Finlan Road are accessed from A627(M) / A664 Slattocks Roundabout which will require mitigation to accommodate the additional traffic generated by the allocation. It is proposed to signalise the roundabout and provide lane markings to identify the circulatory lanes improving routing and capacity. On some sections, a third lane will be added within the existing carriageway by reducing lane widths. The merge length of the A664 Rochdale Road (western) exit will be increased by replacing existing hatched areas with traffic lanes. Two lanes will be created on the approach and exit from Whitbrook Way (access to Stakehill Industrial Estate) by bringing hatched areas into active use. These will run to the junction with Finlan Road, where the existing layout will remain. Pedestrian and cycle crossing facilities across A627(M) will be upgraded.
- 10.6 It is proposed to resurface sections of Thornham Lane and Boarshaw Lane; these are Public Rights of Way and will provide secondary and emergency access to the northern parcel of the allocation. Dropped kerbs and tactile paving will be provided across the minor arms of junctions along A664 Manchester Road from the northern parcel to Castleton Railway Station (where they are not provided already).

- 10.7 At the A664 Manchester Road / A664 Queensway junction, traffic signal phasing improvements have already been identified, increasing the time allowed for the left turn out of Queensway for other nearby GMSF allocations. This allocation will generate additional traffic at this junction therefore further review of its operation will be required to take account of the additional traffic impact from JPA2.
- 10.8 The operation of the A664 Queensway / A664 Edinburgh Way junction is cumulatively impacted by traffic generated from this allocation as well as JPA26 Trows Farm. Measures are proposed in the Trows Farm Locality Assessment which this allocation will be expected to contribute to, proportionate to its traffic impact.
- 10.9 The operation of the A627(M) / A664 Queensway / A664 Edinburgh Way / Sandbrook Way could be impacted by additional traffic from a number of GMSF allocations including JPA2 Stakehill. The JPA26 Trows Farm allocations which propose measures to mitigate the impacts from those developments. Further measures may be required to address the impacts from this allocation therefore it will be expected to contribute to any final improvement(s) to the junction proportionate to its traffic impact.
- 10.10 This Stakehill allocation could generate a level of additional trips that will have an impact on nearby junctions on the Strategic Road Network (SRN). As Highways England manages this Network they will decide the mitigation measures that are required to address the cumulative impact of PfE allocations on their network. The Locality Assessment for Stakehill puts forward mitigation proposals for M62 Junction 20 with the A627(M) with the provision of an additional left turn only lane on the A627(M) northbound towards the M62 westbound slip road. The GM2 allocation may be required to contribute to the cost of any improvements at this junction, commensurate with its traffic impact.
- 10.11 Operation of the A627(M) / Broadway junction particularly between the roundabout and the northbound on-slip merge has been difficult to represent accurately in the strategic model used in preparing the Locality Assessments. Traffic generated from this and other proposed PfE allocations in Oldham, all of which are some distance away, has an impact on this junction. More detailed traffic modelling will be required

to understand these impacts more accurately. Modelling carried out to date indicates this junction operates over capacity in all scenarios including the reference case with significant queueing on A663 Broadway and A627 Chadderton Way arms.

- 10.12 This analysis suggests congestion at this junction is due to existing traffic levels and that generated from committed and reference case developments. It is not caused specifically from traffic generated by the JPA2 Stakehill and other PfE allocations. There is scope for improvement at the A627(M) / A663 Broadway Interchange but specific measures need to be identified through further modelling work. These will be strategic interventions that will benefit the wider area.
- 10.13 A proposal to provide an additional Railway Station on the Calder Valley Line at Slattocks would serve this allocation. The JPA2 allocation will influence the business case for the new station and will be expected to provide a contribution towards its delivery.
- 10.14 The allocation is already served by a high (5 to 10 minutes) frequency bus service running between Rochdale and Manchester via Castleton and Middleton. In the future, it is proposed to provide more Service 17A services that access Stakehill Industrial Estate at peak times, alongside a new 15-minute frequency Rochdale – Oldham Service via JPA2 that improve connectivity to the site from the surrounding areas.
- 10.15 The Stakehill Locality Assessment and proposed mitigation measures for this allocation were reviewed between May and July 2021. It concluded that none of the local road network junctions assessed in either the 2040 reference case or “high” scenarios operate above capacity therefore no mitigation measures have been investigated on the local road network.
- 10.16 It is assumed that the following this updated modelling, interventions identified in the original Stakehill Locality Assessment on the local road network based on the review note, will no longer be required. These are:-
- A664 Queensway / A664 Manchester Road signalised junction and Traffic Signal phasing improvements,

- A664 Queensway / A664 Edinburgh Way Roundabout junction capacity improvements;
- A664 Queensway / A664 Edinburgh Way / A627(M) / Sandbrook Way Traffic Signalised Junction capacity improvements;

10.17 The original Stakehill Locality Assessment included mitigation measures for the following junctions on, or connecting to the Strategic Road Network (SRN) :-

- M62 Junction 20
- A627(M) / A664 Slattocks, and
- A627(M) Broadway / Chadderton Way.

10.18 The LA review tested the mitigation schemes at each of these junctions and they are still observed to operate worse than the reference case in 2040 in a “worse case” high scenario. The modelling does not however does not take full account of extensive opportunities for supporting active travel and public transport improvements in the wider GM area that will benefit sustainable access to / from the Stakehill allocation.

10.19 The revised Stakehill LA concludes that the traffic impacts of this allocation are not severe and while the modelling work forecasts that there are 3 a junctions may experience capacity issues, they are not significantly worse than those identified in the reference case. The traffic modelling carried out presents a “worse case” scenario and does not take account of the positive impact of extensive opportunities for mode shift towards active travel and public transport improvements locally and across GM with significant investment in proposals in GM’s 2040 Transport Strategy Delivery Plan. Further work is required to substantiate these findings, as the allocation moves through the planning and Transport Assessment process particularly in agreeing final mitigation measures on the SRN with Highways England, and the allocation needs to be supported by continuing wider investment across GM.

11.0 Flood Risk and Drainage

11.1 The GMCA has applied the flood risk Sequential Test in the preparation of the plan as required by the National Planning Policy Framework. Further details of the

process undertaken by the GMCA can be found in the document 'Greater Manchester Spatial Framework 2020 – Flood Risk Sequential Test and Exception Test Evidence Paper' (October 2020).

- 11.2 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM SFRA) was completed in March 2019. It updates and brings together the evidence base on flood risk in Greater Manchester including the impact of climate change on flood risk.
- 11.3 All allocations have been screened against Environment Agency mapping and datasets and recommendations were produced for each site based on the screening assessment and its review of the extent and severity of flood risk and the vulnerability of the proposed site use.
- 11.4 It was concluded that any flood risk affecting this allocation can be appropriately addressed through consideration of site layout and design as part of a detailed Flood Risk Assessment or Drainage Strategy at the planning application stage. Therefore, no further assessment is required at this time through the GM SFRA.

12.0 Ground Conditions

- 12.1 A desk-based review of the site has been undertaken by the Council's Public Protection Service. The findings of this are summarised as follows:
- Site comprises open fields, the area surrounds an existing recent industrial site;
 - Ground investigations have been undertaken in the southern portion of the site;
 - There are two Integrated Pollution Prevention Control Processes to the west of the site;
 - Rochdale Canal (SSSI and SAC designated site of ecological value) to the west of the site, more sites of ecological value to the east;
 - Landfill in the west of the site, possible more infilled features across the site;
 - Drift geology comprises mostly Sand and Gravel with some Glacial Till, solid comprises Coal Measures; and
 - Class 1 radon area which would not have any impact on development.
- 12.2 The information from the desk-based review does not identify any major constraints and a majority of the site has not been previously developed. However, a

Preliminary Risk Assessment (PRA) would still be required to determine whether any further intrusive investigations are required to establish if and what remedial techniques are necessary to ensure the site is suitable for its intended end use. This would be a condition relating to any future planning approval.

- 12.3 The site promoters for the northern part of the allocation, which would be housing, have undertaken a Phase 1 Geo-environmental Assessment. This concludes that the overall risk classification is low-moderate but recommends that a Phase II Geo-environmental Site Investigation is undertaken in order to qualitatively assess any potential contamination linkages targeting those areas where previous development has taken place.
- 12.4 The site promoters for the land to the north and east of Stakehill have also undertaken a Phase 1 Geo-environmental Assessment. This assessment identifies a low risk which implies that remedial action is unlikely to be necessary but recommends that further targeted investigations be carried out on parts of the site e.g. pond, motorway embankments and further areas that may have been backfilled.
- 12.5 The work that has been undertaken to date evidences that there are no apparent constraints to the delivery of this site but further investigations would be required as part of any subsequent planning application.

13.0 Utilities

- 13.1 There are no known constraints in respect to utilities on the site. The site is immediately adjacent to a long-standing developed area where a range of services are available. This will include water, gas and electricity mains, alongside telecommunications infrastructure. The development can therefore be easily connected to key utilities. Any upgrades required to accommodate new homes can be made alongside the delivery of the development.

Section C – Environmental

14.0 Green Belt Assessment

- 14.1 Development of the site will result in the release of 167.4ha of land currently in the Green Belt. This is reduction from 177.6ha in the 2019 and 2020 GMSF, primarily as a result of the retention of more Green Belt within the allocation boundary.
- 14.2 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 14.3 The tables below present the assessment ratings for the parcels of land that Stakehill falls within:

Parcel Reference	RD56
Purpose 1a Rating	Strong
Purpose 1b Rating	Moderate
Purpose 2 Rating	Strong
Purpose 3 Rating	Strong
Purpose 4 Rating	No Contribution
Strategic Green Belt Area	15

Parcel Reference	RD62
Purpose 1a Rating	Moderate
Purpose 1b Rating	Moderate
Purpose 2 Rating	Moderate
Purpose 3 Rating	Moderate
Purpose 4 Rating	No Contribution

Strategic Green Belt Area	15
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Parcel Reference	RD67
Purpose 1a Rating	Moderate
Purpose 1b Rating	Moderate
Purpose 2 Rating	Moderate
Purpose 3 Rating	Moderate
Purpose 4 Rating	Moderate
Strategic Green Belt Area	15

- 14.4 Further details can be found in the Greater Manchester Green Belt Assessment.
- 14.5 The GM GB Harm Assessment identifies that the majority of the allocation makes a significant contribution to checking the sprawl of Greater Manchester and preventing encroachment on the countryside, as well as a moderate or relatively significant contribution to preventing the merger of Castleton, Middleton and Chadderton.
- 14.6 The assessments considers that release of the allocation would cause ‘high’ harm to Green Belt purposes, but would only have a ‘minor’ or ‘no/negligible impact on adjacent Green Belt.
- 14.7 In terms of impact the Cumulative Assessment concludes that the release of this land would reduce the contribution that SGBA 15 makes to checking unrestricted sprawl (purpose 1), significantly weaken the role it plays in preventing merging of towns (Purpose 2) and would reduce the contribution these areas make to safeguarding the countryside from encroachment. However, the size of the areas remaining means that they would continue to safeguard the countryside from encroachment.
- 14.8 The A627(M) forms a clear boundary to the east of the Allocation, leaving sufficient separation from Royton for there to be negligible weakening of Green Belt land in between as a result of release of the allocation. The Assessment finds that release would however increase the containment of retained Green Belt land to the south

and would result in a weaker Green Belt boundary in this location. Release would also weaken the fragile north-south separation between Castleton and Middleton.

- 14.9 It is proposed to retain an east-west strip of Green Belt within the Allocation area to the north of the Stakehill Distribution Centre, which will have the benefit of maintaining a gap between Middleton and Castleton, although the assessment does consider that the containment of this area does limit its value to some extent.
- 14.10 In addition to the retained Green Belt, the proposed addition of Green Belt between Stakehill Distribution Centre and Middleton to the west will contribute to preserving a degree of distinction between towns, but the extent of its containment by urban edges will limit its contribution to the Green Belt purposes.
- 14.11 There have been some changes to the allocation boundary since the 2019 GMSF. The most notable change relates to the inclusion of the garden centre site off Manchester Road. There were also minor changes to the boundaries off Stakehill Lane to reflect land ownership. These changes do not impact on the amount of land being removed from the Green Belt as given their location they were already proposed to be removed from the Green Belt even though they were not part of the allocation. The amended allocation boundary was considered through an addendum to the GM Green Belt Study but did not result in any changes to the results of that assessment.
- 14.12 Whilst the assessment concludes that its release would result in some harm to the Green Belt the council's consider that the benefits of the proposed allocation and the role it can play in boosting the competitiveness of the north of GM significantly outweigh its overall harm, including its Green Belt harm, representing exceptional circumstances in accordance with national planning policy. The exceptional circumstances are set out in the Green Belt Topic Paper. These relate to the Site Selection criteria along with other relevant issues and are as follows:
- The site meets Criterion 3 of the Site Selection criteria, as the proposed site is of a scale that can assist in boosting the competitiveness of the north of GM.

- The site meets Criterion 5 of the Site Selection criteria, as the scale of housing will contribute significantly to meeting housing needs and will provide a housing offer that supports the economic growth in the north of GM.
- The provision of around 150,000 square metres of employment floorspace will make a large contribution to employment supply in Oldham and Rochdale.
- The development will also deliver an expansion to an existing primary school to serve the needs of the development and the wider area.

14.13 It is considered that the allocation is well contained by strong existing boundaries notably the M62, A627(M) and existing built development on the A664. In addition, the policy makes specific reference to the need to create a strong defensible boundary on the southern edge of the allocation.

14.14 As a result of Stockport's withdrawal from the GMSF process there has been a slight reduction in the amount of employment floorspace proposed for delivery as part of the allocation. As a result of this reduction it was possible to retain an additional area of Green Belt land to the south of the main developable area. This retained Green Belt is still included within the allocation boundary as it provides an opportunity to deliver a high-quality area of biodiversity linked to attenuation ponds that will deal sustainably with drainage relating to the proposed development. It will also contribute towards the 'green' employment park setting sought through the allocation policy. The reduction in floorspace also resulted in some small changes to the allocation boundary to align with the revised masterplanning. These changes to the Green Belt in this area was reassessed as part of an addendum to the Harm Assessment. This addendum concluded that the retention of a slightly broader belt of land between Stakehill and Chadderton Fold will help to retain distinction between the two urban areas, but the revised release would still constitute a minor impact on the adjacent Green Belt, through containment of remaining land in the settlement gap. The harm rating is therefore still high but the area of land that would result in high harm to the Green Belt purposes if released has reduced in area.

14.15 The changes to the allocation boundary were also re-assessed in the cumulative assessment. This concludes that the allocation changes do not alter the conclusions of the 2020 cumulative assessment. There would be marginally less containment of

the remaining Green Belt land between Stakehill and Chadderton Fold, but not enough to reduce the assessed level of harm.

14.16 The GM Green Belt Study - Identification of Opportunities to Enhance the Beneficial Use of the Green Belt report also identifies a range of opportunities to enhance the beneficial use of remaining Green Belt. These will be considered in relation to Rochdale and Oldham Council's own Local Plan's and priorities for green infrastructure improvements in the wider area. The retained areas of Green Belt within the allocation offer the opportunity for the enhancement of those areas and these will be considered through the ongoing masterplanning work and subsequent planning applications.

15.0 Green Infrastructure

15.1 The policy requires this strategic allocation deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. It adds that this should include good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary.

15.2 For the northern part of the allocation there is an opportunity to deliver a garden village style layout which will lend itself to delivering a high-quality green and blue infrastructure network as part of a comprehensive design. The Development Framework that has been produced for this part of the allocation states that the provision of open space will exceed the policy requirements extending to around 40 hectares. The Concept Masterplan proposes green infrastructure in the form of amenity green space, green corridors, natural/semi-natural space and play areas for children to be delivered in the form of a connected network of green space and on-street corridors where possible.

15.3 A higher-level indicative masterplan has been produced for the southern part of the allocation. This includes broad areas of green infrastructure with emphasis on buffers between existing development and the retention of key existing features such as the ponds in the north east corner of this part of the allocation. The masterplan

also includes a strong green buffer on the southern edge of the allocation which reflects the requirement in the policy to create a strong boundary between the allocation and the retained Green belt to the south. The southern area of the allocation now includes an area of retained Green Belt which provides an opportunity to deliver an area of accessible green infrastructure in the site which would contribute to the requirement of the policy to deliver an area of high quality, adaptable, employment floorspace within a 'green' employment park setting

- 15.4 Across the allocation, the incorporation of a sustainable drainage strategy will provide the opportunity to deliver blue infrastructure elements that have the potential to create a more visually interesting network of spaces that will add to the quality of the scheme. In particular, the retained area of Green Belt in the southern part of the site may incorporate blue infrastructure in the form of attenuation ponds. These features will provide opportunities to enhance both biodiversity value and the overall visual appearance of the scheme.

16.0 Recreation

- 16.1 The housing elements of this allocation all lie within Rochdale. Rochdale's Local Plan policies and the associated Supplementary Planning Document set out the requirements for both formal sports provision and children's play / local open space. The proposed development will be required to meet these requirements and as noted above, a report on the northern part of the allocation the Development Framework shows that these requirements will be exceeded.
- 16.2 In terms of the children's play / local open space this will be expected to be provided within the site as part of the requirement set out in the policy to deliver an integrated green and blue infrastructure network within the scheme. As noted above the masterplan for the northern part of the site will incorporate high quality areas for children's play as well as more informal recreational open space. It is anticipated that this would be replicated in the residential part of the southern part of the allocation. The green infrastructure would be expected to provide good quality pedestrian and cycle routes providing further opportunities for recreation and the promotion of healthy lifestyles.

16.3 In terms of formal sports provision, the site is of a size that could accommodate this within the scheme. However, Rochdale Council currently has an approach that seeks to focus formal sports provision in playing pitch 'hubs' across the borough. Therefore, it may be more appropriate to deal with formal sports provision through an off-site contribution to improve existing facilities. The most appropriate approach will be considered through ongoing masterplanning and at the planning application stage.

17.0 Landscape

17.1 This area is identified as Urban Fringe Farmland of medium sensitivity within the Greater Manchester Landscape Character and Sensitivity Study. The size of the site means that the landscape does vary to some extent. However, generally the site is characterised by irregular pastoral fields of varying size separated by a mixture of post and wire fencing and hedgerows.

17.2 The site does also include some areas of woodland and ponds, most notably in the north eastern corner of the southern half of the allocation. As noted in the section on green infrastructure key features such as these will be retained wherever possible to assist in preserving important areas of landscape quality within the allocation as well as providing buffers between development and different land uses.

17.3 Some landscape and visual assessment work has already been undertaken by the site promoters. This work will help to inform the design and layout of any schemes to minimise as far as possible the visual impact of the development including the provision of high-quality landscaping and boundary treatments. This requirement is reflected within criterion 6 of the policy which makes specific reference to the importance of views from Tandle Hill Country Park.

18.0 Ecological/Biodiversity Assessment

18.1 The Greater Manchester Ecology Unit (GMEU) has undertaken preliminary ecological appraisals / screening for all of the Rochdale and Oldham allocations proposed in the Plan. The initial site appraisals can be found in the Preliminary Ecological Appraisals – Screening – Rochdale Strategic Allocations September 2020 and the Oldham Preliminary Ecological Appraisal Report June 2020. An update of

initial site appraisals has also been provided to the Oldham preliminary ecological appraisals (June 2021) which also reflected changes made to the Stakehill allocation in Oldham.

18.2 The aim of preliminary surveys is not to provide a fully comprehensive suite of ecology surveys for sites, but rather to identify sites where ecological constraints to future development are likely to prove significant. The findings of the appraisals for this site does vary across the parcels identified. The summary below reflects the highest level of constraints identified which are as follows:

- Parts of the site are within 100m of the Rochdale Canal SAC/ SSSI and the very large scale of the site may mean that development results in increases in recreation and distant (diffuse) effect on European sites (notably the South Pennines SPA/SAC);
- The Rochdale Canal is also a Local Wildlife Site (Grade A Site of Biological Importance) which will need consideration;
- The development of the site would require a Habitats Regulation assessment HRA;
- The site has potential to support specially protected species including possible bats (roosting and foraging), great crested newts, water voles, badgers, Barn owls and farmland birds; and
- The site supports, or has the potential to support, priority habitat types or priority species including hedgerows, ponds and farmland birds.

18.3 The appraisal finds that currently there are no known ecological constraints which are so important as to preclude the allocation of the site, but ecological mitigation and compensation will likely be needed to avoid harm to important habitats and species. It adds that impacts on European sites will need to be assessed and where necessary mitigated. It recommends that further surveys would be required to inform planning applications. It concludes there are no identified ecological constraints that would impose a significant constraint to the allocation of the area. Ecological recommendations would be taken into account as part of the masterplanning in order to achieve the requirement for biodiversity net gain as set out in policy JP-G 9 'A Net Enhancement of Biodiversity and Geodiversity' of the Plan. The retained areas of Green Belt within the allocation provide an opportunity to deliver biodiversity net gain

and create new wildlife habitats as well as achieving the objective of a high quality, sustainable development as set out in the policy.

19.0 Habitat Regulation Assessment

- 19.1 Since the 2019 consultation the GMCA have engaged with Natural England in the preparation of the GMSF and PfE, including in the preparation of the Habitats Regulations Assessment (HRA). The HRA must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a European protected site.
- 19.2 The GMCA held one informal meeting in 2019 and two formal meetings with Natural England through its Development Advisory Service in 2020 to consider the HRA. GMCA has shared a draft version of the HRA (updated since 2019) with Natural England for review and comment.
- 19.3 The GMCA and TfGM are responding to Natural England's comments on the draft HRA by commissioning additional air quality modelling to more accurately assess the implications of changes in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary. The GMCA are also responding to Natural England's comments on functionally linked land, recreation disturbances, water pollution and in-combination effects. Details of this is included in the HRA and Assessment of Air Quality Impacts on Designated Sites report.

20.0 Heritage Impact Assessment

- 20.1 The University of Salford completed a Heritage Impact Assessment which highlighted the need for further evaluation. In alignment with the recommendations made in the initial Heritage Impact Assessment a more comprehensive Stakehill Historic Environment Assessment has now been completed which has explored in detail the potential impact development could have upon any archaeological interests of the site, heritage assets in or around the site and the historic landscape within which the site is located.

20.2 This assessment has provided recommendations to ensure the significance of the historic built and natural environment can be preserved or enhanced. These are summarised below and can be found in full within the Stakehill Historic Environment Assessment.

20.3 Archaeology recommendation summary:

Northern site 1:

- To safeguard potential buried remains of farmstead a programme of archaeological works targeting these should be secured by planning condition. It is highlighted that there is an opportunity to carry out community led excavations.
- To safeguard the buried remains of St Gabriels Chapel a programme of archaeological works targeting this area should be secured by planning condition. It is highlighted that there is an opportunity to carry out community led excavations.
- To safeguard the Peat resource through archaeological investigation to establish depth and condition across this area. This work should be undertaken pre-application and set out in the development brief. Further archaeological works to be secured by planning condition.
- To safeguard potential interests in the undeveloped farmland the masterplan should identify broad areas where development might take place then archaeological evaluation should be undertaken through trenching to establish if and where any significant archaeology should be preserved in situ through sympathetic planning within those developable areas. Areas where archaeology can be removed but first of all recorded to be controlled via planning condition.

Southern Site 2:

- To safeguard potential interests in the undeveloped farmland the masterplan should identify broad areas where development might take place then archaeological evaluation should be undertaken through trenching (including targeting features identified on Lidar) to establish if and where any significant archaeology should be preserved in situ through sympathetic planning within

those developable areas. Areas where archaeology can be removed but first of all recorded to be controlled via planning condition.

20.4 In response to the above recommendations the policy has been amended to include more specific criteria and supplementary information has been included within the reasoned justification.

20.5 Built Heritage recommendations summary:

- In order to preserve and enhance the significance of the Church of St John any development must retain key views of the Church from the footpath at Church Avenue along with considering the plan and design, green space and density to maintain tranquillity of Church.

20.6 In response to the above recommendations, supplementary information has been included within the reasoned justification.

20.7 Historic Landscape recommendations summary:

- Historic field boundaries to be retained and incorporated into the masterplan where practical.
- Retention of historic trackways and public footpaths recommended to maintain character of these which contribute to the wider rural setting.
- Opportunity identified to use findings to develop heritage trail and interpretation.

20.8 In response to the above recommendations, supplementary information has been included within the reasoned justification.

20.9 Following the publishing of the 2020 GMSF, Historic England suggested some slightly amended wording to tie in the assessment, ensure that the text is in line with the requirements of the NPPF and improve clarity. These very minor amendments are included in the 2021 PfE policy wording shown in Appendix 2.

21.0 Air Quality

21.1 Any future planning applications for this proposed allocation will be supported by an Air Quality Statement / Assessment (AQS / AQA) using Institute of Air Quality

Management (IAQM) Guidance and consistent with the Draft Greater Manchester Clean Air Plan. The AQS / AQA will assess the impacts of NO₂, and PM₁₀, PM_{2.5} particulate emissions from both the demolition / construction and operational phases of the proposal. It will also assess the impact on human health, sites of ecological importance and sensitive receptors as well as the GM Air Quality Management Area (AQMA) and prepare an action plan of measures to mitigate any adverse impacts of the proposed allocation.

22.0 Noise

- 22.1 Assessments in relation to noise have been undertaken by the site promoters for those parts of the allocation that will be developed for housing. These assessments both conclude that although noise does not substantially constrain development on the site it does need to be taken into account on certain parts of the allocation. For example, it is likely that some noise mitigation measures will be necessary for dwellings along the northern and eastern boundaries of the site, near to the M62 and M62(M) motorways. This is reflected in criterion 20 of the policy. Mitigation may also be required on those parts of the site closest to the new and existing commercial development.
- 22.2 More information regarding noise mitigation will be required through the masterplanning process and subsequent planning applications.

Section D – Social

23.0 Education

- 23.1 The scale of this development will increase demand for school places within the area. The policy requires contributions to ensure there are sufficient school places to meet the needs of the new development.
- 23.2 In terms of Primary School places, there is an existing school within the allocation itself. This school is currently small (0.5 FE) and an opportunity exists to expand this school to accommodate the need arising from the new development. The policy includes a requirement to provide land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation. A major advantage of expanding this school within the allocation is that a lot of the places will be taken up by children living in very close proximity to the new school. This will not only reduce the impact of vehicle trips to access primary schools outside of the site but will also encourage healthier lifestyles given the opportunity to walk to school.
- 23.3 Secondary School provision within the borough is being enhanced through the delivery of two new secondary schools which have recently been awarded Government funding. One of these schools is proposed in Middleton and is due to open within the next three years. In addition, there has been a recent expansion of a secondary school to the north of Castleton. This will assist significantly in meeting the need for secondary school places in this area and the borough as a whole.

24.0 Health

- 24.1 Policy JP-P 6 of the GMSF sets out the requirements for new development in respect of health provision including, where appropriate, the need for Health Impact Assessments.
- 24.2 The policy states that given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met. The indicative masterplan for the northern part of the allocation incorporates the provision of new local amenities

adjacent to St Johns CE VA Primary School. This could include community facilities, including health, depending on the outcome of the Health Impact assessment and the availability of facilities in the area.

- 24.3 Rochdale Council will work with the site promoters / developers to establish the actual need for additional practitioners arising from the residential element of the allocation taking into account the existing supply and surplus capacity within existing GP and dental practices and, if additional provision is necessary, the most appropriate means and location for such provision to meet the additional demand.

Section E – Deliverability

25.0 Viability

- 25.1 The Strategic Viability Report – Stage 2 Allocated Sites Viability Report (October 2020) assesses the viability of the proposed allocations within the plan.
- 25.2 For the purposes of the viability assessment the site has been split into three distinct parts. Part 1 of 1,380 homes within the part of the site that lies north of the A627(M). Part 2 and 3 refer to the part of the site that is south of the A627(M); part 2 provides analysis of the mixed-use scheme (with 301 residential units) and part 3 as an employment scheme.
- 25.3 The combined residual value of the three sites (a mix of housing, mixed use and employment development) is sufficient to meet the strategic transport costs identified with further headroom of c£11m. This shows that there is potential to deliver the scheme as well as any necessary infrastructure to support the development.

26.0 Phasing

- 26.1 The scale of housing in the northern part of the borough means that delivery is estimated to come from three outlets each delivering up to 50 dwellings per year. It is estimated that this part of the allocation could be delivered in around 12 years from commencement. The housing area to the south of the A627(M) spur is a smaller area and therefore it assumed that this would be delivered through one outlet delivering around 40 homes per year. This part of the site would be built out within around 8 years from commencement
- 26.2 In terms of the employment development, delivery is assumed at a rate of generally between around 15,000sqm to 20,000 sq m per annum. This is a general assumption and in reality would vary depending on the size of the units coming forward. This build out rate would mean that the employment element of the allocation would be built out within eight to nine years. Given that access will be through the existing Stakehill Industrial Estate it is anticipated that development within the Rochdale area will come forward first, follows by development within the Oldham area later in the plan period.

27.0 Indicative Masterplanning

27.1 Indicative masterplans have been prepared by the site promoters and are included in Appendix 3. One masterplan shows the housing area to the north whilst the second masterplan shows the area to the south of the A627(M) spur. This is considered the most appropriate approach in respect of masterplanning given the different access arrangements and the fact that these areas of the allocation are separated by the retained area of Green Belt. However, it is still appropriate to consider them as one allocation for the purposes of the policy given the shared infrastructure requirements and the strategic importance of the area as a mixed-use proposal.

Section F – Conclusion

28.0 The Sustainability Appraisal

- 28.1 The Sustainability Appraisal (SA) has been incorporated into the Integrated Assessment (IA) of the plan and has informed plan preparation. The IA identified many positive impacts in terms of the Stakehill allocation policy, but also made recommendations in terms of enhancements and mitigation measures. These recommendations have been addressed through revisions to the Stakehill allocation policy, as set out in section 7.0 of this Topic Paper, or are addressed when the policy is read in conjunction with the GMSF thematic policies, because the GMSF should be read as a whole. Taking account of the IA findings, the Stakehill allocation policy is considered to accord with the relevant economic, social and environmental objectives.
- 28.2 The conclusion of 2021 addendum to the IA confirmed that the minor changes to the policy made no difference to scorings.

29.0 The main changes to the Proposed Allocation

- 29.1 The site allocation policy in the 2019 GMSF is set out in Appendix 5. The most notable amendment to this policy is the change to the amount of development that the site is expected to deliver. The site is now expected to deliver around 1,680 homes and 150,000 sq m of employment floorspace. This compares with 900 homes and 250,000 sq m of floorspace in the 2019 GMSF and 1,680 homes and 155,000 sq m of employment floorspace in the 2020 GMSF. The policy wording has also been amended to reflect that in terms of the type of employment to be delivered through the allocation the focus will be on advanced manufacturing and other key growth sectors.
- 29.2 This change has come about through the further masterplanning which has considered that the land to the north of the existing industrial estate would be more appropriate for housing than employment. This is based on the fact that this area already contains areas of residential development and therefore having employment development this this part of the site may be less compatible with the existing residential development. This switch from employment to housing on this part of the

site has resulted in a reduction to the amount of employment floorspace that can be accommodated. The withdrawal of Stockport from the GMSF, meant that a slight further reduction in employment floorspace was considered appropriate for the PfE Joint Plan. This reduction has resulted in some amendments to the boundary of the allocation and allowed the retention of an additional area of Green Belt land within the southern end of the allocation. As noted above this area of retained Green Belt assists with the delivery of a sustainable drainage strategy as well as an area of biodiversity and landscape value.

29.3 In addition to this, more detailed masterplanning has demonstrated that the northern part of the allocation can accommodate an increased number of homes than that previously envisaged. The boundary to the northern part of the site has been changed to incorporate the garden centre site. However, the increase in capacity is more as a result of making more efficient use of the land within the allocation than this change to the boundary which is more related to delivering a high-quality access into the site.

29.4 These changes to the capacity of the site have been taken into account in the transport works and the results of that assessment and the mitigations reflect this scale of development.

29.5 Further changes have also been made to the policy to reflect the recommendations of the Integrated Assessment and the evidence undertaken in relation to the proposed allocation. These changes are summarised as follows

- The need to carry out a site specific HRA for applications of 1000 sq m floorspace / 50 dwellings or more;
- Amendments to the wording of the policy referencing to reflect the recommendations of the Historic Environment Assessment that has been produced for the site;
- A requirement to make contributions to the proposed new train station at Slattocks;
- A requirement for electric vehicle charging points and cycle storage to address IA recommendations: and

- A general reference to the need to provide financial contributions to mitigate impacts on the highway network identified through a transport assessment.

29.6 These changes are shown through amended GMSF 2020 policy wording at Appendix 4 and the final 2021 PfE policy wording at Appendix 2.

29.7 In addition to the changes referred to above there have also been some minor changes made to the policy and reasoned justification relating to references to GM, where this is no longer appropriate, policy references, numbering and other minor typo's.

29.8 In terms of the changes between the 2020 GMSF and the 2021 PfE, as these changes were either minor or as a result of Stockport's withdrawal from the plan, it is concluded that the effect of the plan is substantially the same on the districts as the 2020 version of the policy.

29.9 It is considered that these policy changes, along with the other requirements set out in the policy, will deliver a high quality, sustainable development.

30.0 Conclusion

30.1 The proposed site allocation in the plan is for around 1,680 homes and 150,000 sq m of employment floorspace. As a site within the Green Belt, exceptional circumstances need to be demonstrated for it to be brought forward as an allocation. The exceptional circumstances case takes the form of a strategic high-level case and a local level case and is detailed in the Green Belt Topic Paper and section 14 of this Topic Paper. This allocation is considered to satisfy Criterion 3 of the site selection criteria for justifying release from the Green Belt in that it can maximise existing economic opportunities and has significant capacity to deliver transformational change and / or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth. The site also satisfies Criterion 5 in that it has the potential to deliver regenerative improvements by providing a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the

motorway and rail network. These exceptional circumstances are considered to significantly outweigh any harm to the Green Belt identified from the site's release.

- 30.2 This allocation accords with the plan's spatial strategy and exceptional circumstances exist to outweigh any harm to the Green Belt from its release. The site is being actively promoted for residential development and can therefore deliver homes and employment floorspace early in the plan period.
- 30.3 The evidence that has been produced to date, the comments received and the IA have identified a number of issues which have been reflected in the revised policy wording. The ongoing masterplanning will ensure that the development will be of a high quality, incorporating open space, landscaping and biodiversity, and include a range of supporting infrastructure improvements. The site is considered to be free of significant constraints and its allocation is considered to accord with relevant economic, social and environmental objectives. In summary, the site will contribute to the choice and quality of housing in a sustainable location and provide high quality employment space to increase the economic competitiveness of Oldham and Rochdale.

Section G – Appendices

Appendix 1: Site allocation boundary

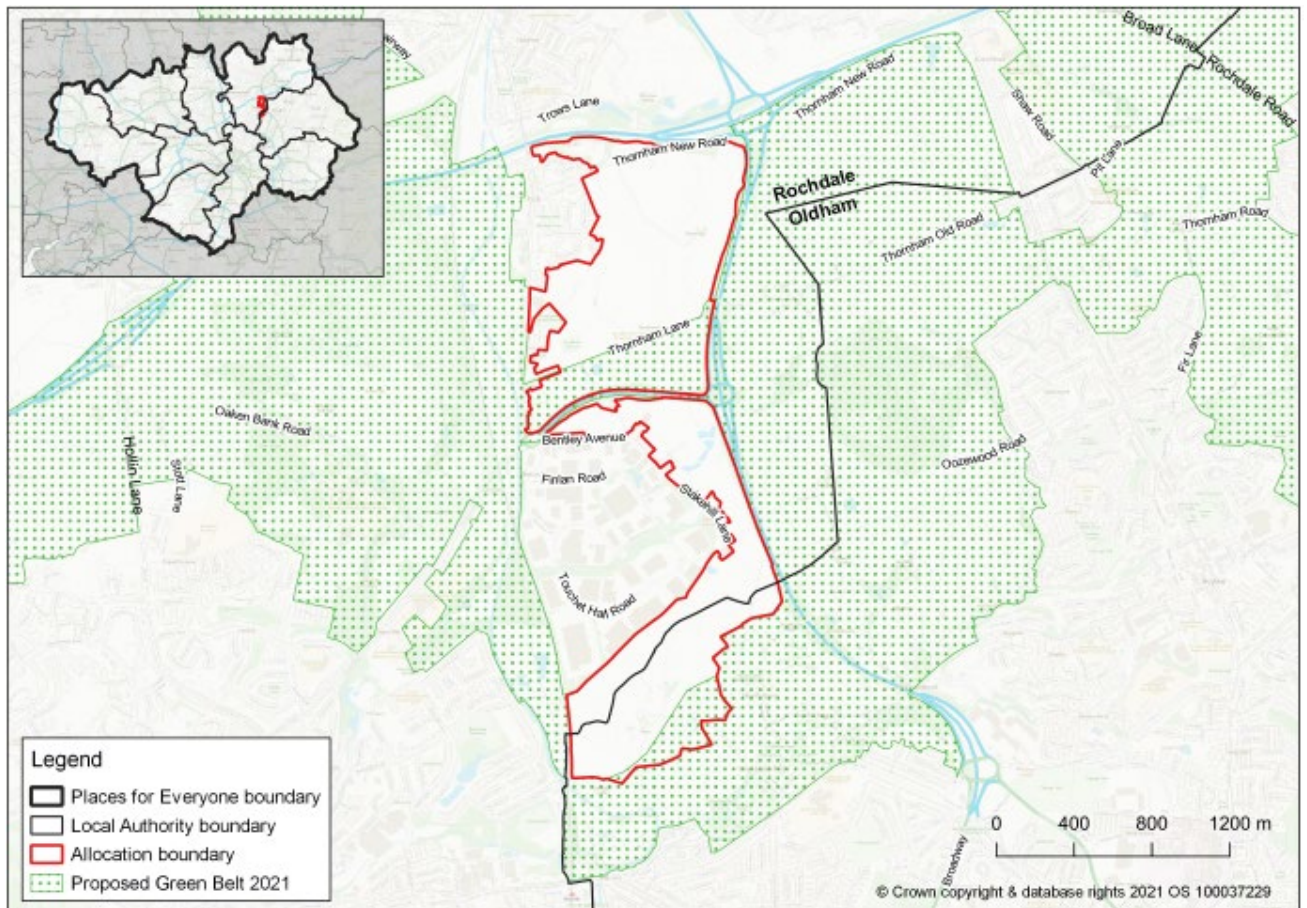
Appendix 2: Proposed policy, PfE Publication Version 2021

Appendix 3: Indicative Masterplans

Appendix 4: Previous draft policy, as proposed in GMSF Publication Version 2020

Appendix 5: Previous draft policy, as proposed in 2019 Draft GMSF

Appendix 1: Site allocation boundary



Appendix 2: Proposed policy, PfE Publication Version 2021

Policy JP Allocation 2: Stakehill

Development at this site will be required to:

1. Deliver around 150,000 sqm of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and other key growth sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor;
2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high quality extension to the urban area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. The scale of the residential development on the northern part of the allocation provides an opportunity to adopt a 'garden village' approach to create a locally distinctive residential offer;
4. Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;
5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Stakehill Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ;
6. Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;
7. Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane to maintain separation between the urban areas of Rochdale and Middleton;

8. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;
9. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to maximise the benefits of the new rail station through the creation of high quality walking and cycling routes;
10. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles;
11. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
12. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
13. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;
14. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
15. Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include good quality boundary treatment, particularly on the boundary separating the development area and land to be retained as Green Belt to the south to provide an attractive defensible Green Belt boundary;
16. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site;
17. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;
18. Contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation;

19. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and
20. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors.

Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the North-East Growth Corridor and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the North-East Growth Corridor and elsewhere.

The location of the housing and employment development within the allocation takes account of existing land uses and the potential to separate out residential and industrial traffic. The residential development will be focused to the north of Thornham Lane and to the south of the A627(M) spur. The employment development will be located to the south and east of the existing industrial estate.

Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. Public transport on the western edge of the site is good but public transport access, particularly from Oldham borough, requires improvement. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the North-East Growth Corridor gateway providing different types of premises and appeal to a wide range of uses and sectors.

As well as the expansion of the employment offer, an opportunity exists to deliver a significant amount of housing that will both support the new employment development and

boost the supply of housing in this part of the sub-region. The site lies between the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by generally good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

There will need to be significant public transport improvement to and within the site as a whole. The site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development. While the edges of the site nearest to these stations are potentially within walking distance it is unlikely that such trips will be made without additional supporting bus services that link these modes of transport. A new southerly link to Mills Hill station could form part of any expansion of the industrial estate. The scale of development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated Park & Ride facility. This opportunity is currently being investigated further by TfGM and a contribution from the proposed development would assist in the delivery of this new station. Investment in public transport infrastructure or services will also be needed to provide access to the sites employment opportunities for Oldham residents, which needs to be investigated further by TfGM. Investment in public transport and associated infrastructure should be complemented by a high quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.

The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. Whilst the development does not encroach into the areas around Tandle Hill Country Park, the relative proximity of some development to the park means it is vital that development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for links between the site for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials used within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological

Importance, ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

A proportion of the site to the south is also to be retained as Green Belt, providing an opportunity to significantly enhance the biodiversity value of the site and for the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network reflecting its 'green' employment park setting.

As the development site forms part of the setting of the Church of St John, a Grade II listed building, the masterplan must seek to retain key views to and from the designated heritage, specifically those from the footpath on Church Avenue. The masterplan will also consider these sensitivities in terms of design, density and provision of green space to preserve the tranquillity of the Church. Similarly, where practical, historic field boundaries as highlighted by the Historic Environment Assessment 2020 should be retained and incorporated in to the masterplan to help retain the rural character of the site. These areas and assets identified by the Stakehill Historic Environment Assessment 2020 will require a programme of archaeological investigation. These sites will be considered through the detailed masterplanning of this site and any subsequent planning application.

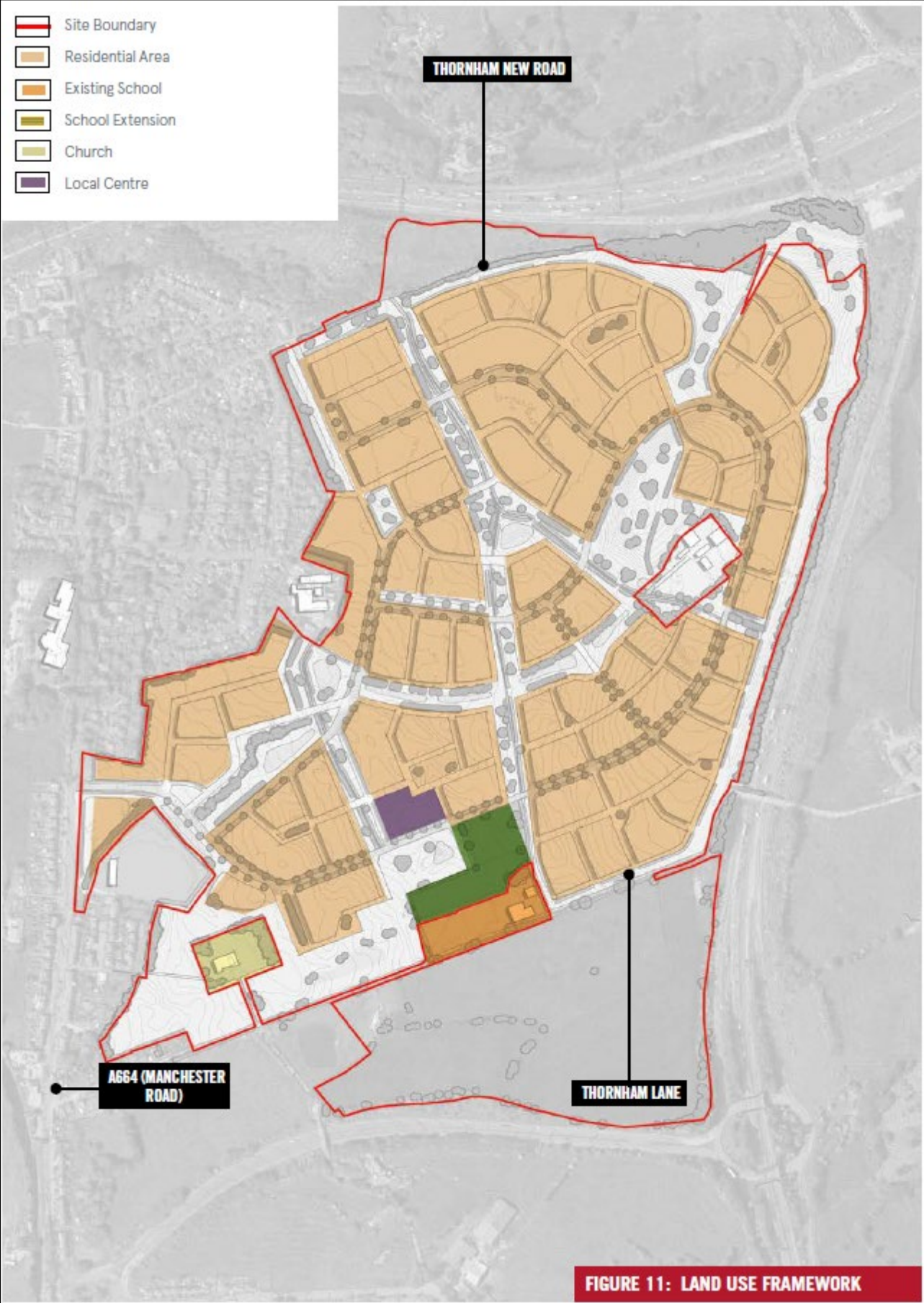
It is considered that by 2040 these developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

The wider opportunity area is adjacent to and includes areas existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.

The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places as well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.

In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. There is an opportunity to expand this small, village school to assist in meeting demand for primary school places generated from the proposed development and provide a highly accessible school for new residents.

Appendix 3: Indicative Masterplan (North)



Appendix 3: Indicative Masterplan (South)



Appendix 4: Previous draft policy, as proposed in GMSF Publication Version 2020

Policy GM Allocation 2: Stakehill

Development at this site will be required to:

1. Deliver around 155,000 sqm of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the M62 North East corridor;
2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created along the M62 corridor and create a sustainable and high quality extension to the urban area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. The scale of the residential development on the northern part of the allocation provides an opportunity to adopt a 'garden village' approach to create a locally distinctive residential offer;
4. Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial;
5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Stakehill Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ;
6. Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;
7. Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane to maintain separation between the urban areas of Rochdale and Middleton;
8. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;
9. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to

- maximise the benefits of the new rail station through the creation of high quality walking and cycling routes;
10. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles;
 11. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
 12. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
 13. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;
 14. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
 15. Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary;
 16. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site;
 17. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more
 18. Contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation;
 19. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and
 20. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors.

Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the Northern Gateway and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the Northern Gateway and elsewhere.

The location of the housing and employment development within the allocation takes account of existing land uses and the potential to separate out residential and industrial traffic. The residential development will be focused to the north of Thornham Lane and to the south of the A627(M) spur. The employment development will be located to the south and east of the existing industrial estate.

Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. Public transport on the western edge of the site is good but public transport access, particularly from the Oldham borough, requires improvement. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the Northern gateway providing different types of premises and appeal to a wide range of uses and sectors.

As well as the expansion of the employment offer, an opportunity exists to deliver a significant amount of housing that will both support the new employment development and boost the supply of housing in this part of the sub-region. The site lies between the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by generally good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

There will need to be significant public transport improvement to and within the site as a whole. The site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development. While the edges of the site nearest to these stations are potentially within walking distance it is unlikely that such trips will be made without additional supporting bus services that link these modes of transport. A new southerly link to Mills Hill station could form part of any expansion of the industrial estate. The scale of development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated Park & Ride facility. This opportunity is currently being investigated further by TfGM and a contribution from the proposed development would assist in the delivery of this new station. Investment in public transport infrastructure or services will also be needed to provide access to the sites employment opportunities for Oldham residents, which needs to be investigated further by TfGM. Investment in public transport and associated infrastructure should be complemented by a high quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.

The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. Whilst the development does not encroach into the areas around Tandle Hill Country Park, the relative proximity of some development to the park means it is vital that development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for links between the site for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials use within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological Importance, reservoirs, and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

As the development site forms part of the setting of the Church of St John, a Grade II listed building, the masterplan must seek to retain key views to and from the designated heritage,

specifically those from the footpath on Church Avenue. The masterplan will also consider these sensitivities in terms of the masterplan, design, density and provision of green space to preserve the tranquillity of the Church. Similarly, where practical, historic field boundaries as highlighted by the Heritage Impact Assessment should be retained and incorporated in to the masterplan to help retain the rural character of the site. These areas and assets identified by the Stakehill Historic Environment Assessment 2020 which require a programme of archaeological investigation. These sites will be considered through the detailed masterplanning of this site and any subsequent planning application.

It is considered that by 2040 these developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

The wider opportunity area is adjacent to and includes areas existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.

The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places as well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.

In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. There is an opportunity to expand this small, village school to assist in meeting demand for primary school places generated from the proposed development and provide a highly accessible school for new residents.

Appendix 5: Previous draft policy, as proposed in 2019 Draft GMSF

Policy GM 2: Stakehill

Development at this site will be required to:

1. Deliver around 250,000 sq m of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the M62 North East corridor;
2. Provide around 900 high quality homes, including larger, higher value properties, to support the new jobs created along the M62 corridor and create a sustainable and high quality extension to the urban area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial;
Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;
5. Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane to maintain separation between the urban areas of Rochdale and Middleton;
6. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;
7. Be designed in a way to maximise the benefits of the potential new rail station at Slattocks which is currently being investigated by TfGM;
8. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles;

9. Improve access arrangements in and around Stakehill Industrial Estate to assist in the separation of residential and employment traffic as much as possible and to make appropriate provision for lorry parking;
10. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
11. Deliver high quality landscaping and green infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary;
12. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site;
13. Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation;
14. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and
15. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors.

Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the Northern Gateway and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the Northern Gateway and elsewhere.

Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the Northern gateway providing different types of premises and appeal to a wide range of uses and sectors.

As well as the expansion of the employment offer, an opportunity exists to deliver a significant amount of housing that will both support the new employment development and boost the supply of housing in this part of the sub-region. The site lies between the successful and attractive neighbourhoods of Chadderton and Slattocks. This area is characterised by good accessibility, a number of popular schools and proximity to a range of retail facilities and other services.

There will need to be significant public transport improvement to and within the site as a whole. The site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development. While the edges of the site nearest to these stations are potentially within walking distance it is unlikely that such trips will be made without additional supporting bus services that link these modes of transport. A new southerly link to Mills Hill station could form part of any expansion of the industrial estate. The scale of development proposed does offer the opportunity to deliver significant public transport improvements that will improve sustainable travel options to both existing and future residents and workers within the site. This includes the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated Park & Ride facility. This opportunity is currently being investigated further by TfGM. Investment in public transport and associated infrastructure should be complemented by a high quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.

The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. Whilst the development does not encroach into the areas around Tandle Hill Country Park, the relative proximity

of some development to the park means it is vital that development provides high quality landscaping and open spaces to create an attractive environment and increase opportunities for links between the site for both informal and formal recreation. The impact of the development on views from Tandle Hill Country Park should be given particular consideration. As well as landscaping, any development should demonstrate how the design and materials use within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological Importance, reservoirs, and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

The wider opportunity area is adjacent to and includes areas existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.

The scale of residential development means that significant community, leisure and recreational infrastructure will have to be provided as part of a comprehensive scheme. This will include the provision of additional school places as well as flexible community and medical facilities, facilities for sport and recreation and possibly a small local centre.

In terms of primary school provision, St John's CE Thornham Primary School is located within the site on the northern side of Thornham Lane. It may be appropriate to expand this small, village school to assist in meeting demand for primary school places generated from the proposed development.

Section H – Bibliography

Documents referred to throughout the topic paper can be found below. Please note this is not an exhaustive list of all the evidence base documents relating to the Stakehill allocation policy. The evidence documents which have informed the plan are available via the GMCA's website at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

- Places for Everyone Written Statement
- Places for Everyone Consultation Summary Report
- 2016 GMSF
- 2019 GMSF
- Site Selection Topic Paper
- Green Belt Topic Paper
- Transport Locality Assessments – Introductory Note and Assessments – Rochdale Allocations
- Addendum: Transport Locality Assessments Review - Rochdale Allocations
- PfE Integrated Appraisal Report
- PfE Integrated Appraisal Addendum Report
- Integrated Assessment of GMSF Growth and Spatial Options Paper
- Integrated Assessment of PfE Growth and Spatial Options Paper
- Habitat Regulations Assessment of PfE
- Habitat Regulations Assessment of PfE - Air Quality Assessment
- PfE Strategic Viability Assessment Stage 2 Allocated Sites
- GM Strategic Flood Risk Assessment Level 1 Report
- GM SFRA Level 1 Appendix A Rochdale Interactive Maps
- GM SFRA Level 1 Appendix B Sites Assessment Part 1
- GM SFRA Level 1 Appendix B Sites Assessment Part 2
- GM SFRA Level 1 Appendix C - Development Sites Assessments Summary Reports
- GM SFRA Level 1 Appendix D - Functional Floodplain Methodology
- GM SFRA Level 1 Appendix E - GMCA Climate Change Models
- GM SFRA Level 1 Appendix F - SUDS Techniques and Suitability
- GM Flood Risk Management Framework
- GM Strategic Flood Risk Assessment Level 2 - Report

- GM Strategic Flood Risk Assessment Level 2 - Appendices
- Flood Risk Sequential Test and Exception Test Evidence Paper
- Stage 1 Greater Manchester Green Belt Assessment (2016)
- Stage 1 Greater Manchester Green Belt Assessment - Appendices (2016)
- Stage 2 GM Green Belt Study - Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions
- Stage 2 GM Green Belt Study - Cumulative Assessment of Proposed 2021 PfE Allocations and Additions (Addendum 2021)
- Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed 2019 Allocations (2020)
- 21F. Stage 2 Greater Manchester Green Belt Study – Assessment of Proposed 2019 Allocations – Appendix B (2020)
- Stage 2 GM Green Belt Study – Addendum: Assessment of Proposed GMSF Allocations (2020)
- Stage 2 GM Green Belt Study – Assessment of Proposed PfE Allocations (Addendum 2021)
- Stage 2 GM Green Belt Study – Contribution Assessment of Proposed 2020 GMSF Green Belt Additions (2020)
- Stage 2 GM Green Belt Study – Contribution Assessment of Proposed 2021 PfE Green Belt Additions (Addendum 2021)
- Stage 2 GM Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020)
- GMSF Landscape Character Assessment (2018)
- Greater Manchester Landscape Character and Sensitivity Study
- Stakehill (North) Development Framework
- Stakehill Historic Environment Assessment
- Stakehill (South and Central) Development Framework Plan
- Preliminary Ecological Appraisals - Screening - Rochdale GMSF Strategic Allocations Sept 2020
- Preliminary Ecological Appraisals – Oldham
- Preliminary Ecological Appraisals - Oldham 2021 Addendum
- Rochdale Core Strategy