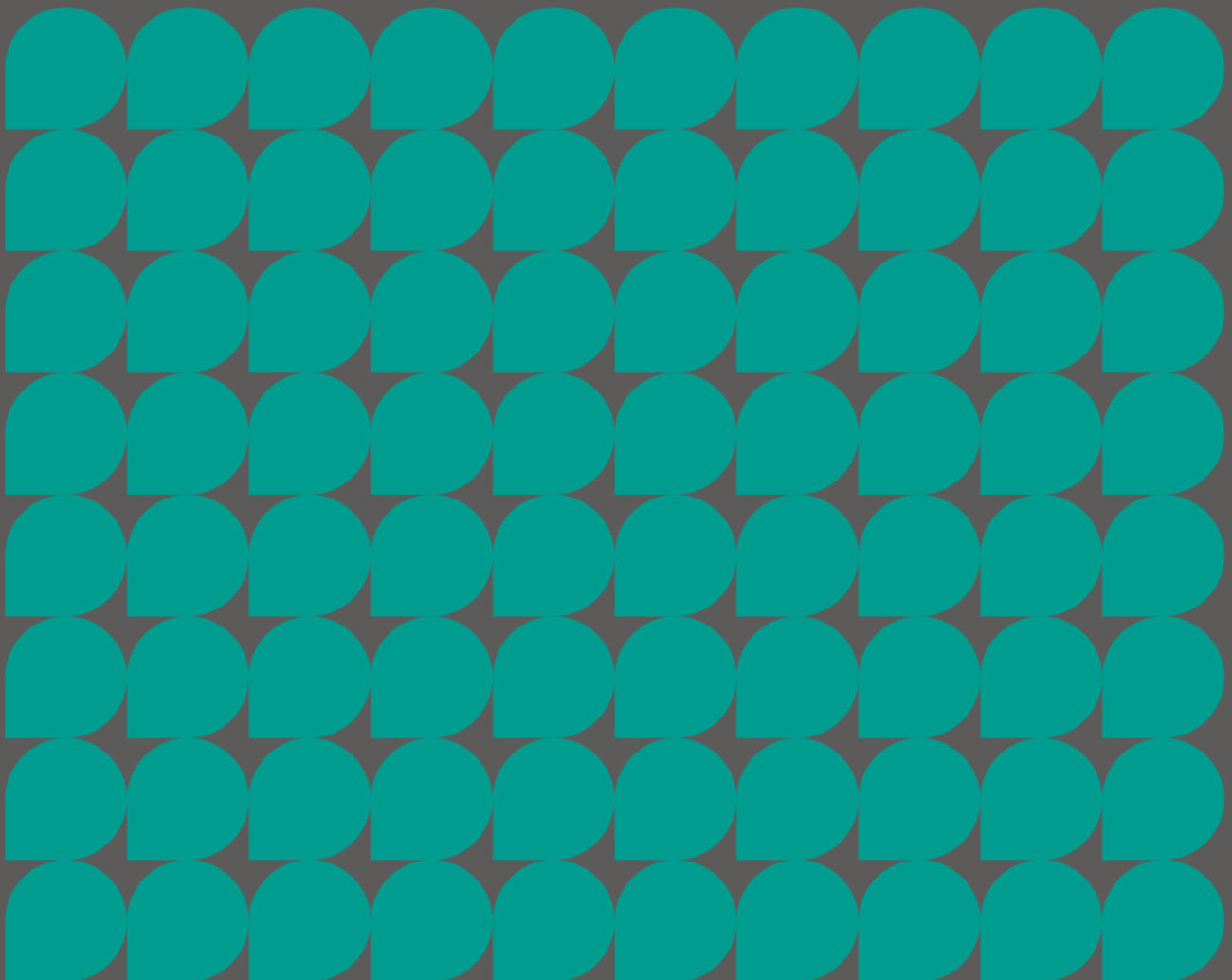


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MANCHESTER**
DOING THINGS DIFFERENTLY

Places for Everyone

JPA25 Trows Farm 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 Trows Farm Overview

2.1 The site provides an excellent opportunity to widen the housing choice in a sustainable location. The wider housing area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term.

3.0 Site Details

3.1 The site measures 21.2ha in size and is bounded by Cripple Gate Lane to the north, A627(M) to the east, reservoirs, ponds and Grange Mill to the south and Leander Drive to the west. It lies to the south-east of Castleton. The site falls outside the current defined urban area but is not within the Green Belt and is currently designated as Protected Open Land.

3.2 The site is in a sustainable location close to Castleton which offers a number of local services and has excellent transport links.

3.3 The topography of the site does not affect its developability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.

4.0 Proposed Development

- 4.1 The site will deliver around 550 new homes incorporating a good mix of house types, including higher value family housing. The anticipated capacity increased from 360 that was set out in the 2019 GMSF due to the fact that the provision of a new primary school will no longer be within the allocations itself (see Education section). In terms of access to the site, this will be primarily from Cowm Top Lane to the north.
- 4.2 The site will provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station. The topography and contours within the site will be utilised to deliver a well-designed scheme which incorporates good quality green and blue infrastructure.
- 4.3 The proposed development will be expected to contribute to the provision of a new school in the area to ensure that the demand for new school places created by the development can be met.

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, Objectives and Spatial Strategy and meet the housing and employment land supply shortfall across the plan area.
- 5.2 Stage 1 of the site selection methodology relates to land which is outside of the existing urban area but which is not in the Green Belt. This includes land which has been identified in district Local Plans as safeguarded land and/or protected open land (POL). This land is considered to be sequentially preferable to Green Belt. Trows Farm is protected open land and its allocation contributes to keeping the total amount of Green Belt loss in Rochdale to a minimum.
- 5.3 For further detail please see the GMSF Site Selection Topic Paper.

6.0 Planning History

- 6.1 A request for a screening opinion in respect of proposed residential development at the site was submitted in December 2018. The decision in February 2019 (19/00006/SO) was that an Environmental Impact Assessment (EIA) was not required.

7.0 GMSF 2019 Consultation Responses

- 7.1 There is objection to the proposal of building on a significant proportion of the Green Belt which would increase the urban sprawl between Oldham and Rochdale. Further additional new housing in the area is not supported unless it's for social or affordable housing.
- 7.2 There are key concerns about how the new additional homes proposed 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 any development takes place, in order to ensure that community facilities can accommodate and manage the additional capacity/subscription. This could be either through an expansion of an existing site or provision of new facilities.
- 7.4 There is concern that further additional development within the area will exacerbate existing congestion issues. It is assumed the development will result in an increase of 1400 cars on these local roads making the congestion much worse. Furthermore, there is concern that none of the future mitigating transport interventions set out within the Strategy and Delivery Plan have been properly scoped, subject to feasibility, or are funded (e.g. tram-train usage from Rochdale railway station to Bury via Castleton and Heywood and the provision of a new railway station at Slattocks). There is concern the site is not sustainable and will not benefit from good access to a bus or railway service
- 7.5 Respondents commented that the development will have a negative impact on climate change by loss of Green Belt land which includes significant local biodiversity

and heritage assets. It also captures carbon, provides space for water to prevent flooding, and protects the water supply. The concern is that the increasing effects of urbanisation from building more houses will only result in further decline of species such as foxes, rabbits and hedgehogs and similar organism's, ecology, biodiversity and existing wildlife on the site, such as wild deer, bats, foxes, nesting birds and other vulnerable species.

7.6 Tandle Hill and the land that surrounds it is seen as an important historical asset and residents seek to protect and preserve this for future generations.

7.7 For further detail please see the Places for Everyone Consultation Summary 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 Trows Farm allocation policy in the 2019 Draft GMSF been considered to inform the production of the revised JP Allocation 25. 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 Trows Farm allocation policy are already covered in other policies in the Plan. However some changes have been made to the Trows Farm 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 PfE Integrated Appraisal Report and PfE 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 Trows Farm allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 25. 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 25 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 provision of healthcare facilities and community social infrastructure. The recommendations made against this IA objective are addressed within policies JP-P 5, JP-P 6 and JP-9 7 and therefore no changes were made to allocation JP Allocation 25.
- 9.4 The policy performed both positively and negatively against air quality due to the site being located within 150m of 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 changing 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 policies JP-S 2, JP-S 3 and JP-S 4 and therefore no changes were made to JP Allocation 25.
- 9.6 The policy performed negatively against ensuring that land resources are used in an efficient way because the site is greenfield. The recommendations made against this IA objective are addressed within policies JP-G 8 and JP-G 9 and therefore no changes were made to JP Allocation 25. PfE acknowledges that given the overall scale of development that needs to be accommodated, development on some greenfield land is necessary as it is critical to the delivery of wider development proposals.
- 9.7 The policy performed positively or neutral against all the other IA objectives.
- 9.8 Further details can be found in the PfE Integrated Appraisal Report and PfE 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 are:-

- Extend Cowm Top Lane to adoptable standard to access the allocation;
- Install Traffic Calming measures on the existing section of Cowm Top Lane;
- Drainage Improvements on Cowm Top Lane;
- Provide a shared footway / cycleway at least 3.7m wide on Trows Lane to accommodate emergency vehicles and controlled by retractable bollards;
- A664 Queensway / Cowm Top Lane signalisation with controlled pedestrian / cycle crossing provision on all arms;
- Adjust A664 Queensway / A664 Manchester Road Signalised Junction staging to provide more time for traffic turning left out of Queensway;
- A664 Queensway / A664 Edinburgh Way Roundabout verge widening on the eastern and western approaches to enhance capacity;
- A664 Queensway / A664 Edinburgh Way / A627(M) / Sandbrook Way Signalised Junction – signalising of A664 (northbound) to A627(M) on-slip removed to allow free-flow movement from this approach;
- Surfacing improvements of Hillcrest Road / Cripple Gate Lane to enhance pedestrian and cycle trips and facilitate access to the proposed Castleton Bee Network proposals and the Railway Station; and
- M62 Junction 20 intervention primarily to address impact of allocation GM2 Stakehill but also offers strategic benefits for Trows Farm (contribution).

10.3 Before considering the impact of the Trows Farm allocation on the wider network, improvements to Cowm Top Lane (the proposed access route) are required. The northern section of Cowm Top Lane serves the existing industrial units and is about 7m wide with street lighting and footways along its length. This route will be extended

south to access the allocation providing a 6.7m wide carriageway and 2m wide footways on both sides. It crosses Cripple Gate Lane (a Public Right of Way) where tactile paving and dropped kerbs will enable pedestrian / cycle movements.

- 10.4 Traffic Calming measures and drainage improvements on the existing section of Cowm Top Lane will address concerns that the gradient of the route is the cause of the existing drainage arrangements being ineffective. These works comprise the introduction of raised junction tables at the entrance to the industrial units to slow the flow of water along Cowm Top Lane and surface treatment to slow traffic down. At the top of these raised tables, drainage channels across the carriageway will connect to the existing surface water drains. These works will assist in all of Cowm Top Lane being adopted as public highway.
- 10.5 An emergency access will be provided from Trows Lane to the south of the site. A minimum 3.7 metre wide shared footway / cycleway will be provided which will accommodate emergency vehicles with access controlled by retractable bollards.
- 10.6 The Locality Assessment identified a number of junctions requiring improvement to accommodate the trips potentially generated by the allocation. The A664 Queensway / Cowm Top Lane junction will be signalised and incorporate new controlled pedestrian / cycling crossings on all arms.
- 10.7 A review of the operation of A664 Queensway / A664 Manchester Road Signalised Junction identified the need to extend the time available in the traffic signals phasing for the left turn movement out of A664 Queensway, the dominant traffic movement. This addresses the impact of this allocation on the junction.
- 10.8 To address the impact of allocation traffic generated at the A664 Queensway / A664 Edinburgh Way roundabout, a scheme to widen both the eastern and western A664 Queensway approaches to the junction was identified. The existing shared cycleway / footway to the north of the Queensway (west) approach will be narrowed to accommodate this. The cycle / footway will still be over 3 metres wide.

- 10.9 The allocation also identifies a potential improvement to A664 Queensway / A664 Edinburgh Way / A627(M) / Sandbrook Way Signalised junction. A significant flow of traffic on the A664 northbound approach makes the left-turn on to the A627(M). This could be enhanced by removing the signalisation of that movement so that it becomes free flowing.
- 10.10 Traffic generation from the Trows Farm allocation will impact on M62 Junction 20, but the increase is modest compared to that generated from GM2 Stakehill. The proposed mitigation is detailed in that topic paper, however this allocation will be expected to contribute to these proposals commensurate with its traffic impact.
- 10.11 The allocation will link to both existing and proposed pedestrian and cycling infrastructure, ensuring access to local amenities, bus stops and Castleton Railway Station. In addition to the proposals for Trows Lane, the surfacing of Hillcrest Road / Cripple Gate Lane will enhance pedestrian / cycling connectivity with the planned Castleton Bee Network scheme and Railway Station.
- 10.12 The nearest bus stops to the allocation are located on A664 Queensway immediately east of Cowm Top Lane and on A664 Manchester Road around 900m from the centre of the allocation. Queensway has an hourly bus service while between 6 and 12 services an hour operate in each direction along A664 Manchester Road. The allocation is also around 900 metres from Castleton Railway Station which is served by 2 trains per hour in each direction with some additional peak time services.
- 10.13 The improved Cowm Top Lane and the allocation layout accommodate bus services, if they are introduced in the future.
- 10.14 The Locality Assessment and proposed mitigation measures for this allocation were reviewed between May and July 2021. The outcome was that the Locality Assessment for the Trows Farm allocation remained robust with the traffic impacts remaining less than severe. The proposed mitigation measures remain deliverable and no re-phasing of the mitigation interventions are necessary. The review assessed the impact of the traffic generated by the allocation on A664 Queensway / A664 Edinburgh Way Roundabout and the A664 Edinburgh Way / A627(M) /

Sandbrook Way Signalised junction and concluded that they were no longer required.

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.
- 11.5 The Technical Summary report produced by the site promoter in relation to this allocation notes that in accordance with the EA Flood Risk Maps, the site is shown as being located wholly within Flood Zone 1. Therefore, the proposed development will not have an adverse impact on flood risk.
- 11.6 Despite the designation of the site as Flood Zone 1, due to it being over 1ha in size, future applications will be accompanied by a Flood Risk Assessment.
- 11.7 The Technical Summary Report adds that consultants RSK have investigated drainage options for the developed site and discussed these with RMBC and the

Environment Agency (EA). Ordnance Survey (OS) mapping shows several water features on the site, which include a series of springs and surface water channels. Work has been carried out to understand the nature of these features so that they can be incorporated into the evolving development proposals.

- 11.8 A surface water drainage strategy has been established based on a SUDs and gravity led systems. Detailed drainage will be worked up for each phase of the development.
- 11.9 Whilst the foul drainage scheme is still evolving, two options are currently being explored, both of which United Utilities has confirmed are acceptable. The first is to discharge northwards to Cowm Top Lane, which would require two adoptable pumping-stations, one for the south-east corner and one for the south-west corner. The second is to discharge to the gravity sewer along Trows Lane from the south west corner of the site, this would require an adoptable pump-station in the low-lying south-eastern corner of the site. As further work is completed, the proposed foul drainage solution will be finalised.

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, water bodies and is adjacent to motorways;
 - Ground investigations have been undertaken to the north of the site;
 - Site of Biological Importance to the east of the site;
 - Minor aquifer;
 - Integrated Pollution Prevention Control process to the SW of the site
 - Drift deposits is mostly Sand and Gravel with some Glacial Till in the south, the solid comprises Coal Measures; and
 - Class 1 radon area which would not have any impact on development.
- 12.2 Although the site is predominately greenfield some further investigation may still be required at planning application stage. The detail of the investigation can vary however, in some cases a simple Preliminary Risk Assessment (PRA) maybe sufficient rather than a full ground investigation.

- 12.3 The Technical Summary Report produced by the site promoter's states that a Phase I Geo-Environmental Appraisal, Preliminary Phase I and II Contamination and Geotechnical Assessment have been carried out by Smith Grant. This concludes that the historical use of the site and the immediate surrounds appears to have been mainly agricultural. No significant potential natural or man-made sources of pollution have been identified within or adjacent to the site. Therefore, there is a generally low level risk associated with ground contamination within the site.
- 12.4 Apart from some relatively minor areas of tipping (largely inert soil wastes) and a more widespread area of reworked natural soil fill, the site soils appear to be natural in origin and uncontaminated.
- 12.5 The tip areas require some further delineation and assessment, however, within the context of the overall scale of developing the site, these present relatively minor constraints and can readily be addressed during the preparatory earthworks required on the site.
- 12.6 As a contingency, the only foreseeable constraints relating to the environmental status of the site might require the localised use of clean soil cover to gardens or gas protection measures in buildings, although this is not anticipated based on available information.
- 12.7 The Assessment concludes that, based on the available evidence, potential impacts to sensitive receptors, including ground and surface waters, neighbouring residential properties businesses and occupiers, and local ecology, arising from anthropogenic impacts on ground conditions within the site may be adequately managed through the use of normal environmental controls, occupation hygiene measures and practices that would be associated with any civil engineering earthworks project of a similar scope and programme.

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.

- 13.2 A high-pressure gas pipeline crosses the western part of the site and will require a stand-off from built development. To accommodate the presence of the pipeline and the required stand-off zone, it is proposed that a linear park area is located along the western boundary of the site, ensuring this area remains free from future residential development. This is shown on the indicative masterplan for the site.

Section C – Environmental

14.0 Green Belt Assessment

14.1 The proposed site is not located within the Green Belt and therefore does not result the loss of any Green Belt land.

15.0 Green Infrastructure

- 15.1 The setting and topography of this site lends itself to the delivery of a high quality green and blue infrastructure network as part of a comprehensive scheme. Green infrastructure within the site can also utilise existing natural features and field boundaries to deliver a development which has regard to the existing site.
- 15.2 The need for good quality green and blue infrastructure is set out in the policy and will guide masterplanning on the site. The policy also sets out the provision of attractive and safe pedestrian and cycle connections to the local centre of Castleton and the railway station.
- 15.3 The topography of the site provides an opportunity to deliver a visually interesting scheme and, where possible, masterplanning should incorporate the retention of historic field boundaries to help retain the rural character of the site and contribute to the green infrastructure offer.
- 15.4 There is a Public Right of Way (PRoW) which runs along the western boundary and also along Cripple Gate Lane to the north of the site. Both of these PRoWs are to be retained and utilised to provide linkages from the site to the surrounding local area.

16.0 Recreation

- 16.1 Local 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.
- 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, green infrastructure would be expected to provide good quality pedestrian and cycle routes and seek opportunities to deliver improvements to local biodiversity.

16.3 In terms of formal sports provision, given the size of the site, this would likely be dealt with through off-site provision/contributions.

17.0 Landscape

17.1 The policy for this allocation seeks to ensure that development of the site will use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green and blue infrastructure, having regard to existing biodiversity and greenspace corridors.

17.2 The policy for this allocation also states that the development of this site will be required to provide a positive visual impact given it's prominent position adjacent to the M62 and A627(M) motorways.

17.3 This requirement is acknowledged in the site promoters Technical Summary Report, which sets out potential opportunities to incorporate the following key landscaping elements:

- Retention of exiting elements that make up the site's green infrastructure, where possible, such as trees along the boundaries and integrating these into the development, giving the scheme an immediate sense of maturity;
- Ensuring gaps in the existing hedge along the boundaries, in particular the A627(M) are in-filled with native trees and hedge planting. Evergreen species of holly could be included in the mix to provide effective screening through the winter months;
- Ornamental and native planting to be planted in and around the proposed development to soften the effects of the built form; and
- High quality mixed native tree and hedge planting will be planted in and around potential areas of Public Open Spaces (POS) along the streets. There is the potential to not only aesthetically enhance the existing settlement edge of Castleton but increase biodiversity levels and the recreational and ecological value of the site.

18.0 Ecological/Biodiversity Assessment

- 18.1 The Greater Manchester Ecology Unit (GMEU) have undertaken preliminary ecological appraisals / screening for all of the Rochdale allocations proposed in the Plan. An update of initial site appraisals was completed in September 2020 and are included in the Preliminary Ecological Appraisals - Screening - Rochdale Strategic Allocations Sept 2020 report.
- 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 appraisal for this site are as follows:
- The development of the site would not affect any statutory nature conservation sites or Local Wildlife sites and would not require a Habitats Regulation Assessment HRA;
 - The site has potential to support specially protected species including badgers, bats (foraging and roosting) and amphibians; and
 - The site supports, or has the potential to support, priority habitat types or priority species including ponds, species-rich grassland, woodland and trees.
- 18.3 The appraisal finds that overall ecological constraints are limited and recommends that further surveys would be required to inform planning applications. It concludes that there are no substantive ecological constraints, although woodland, wet grassland and ponds would need to be retained and/or compensated for if lost. This 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.
- 18.4 The site promoters have undertaken their own ecological appraisal which is summarised within their Technical Summary Report. As with the GMEU appraisal it concludes that there are no significant ecological constraints within the site. It also sets out a range of mitigation measures which can be incorporated into the masterplanning of the site.

18.5 Although the ecological appraisal does not identify the need for a HRA, the overarching HRA carried for the plan (see below) has meant a requirement that a project specific HRA for applications of over 50 dwellings has been added to the policy wording.

19.0 Habitat Regulation Assessment

19.1 Since the 2019 consultation the GMCA have engaged with Natural England in the preparation of the Plan, 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 Trows Farm 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 Trows Farm Historic Environment Assessment.

20.3 Archaeology recommendation summary:

- A targeted programme of archaeological works for Trows Farmstead to be undertaken and can be referenced in the development brief and controlled via planning condition to safeguard potential interests.
- To safeguard the potential of the undeveloped land the masterplan should identify broad areas where development might take place and then archaeological evaluation should be undertaken in the form of geophysics and trenching to establish if and where any significant archaeology should be preserved in situ through sympathetic planning and those areas where the archaeology can be removed but first of all recorded through 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:

- No recommendations.

20.6 No amendments to the policy or reasoned justification were required as a result of the above recommendation.

20.7 Historic Landscape recommendations summary:

- Historic field boundaries to be retained and incorporated into the masterplan as part of the green infrastructure of the scheme to retain character of the area.

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

21.0 Air Quality

21.1 M62 and A627(M) to the south and east of the site are in a designated Air Quality Management Area (AQMA) and parts of the site are also within the AQMA.

21.2 Any future planning application for the proposed allocation will therefore need to be supported by an Air Quality Statement / Assessment (AQS / AQA) using Institute of Air Quality Management (IAQM) Guidance and be 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 as well as the AQMA from both the demolition / construction and operational phases of the proposal. It will also be required to assess the impact on human health, sites of ecological importance and any other nearby sensitive receptors and prepare an action plan of measures to mitigate adverse impacts of the proposed allocation if they are required.

21.3 In-design mitigation measures such as Air Quality Screening will be required within the development to ensure the proposed residences built on the allocation are protected from polluted air.

21.4 From Cowm Top Lane development traffic generated by this allocation will be distributed on the wider local road network. Most of these routes are not in the AQMA however an Air Quality Assessment will be required to assess the impact at key junctions eg A664 Queensway / Edinburgh Way and A627(M) / A664 Edinburgh Way / Sandbrook Way and any nearby sensitive receptors..

21.5 Activities during the proposed allocation construction phase will be controlled through the provisions set out in a Construction Management Plan to minimise any potential impacts, including any fugitive dust emissions.

21.6 It is not considered that the development will result in significant adverse environmental effects in relation to air quality and residential amenity that cannot be addressed through the implementation of mitigation measures.

22.0 Noise

- 22.1 The Technical Summary Report produced by the site promoter's states that a Noise Impact Assessment survey has been undertaken on behalf of the site promoters by Resource and Environmental Consultants (REC). Key noise sources impacting upon the site are vehicles using the M62 and A627(M). The initial noise risk assessment determined that the site is subject to varying levels of impact ranging from low risk to high risk due to noise from the M62, and the A627(M). During both daytime and night time, the most sensitive areas of the site are those closest to the Motorways.
- 22.2 The assessment is based on robust and worst-case assumptions and has shown that, in principle, there should be no adverse impact upon future dwellings at the site as a result of the existing noise sources following the inclusion of appropriate mitigation measures which can be incorporated at the detailed design stage.
- 22.3 The report recommends that good acoustic design and mitigation strategies are incorporated into the final scheme, particularly concerning proposed dwellings located closest to the M62. It suggests that dwellings should front the roads with associated gardens to the rear. Additional protection can be utilised in the form of barriers and garages in between dwellings, with gardens given further protection through the use of surrounding barriers where required.
- 22.4 Internally whilst standard thermal double glazing will be sufficient for some areas of the site, higher specification glazing may be required for habitable rooms located close to the boundary with the M62. It is also suggested that alternative ventilation for habitable rooms is likely to be required where habitable rooms cannot be orientated away from the sources.
- 22.5 The introduction of a landscape buffer along the boundaries adjacent to the Motorway will also assist in reducing the level of noise within the site.

Section D – Social

23.0 Education

- 23.1 The need for school places in relation to all the proposed allocations within Rochdale has been informed by ongoing discussions with the Council's Education Department.
- 23.2 There are proposals for the delivery of large numbers of additional homes in Castleton as a result of existing permissions, planned regeneration and the Plan. As a result of this, there is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area.
- 23.3 The allocation in the 2019 draft GMSF made reference to the need to accommodate a primary school within this site to meet local needs. Since this time, further work in relation to education provision in the area concluded that this site did not represent an ideal location for a new facility. However, plans to deliver a new school elsewhere within the area are being progressed and therefore this development, along with other new residential schemes, will be expected to contribute to the provision of a new school to ensure that the demand for new school places created by the additional homes can be met.
- 23.4 The fact that this site is no longer expected to include a primary school, along with indicative masterplanning of the allocation, shows that the site can deliver around 550 dwellings as opposed to the 360 referred to in the 2019 Draft GMSF.
- 23.5 Secondary School provision within the borough is being enhanced through the delivery of two new secondary schools which have recently been awarded Government funding. These schools will open within the next three years and will assist significantly in meeting the need for secondary school places across the borough as a whole. In addition to this Matthew Moss High School to the north of Castleton has recently been expanded.
- 23.6 In light of the above, the policy does include a requirement to provide contributions to ensure that there are sufficient school places to accommodate the new housing

either through an expansion of existing schools or the provision of new school facilities off-site.

24.0 Health

24.1 Policy JP-P 6 of the Plan sets out the requirements for new development in respect of health provision including, where appropriate, the need for Health Impact Assessments. The Council's Core Strategy requires contributions to health and well-being where appropriate. Rochdale Council will work with site promoters / developers to establish the actual need for additional practitioners 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 The report notes that, whilst the site is located close to an existing residential area, the values are relatively low and therefore viability will be challenging.
- 25.3 The assessment of viability concludes that the main test shows a negative residual value of circa -£20.1m, which worsens to -£22m once strategic transport costs are included. The scheme becomes marginal with the increase in market values (to value area 3), a reduction in affordable housing requirement and a slight reduction in developer return to just over 16%.
- 25.4 The increase in market values is based on the fact that Castleton offers significant opportunity as an area for growth and regeneration, based primarily on the existing and potential accessibility of the area via a range of transport modes. As a result of this, Castleton has been identified as a key location for development in both the borough’s Growth Plan and Rochdale Corridor Strategy and which includes around 1,500 new homes and associated facilities. In addition, Castleton is located on the Rochdale Canal which provides additional walking and cycling links as well as recreational and visual opportunities. Together, these opportunities are expected to bring a real change to the area which will be reflected in its attractiveness with a subsequent uplift in values.

26.0 Phasing

- 26.1 The site is generally well served by existing infrastructure. In terms of delivery this is currently based on two outlets delivering around 30 dwellings per annum. This means that the site would be built out in around ten years from when the first dwellings on the site start to come forward.

27.0 Indicative Masterplanning

27.1 An indicative masterplan has been prepared by the site promoters and is included in Appendix 3. It provides an indicative layout of the development, including the proposed location of housing, vehicular access, open space and key routes.

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 Trows Farm allocation policy, but also made recommendations in terms of enhancements and mitigation measures. These recommendations have been addressed through revisions to the Trows Farm allocation policy, as set out in the IA section of this Topic Paper, or are addressed when the policy is read in conjunction with the plan’s thematic policies, because the Plan should be read as a whole. Taking account of the IA findings, the Trows Farm 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 IA scorings.

29.0 The main changes to the Proposed Allocation

- 29.1 The site allocation policy as set out in the 2019 GMSF is set out in Appendix 5. The most notable amendment to this policy in relation to the subsequent 2020 GMSF policy and the 2021 PfE plan is the fact that this site no longer needs to provide a primary school within the site. This change and the resultant masterplanning means that the site can now accommodate more homes. The capacity has therefore increased from 360 to around 550. The evidence in relation to this allocation has taken account of this new scale of development.
- 29.2 Further changes have also been made to the policy to reflect the recommendations of the IA 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 50 dwellings or more;
 - The need for the development to have regard to the Historic Environment Assessment that has been produced for the site;

- 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.

29.3 These changes are shown in the amended policy wording for the 2020 GMSF at Appendix 4.

29.4 There were some minor amendments to the policy from the 2020 version to the one included in the 2021 PfE plan. In terms of this policy this related to updating references and typos. Consequently, it is concluded that the effect of the plan is substantially the same on the districts as the 2020 version of the policy. The 2021 PfE plan policy wording is shown at Appendix 2.

29.5 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 is included within the plan as a housing allocation that can deliver around 550 homes. The site allocation is not in the Green Belt and is therefore sequentially preferable in principle to the release of Green Belt land.

30.2 The site is being actively promoted and is capable of delivery early in the plan period. The evidence that has been produced to date 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 and include the provision of open spaces and attractive routes linking in into the existing urban area. The site will contribute to the choice and quality of housing in this sustainable location and complement the delivery of other sites in Castleton to assist in the regeneration of the wider area.

30.3 Reflecting both the outcomes of the Integrated Assessment, updated evidence and consultation responses to GMSF 2019, the revised policy wording is set out in Appendix 2.

Section G – Appendices

Appendix 1: Site allocation boundary

Appendix 2: Proposed policy, PfE Publication Version 2021

Appendix 3: Indicative Masterplan

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



Policy GM Allocation 25

Trows Farm

Development at this site will be required to:

1. Deliver around 550 new homes incorporating a good mix of house types including higher value family housing;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Provide access to the site primarily via Cowm Top Lane to the north;
4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;
5. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
6. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green and blue infrastructure having regard to existing biodiversity and greenspace corridors;
7. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;
8. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Trows Farm Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
9. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;
10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
11. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and

12. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.

Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be provided as part of the development. The site also has good access to the motorway network.

The topography of the site does not affect its deliverability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. Where possible, the masterplan should incorporate the retention of historic field boundaries as highlighted in the Trows Farm Historic Environment Assessment 2020. This will help retain the rural character of the site and will contribute to the green infrastructure offer within the site.

There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.

It is considered that by 2040 this development may lead to traffic increases on the M62 motorway because of its 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 50 or more residential units.

There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area. Therefore this development will be

expected to contribute to the provision of a new school to ensure that the demand for new school places created by the development can be met.

Appendix 3: Indicative Masterplan



Policy GM Allocation 26

Trows Farm

Development at this site will be required to:

1. Deliver around 550 new homes incorporating a good mix of house types including higher value family housing;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Provide access to the site primarily via Cowm Top Lane to the north;
4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;
5. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
6. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green and blue infrastructure having regard to existing biodiversity and greenspace corridors;
7. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;
8. Define the archaeological potential of the development site to the south of the mill complex and river through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Trows Farm Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;
9. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;
10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;

11. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and
12. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.

Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be provided as part of the development. The site also has good access to the motorway network.

The topography of the site does not affect its deliverability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. Where possible, the masterplan should incorporate the retention of historic field boundaries as highlighted in the Trows Farm Historic Environment Assessment 2020. This will help retain the rural character of the site and will contribute to the green infrastructure offer within the site.

There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.

It is considered that by 2040 this development may lead to traffic increases on the M62 motorway because of its 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 50 or more residential units.

There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area. Therefore this development will be expected to contribute to the provision of a new school to ensure that the demand for new school places created by the development can be met.

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

Policy GM Allocation 29

Trows Farm

Development at this site will be required to:

1. Deliver around 360 new homes incorporating a good mix of house types including higher value housing;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Provide access to the site primarily via Cowm Top Lane to the north;
4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;
5. Contribute to public transport accessibility improvements;
6. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green infrastructure;
7. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;
8. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and
9. Provide a new primary school and associated outdoor playing space on site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area.

The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.

Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and

cycling connections to Castleton station and Manchester Road should therefore be provided as part of the development. The site also has good access to the motorway network.

The topography of the site does not affect its deliverability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.

There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. Existing schools in this location do not have the capacity to expand further, therefore the new demand created by this development must be met on site.

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 Trows Farm 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
- 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
- GMSF Landscape Character Assessment (2018)
- 1.1 Trows Farm Technical Summary Report
- 1.2 Trows Farm Historic Environment Assessment
- 1.3 Preliminary Ecological Appraisals - Screening - Rochdale GMSF Strategic Allocations Sept 2020
- Rochdale Core Strategy