

Castleton Station Supplementary Planning Document

Draft July 2021



Document Control

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Summary

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Document Approvals

This document requires the following approvals.

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1. Introduction

1.1 Introduction

The regeneration and improvement to Castleton represents a strategic priority for the Council to contribute to the wider housing strategy for new and improved housing offer in the area, exploit its connectivity to the strategic road and rail network, regenerate under-utilised land and buildings and support further planned investment in transport infrastructure. Working with landowners and partners through the GM Stations Alliance, Rochdale Borough Council (RBC) are working towards a regeneration plan for the Castleton area, which is to include the Railway Station, proposals for tram – train services operating between Oldham and Bury via Heywood, the extension of the East Lancashire Railway (ELR) Heritage Line, the cycle corridor/Bee Network on Manchester Road, and promote the redevelopment of several residential and commercial development sites. The Council is seeking to promote transit led integrated development and place making around existing stations with the aim of unlocking the dormant potential of Castleton station through dynamic urban regeneration and the creation of a Transport-Orientated Community (TOC). The approach aims to add commercial benefit through access to transport but critically also aims to realise social value and provide a ‘place led’ approach.

Castleton’s redevelopment and regeneration potential is an important vision which offers residents and businesses an opportunity to develop a sustainable community with excellent transport links, including into Manchester City Centre, with a vibrant mixture of living, working and recreational opportunities. Pre the Covid-19 pandemic in March 2020, there were at least two rail services per hour into Manchester Victoria with a journey time of 16 minutes. Castleton lies on a bus corridor with 10 minute frequency services into Rochdale, Middleton and Manchester City Centres.

This Supplementary Planning Document (SPD) has been prepared to establish an appropriate framework to guide and deliver development by setting out the development, design and accessibility principles, and the identification of focus areas where more specific guidance is necessary. The Plan forms part of a wider network of regeneration plans along the Rochdale Rail corridor as part of the Councils vision to tackle climate change through the delivery of new housing and commercial space around the Borough’s rail stations, reduce car dependency and promote sustainable travel and active, healthier, urban living.

1.2 The Vision

The redevelopment of the station area will recognise the rich heritage in Castleton; draw on its characteristics and amplify these to create a modern and distinctive identity centred within and around the Station area. The vision is to define a new heart for Castleton and to create a sustainably connected community through improved transport links. Improvements to residential, commercial, landscape, public realm and associated infrastructure will be for the benefit of the current community, the wider surroundings and future residents. This SPD will also support ongoing plans for the regeneration of Rochdale Town Centre and delivery of Northern Gateway.

The vision for Castleton includes:

- High quality, residential led development that integrates employment, social and community infrastructure that supports the future growth and development of Castleton.
- Defining a focused local centre for Castleton that is centred around maximising the grouping of the station, canal, square and historic buildings , with a focus upon enhanced facilities and services for the existing and future community;

- Creating a gateway experience to Castleton that is integrated with the town's tourism offer through the extension of the East Lancashire Heritage Railway, Tram-Train links and through the revitalisation of the Rochdale Canal and historic buildings;
- Creating a multimodal movement network that has sustainable travel, accessibility and local connections with walking and cycling at its heart; by making the area more pedestrian friendly as well as redirecting large vehicles away from the main centre.

1.3 Purpose and status of the SPD

The purpose of this Supplementary Planning Document (SPD) is to provide a land use planning and transport strategy for the Castleton Station area. It outlines potential development opportunities within the area, to exploit the accessibility of the area and its public transport connectivity, including identifying options for the scale and mix of future proposals to regenerate a number of derelict brownfield sites.

The SPD elaborates upon policies within the Rochdale Core Strategy (2016), notably policy SP3/R – The Strategy for Rochdale which provides a vision and strategy for the township. The policy has as one of its priorities to regenerate Castleton and Sudden by delivering a package of projects.

The SPD will also be used by the Council as a material consideration when determining future planning applications and to establish a framework for investment building upon the policies contained within the Council's Core Strategy document and the Masterplan which:

- Sets out a development vision for the area;
- Provides greater certainty on the uses, form and quality of acceptable development, including the public realm and guidance for development partners on how this might be achieved;
- Assists the Council in the assessment of planning applications; and
- Provides a basis for future decision on assembling land to provide certainty, including the potential use of Compulsory Purchase Orders.

It is not the purpose of this SPD to seek to displace successful local businesses. A large part of the area is covered by a Primary Employment Zone which seeks to protect these sites for employment use. However, where sites become available and development for non-employment uses is considered appropriate, this SPD sets out potential uses and opportunities for these sites to support continued wider regeneration of the area.

Technical evidence

1. WSP/ Broadway Malyan & GL Hearn – part of the GM2080 team provided technical support on design and townscape illustrations. More information on the design approach that informed the SPD is provided in the design principles section which can be found in...
2. WSP/ Broadway Malyan & GL Hearn provided support on the accessibility and movement strategy. More information on the accessibility approach that informed the SPD is provided within the Transport section can be found in Chapter 6
3. WSP/ Broadway Malyan & GL Hearn provided technical support in terms of viability and delivery strategy underpinning the masterplan. More information on phasing and delivery can be found in Chapter X
4. The Council worked with the GM Stations Alliance, a newly established partnership between Rochdale Council, GM Combined Authority, Network Rail, LCR Property and Transport for Greater Manchester.

2. Background

2.1 Policy Context

The document is designed to supplement the Rochdale Core Strategy (2016) **policy C2 – Focusing on regeneration areas and economic growth corridors/areas, E2 – Increasing Jobs and Prosperity** and **E3 - Focusing on economic growth corridors and areas**. These policies should be read in conjunction with all national and local planning policy and guidance documents including those outlined below. Also any other relevant documents which may emerge during the lifetime of this document as material considerations.

2.2 National Planning Policy Framework (2019)

The Framework sets out national planning policy, providing strategic direction on a wide range of planning matters. It is supplemented by Planning Practice Guidance which gives further guidance on how policy should be interpreted.

At the heart of the Framework is a presumption in favour of sustainable development. This presumption should be reflected in the plan-making process and any associated guidance. The Framework states that development should be approved unless any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits of that development.

The Government attaches great importance to the design of the built environment, which creates better places in which to live and work and helps make development acceptable to communities. Planning policies and decisions should ensure that development responds to local character and history, including the surrounding built environment and landscape setting; however, authorities should not prevent or discourage appropriate innovation or change. The Framework seeks to ensure that developments establish or maintain a strong sense of place, optimising the potential of the site to accommodate and sustain an appropriate amount and mix that function well, are safe, inclusive and accessible.

The SPD has been positively prepared. It seeks to regenerate and attract investment into the area and wider Rochdale Town Centre, taking forward identified opportunities to meet the housing needs and aspirations of the area's community both now and in the future.

2.3 Core Strategy (2016)

Rochdale Core Strategy (2016) is the key development plan for Rochdale and will be used when determining planning applications for sites within the Castleton Station area. Strategic Objective SP3/R requires the regeneration of Castleton.

This SPD will support the Spatial Vision for the borough for regeneration and housing growth, including building on the local character, heritage value and assets of the area (Policies P1, P2, P3).

Key policy implications are set out in relation to each site identified in this SPD (Section X) but it will be important to consider all the relevant policies of the Core Strategy when preparing site-specific proposals.

The Core Strategy identifies the following development policies relevant to this documents:

- E1 - Establishing thriving town, district and local centres
- E2 - Increasing jobs and prosperity

- E3 - Focusing on economic growth corridors and areas
- C1 - Delivering the right amount of housing in the right places; and
- T1 - Delivering sustainable transport

Other relevant documents/projects relevant to this SPD:

- Transport for Greater Manchester 2040 Transport Strategy and draft Delivery Plan (2020-2025)
- Rochdale Borough Growth Plan 2020 – 2030
- East Lancashire Railway 2020 – 2030 Development Strategy
- Tram Train Pathfinder Project and “Restoring our Railways” Proposals
- Bee Network

Places For Everyone Joint Development Plan

Up until December 2020 a joint development plan document of the ten Greater Manchester local authorities was being prepared, Greater Manchester’s Plan for Jobs, Homes & the Environment (known as the “GMSF”).

Following the decision of Stockport to withdraw from the GMSF, the remaining nine districts agreed to progress a joint development plan for the remaining nine districts to be known as ‘Places for Everyone’ (PfE). A new joint committee has been formed to progress PfE with the intention to move to the next stage of plan preparation subject to approval by the nine individual districts.

The main benefits of producing a Joint Development Plan include:

- Underpinning Greater Manchester’s plan for recovery from Covid
- Supporting delivery of the Greater Manchester Strategy
- Providing a framework to manage growth in a sustainable and inclusive way, avoid un-planned development and development by appeal
- Aligning the delivery of development with infrastructure proposals
- Meeting the requirement for local authorities to have a local plan in place by December 2023.
- Meeting the Duty to Co-operate in s33A Planning and Compulsory Purchase Act 2004

The last published version of the GMSF included two proposed allocations that fall within the SPD area. These are Castleton Sidings and Trows Farm. Previous versions of the plan have very limited weight in planning terms. These two sites are referenced within this Draft SPD for consultation but it should be made clear that in development plan terms, any final decision to include these sites will be considered through the ongoing joint development process.

2.4 Supplementary Planning Documents (SPDs)

When considering any type of development, relevant SPDs at the time of publication of this document include:

- The Oldham and Rochdale Urban Design Guide Supplementary Planning Documents (SPDs);
- Affordable Housing SPD;
- Climate Change and Adaptation SPD;
- Provision of Recreational Open Space in New Housing SPD; and
- Biodiversity and Development SPD.

All SPDs are available to view on the Council’s website.

2.5 Other relevant documents and initiative

The Council approved the GM 2040 Transport Strategy Update and Delivery Plan (2021-2026) and the supporting Rochdale Borough Local Implementation Plan in late 2020. These propose the development and implementation of a number of transport projects that will support the objectives of this masterplan. These include the Castleton to Rochdale Town Centre Bee Network scheme, improving safety and providing improved sustainable travel opportunities for pedestrians and cyclists. Phase 1 of the scheme runs along A664 Manchester Road from Castleton Station to Sudden (junction with A58 Bolton Road) with Phase 2 continuing the scheme north along A58 Manchester Road from Sudden junctions to Rochdale Town Centre.

Phase 1 of the Bee Network scheme will result in loss of some on-street parking in Castleton. This has in part provided the impetus for a review of parking in Castleton to support future transport and development proposals, and further opportunities to provide additional or improved car parking will be taken. Through consultation on the masterplan, concerns were raised regarding the number of Heavy Goods Vehicles (HGVs) travelling through Castleton Town Centre, many generated by local industry and businesses. A review of route options that lorries and trucks use to access / egress the area seeks to minimise the need for them to use A664 Manchester Road in the centre of the village and provide alternatives to accessing the major and Strategic Road Network to and from the study area.

There are a number of proposals to enhance public transport that significantly improve services to / from Castleton Railway Station... Transport for Greater Manchester (TfGM) are developing a Tram Train pathfinder project which proposes the introduction of new local fixed rail metro services between Oldham via Rochdale and Castleton to Heywood initially and eventually to Bury. The services will operate using rolling stock that can run on both the Metrolink and the Heavy Rail Network. At the same time, Network Rail and Transport for Greater Manchester (TfGM) are working with the Council, East Lancashire Railway Company and adjacent landowners to progress the proposal to extend the East Lancashire Heritage Railway from its current Heywood Terminus to Castleton. The proposal has reached Governance for Railway Improvement Projects (GRIP) Stage 2 with a number of options identified to deliver a new platform interchange with the national rail network at Castleton. Further studies are being planned to look at improvements to bus services and infrastructure linking Castleton with Rochdale and Middleton town centres. More details on these proposals are presented in the Transport and Accessibility section of this SPD.

There will be a range of local transport and accessibility measures to support development sites within the study area. These are presented in the Transport and Accessibility section of this SPD and will be proportionate to the size of the development proposal. These include local cycling and walking links, possible local highway and junction improvements, provision of electric charging points etc.

2.6 How the SPD was prepared

Two companion documents have been prepared as supporting evidence to this SPD. These are:

- Castleton Station Masterplan

Rochdale Borough Council (RBC) commissioned WSP and Broadway Malyan in May 2019 to prepare a masterplan for the Castleton Station area and identify a vision and priorities in order for the aspirations of the Council to be realised.

The Masterplan was developed with full consultation with the Council, Greater Manchester Combined Authority, TfGM, Network Rail, East Lancashire Railway Company and London and Continental Railways (LCR) to ensure there was agreement on all aspects alongside in depth discussions and consultations with statutory consultees and

interested bodies. The document also outlined key delivery and implementations mechanism in order for the aspirations to be realised.

- **Rochdale Rail Corridor Strategy**

The document outlines a long term, 20+ year, ambitious strategy, to create over 7,000 new homes and 250,000 square metres of employment space along the Calder Valley rail corridor. The document provides a high level masterplan, proposing major development around the borough's five railway stations; Rochdale, Castleton, Smithy Bridge, Littleborough and Mills Hill as well as to support plans for a new station at Slattocks and a tram – train pathfinder scheme to connect Rochdale with Heywood via Castleton. The plan priorities include the creation of new neighbourhoods on underused brownfield sites, which are close to local amenities and transport links.

The strategy is being delivered in collaboration with the newly formed Greater Manchester Station Alliance, a partnership of Network Rail, Northern Rail, the Greater Manchester Combined Authority, Transport for Greater Manchester, regeneration specialists, London and Continental Railways (LCR).

3. Context

The masterplan and SPD area is located around Castleton local centre and the railway station. The area covered by this SPD is broadly contained between A58 Bolton Road to the north and to the M62 to the south, A627 (M) south to M62 junction 20 to the east and the Green Belt boundary to the west XX (See Figure X). The site area runs with A664 Manchester Road and Queensway (A664) at the centre and encompasses the Rochdale Canal and the Calder Valley Railway Line to the north east and south of the neighbourhood the circumference immediately around the station. It comprises approximately 264 hectares of predominantly brownfield land and comprises of a mixture of existing land uses, including the railways station itself and sidings, the communities of Castleton Moor and Sudden, a large employment area including converted mills, residential developments and businesses, most of which are typical of a local centre.

Castleton is a historic mill town which expanded as part of the Industrial Revolution. It's historic past can be seen in the area through the prominence of the Rochdale Canal and Arrow Mill which was key to its development. As with many similar neighbourhoods of this nature, over time the area has experienced deprivation.

The masterplan area captures a variety of uses within its boundary with, residential to the west and south and employment to the north and east. There are a significant number of Victorian terraces, some semi-detached houses and larger properties around the Sudden area. It also includes a local centre and large employment area, which hosts a selection of vital local employers. Castleton local centre was proposed as a district centre in the draft allocations plan, therefore this further highlights the essential role that the current local centre plays in meeting the needs of the local area and the importance of maintaining and strengthening the existing centre. This SPD will assist with achieving those aims.

Within Castleton there are some prominent industrial sites such as Tetrosyl and Farrells; a variety of small independent retail and non-residential offering on the main street, including some small businesses such as beauty salons, hairdressers and takeaways and a Co-op convenience store. However, there is a significant number of premises which are run down, derelict or vacant which negatively impacts the first impression of Castleton when arriving at the train station.

There are also some local leisure offerings such as Castleton swimming pool, Go-Karting and some traditional local pubs. The Carnegie Library was the People's design award winner at the 2019 Rochdale Borough Design Awards due to its extensive restoration and repair. The Library is mostly used as offices and as a space supporting the local community.

There is potential to expand on Castleton's convenient location to Rochdale and Manchester City Centre through its accessible road and rail links. To support the objectives of this Masterplan, the Council will explore options to re-route HGV's and commercial traffic away from the redefined Local centre to allow room for more accessible active travel opportunities and improved public realm. Part of the catalyst for the change around the area is to improve links to and from Castleton with employment, leisure and educational opportunities, making it a local hub and also improving walking and cycling links. This will be achieved by extending and maximise the use of underutilised local rail lines to / from Castleton including the evolution of the Tram-Train Pathfinder project initially from Oldham via Rochdale to Heywood and Bury, and the extension of the East Lancashire (ELR) Heritage Line. These along with the Bee Network project provide enhanced access and will be part of redeveloping existing sites and support Castleton's regeneration.

Castleton's Canalside setting and proximity to the countryside contributes to tourism potential which in turn means the town has many possibilities for future development and attracting new people to the area, including commuters requiring accessible links and families requiring larger homes. This will in turn breathe a new vitality to the area and make Castleton a desirable location to live.

The railway station area plays a key role in this by connecting residents to central Manchester in approximately 15 minutes, therefore making the area an ideal commuter location as well as enabling trips for leisure and education. Almost 173,000 rail journeys were made from Castleton during 2019/2020 and with increasing demand from population growth, the GM Stations Alliance will lobby for further investment in rail services and capacity as well as facilities at the station. The redevelopment of Castleton will help to capitalise on its accessibility to neighbouring towns, further connecting Rochdale, Heywood and Bury through the extension tram-train project. The aim is to make Castleton a thriving and modern 21st century neighbourhood, attracting new residents, visitors and businesses whilst restoring and renewing its Victorian past.

Linkages with adjoining areas

The wider area has a natural link with Castleton town centre and the surrounding communities. This is further explored in the sections below.

Development Framework

The over-arching framework masterplan incorporates the strategic guiding principles that are outlined in this document and provides a comprehensive strategy to guide development. It establishes development opportunities, existing and proposed connections, existing local assets and functions, and delivers a co-ordinated plan setting out the proposed direction and potential phasing of future development within the study area, the latter of which will be linked to market interest and the availability of public and private sector funding. Figure X below sets out the framework of the masterplan, with the following chapters setting out the detail for specific focus areas.

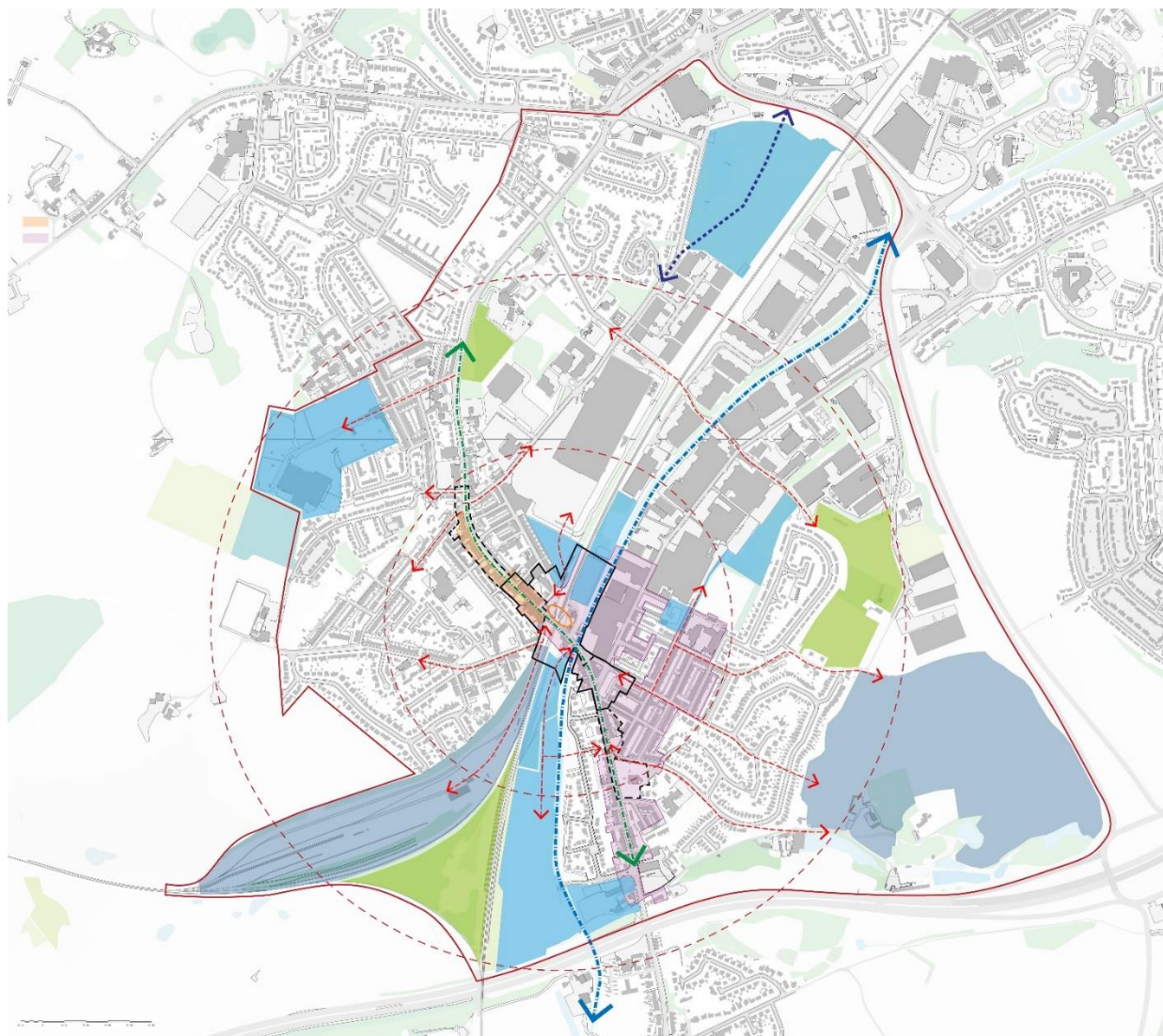


Figure 1 – Castleton Station Supplementary Planning Document Area Framework and Key

Key

-  400/ 800m radius around station
-  Local centre boundary
-  Extended town centre boundary
-  New/ improved connections
-  Canal as key open space and pedestrian/ cycle route
-  Manchester Road corridor public realm improvements
-  Sites identified within current housing supply
-  Proposed allocations in last GMSF
-  Open space to be provided to support new residential and existing community
-  Existing District Centre extent
-  Conservation Area
-  New/ improved connections
-  Improved station presence and accessibility. Provide for ELR extension and terminus
-  New HGV link road

4. Development Principles

The SPD establishes the principles and parameters to guide future development and infrastructure investment within the Castleton area over a minimum of 20 years and beyond. This will enable the realisation of the overall vision for the Castleton Station Area. The overarching principle of this SPD is the creation of thriving, vibrant, sustainable communities in Castleton. In order to achieve this, the SPD will seek to efficiently use land, provide a better quality and variety of housing by type and tenure, good and environmentally sensitive design, improvement to public open space and public realm and access to employment and job opportunities, community facilities and local services.

In order to make Castleton a desirable and sustainable place to live and work, the SPD places strong emphasis on the following:

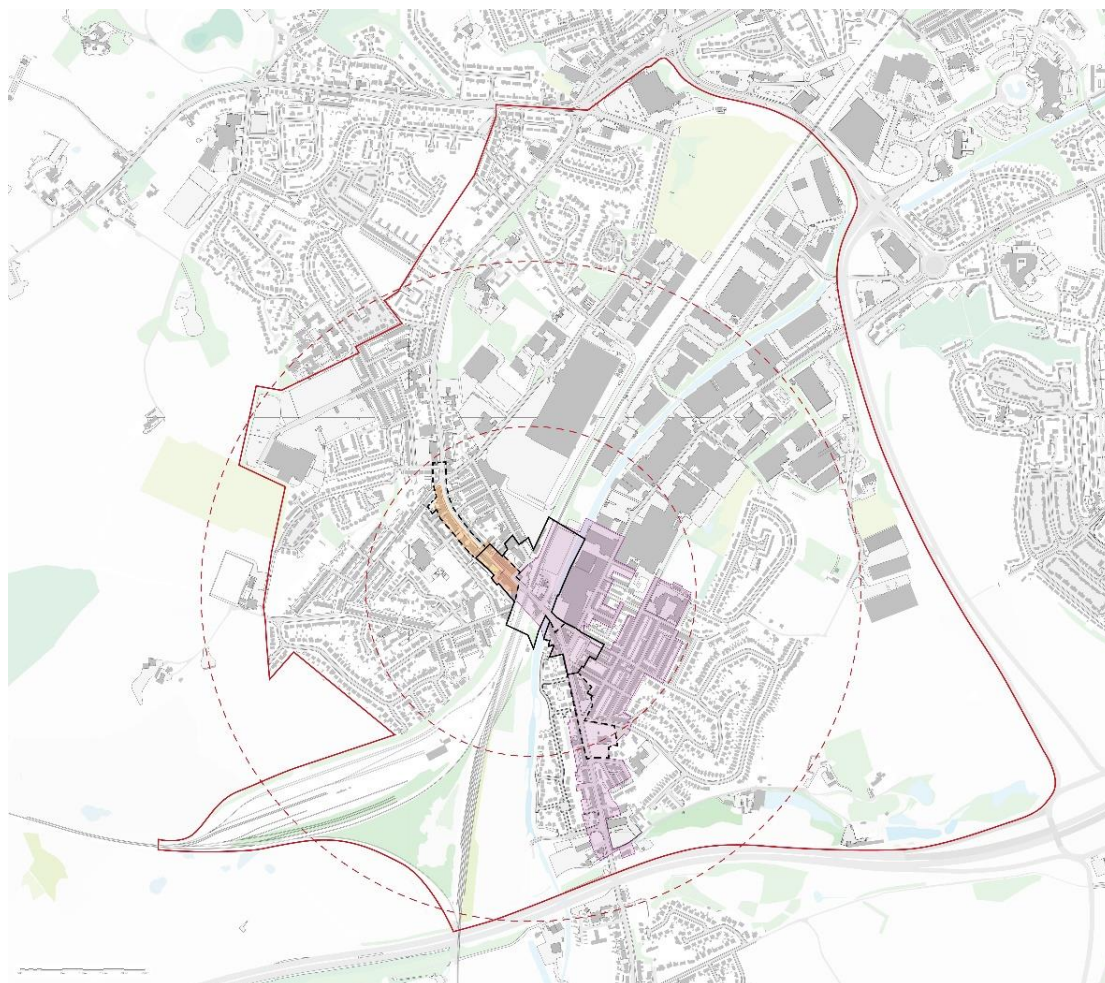
- Introduce new residential uses that provides for a mix of types and densities
- Clearly define the existing local centre
- Support the existing employment areas and provide opportunities for investment
- Create a more integrated community both for existing and future residents
- The removal/reduction in the number of HGVs through the town centre
- Create more legible and public open space, including links to the Rochdale canal
- Rationalisation of car parking provision to provide a balance between the needs for commuters, shoppers, visitors/tourists linked to the ELR, and existing and future residents

These principles are discussed in further detail below.

4.1 Define a Local Centre

The principle here is to seek to condense the retail and high street commercial uses into a smaller defined area along Manchester Road that is centred on the railway station and the Albion Street triangle. It is also envisaged that the capacity of the local centre is expanded out from Manchester Road through the provision of new developments on either side of the railway station.

The Draft Rochdale Allocations Plan produced in 2018 did include the redesignation of Castleton from a Local Centre to a District Centre. The proposed redevelopments and regeneration of the centre set out in this SPD have the potential to improve and enhance the existing Local Centre to support the redesignation as a District Centre that better serves the wider area and the increased residential development.



KEY







-  Study area boundary
-  400/ 800m distances
-  Conservation Area
-  District Centre
-  Proposed town centre core boundary
-  Proposed town centre secondary area extent

Figure 2 - Town Centre Defining Boundaries

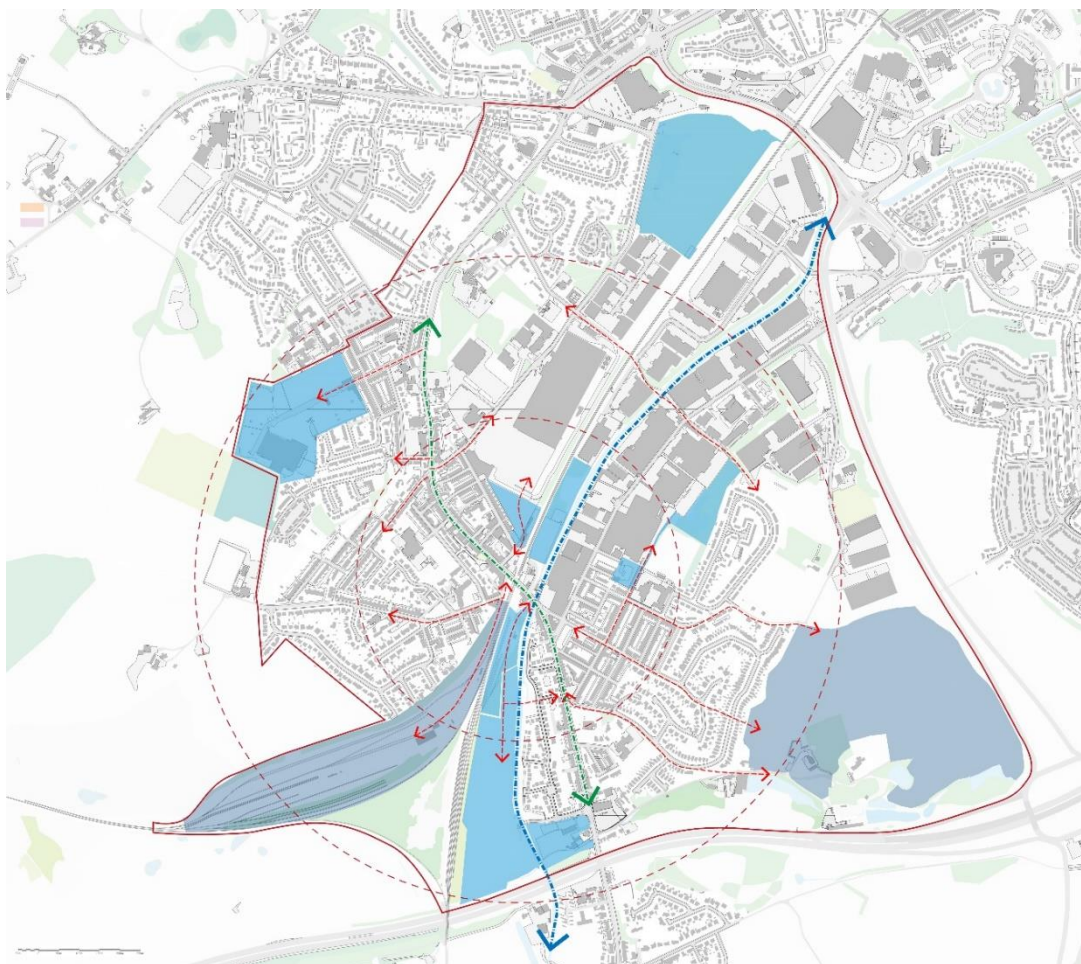
The key elements of this principle are:

- Concentrate the village centre around the Railway Station and Manchester Road/Albion Street Triangle;

- Improve the sense of arrival and gateway experience to Castleton town centre;
- Improve the presence of the Railway station through integration with other uses;
- Provide a clear sense of place and natural wayfinding;
- Integrate/create space for community and civic uses;
- Accommodate all modes of movement, improving the pedestrian environment and public realm; and
- Celebrate the historic assets within Castleton.

4.2 An Integrated Community

The principle here is to seek to create a more integrated community both for existing and future residents. Castleton does not provide for a clear thoroughfare with an amalgamation of poorly defined links.



Key


-  Study area boundary
-  400/ 800m radius around station
-  New/ improved connections
-  Canal as key open space and pedestrian/ cycle route
-  Manchester Road corridor public realm improvements
-  Sites identified within current housing supply
-  Proposed allocations in last GMSF

Figure 3 – Integration of Communities

The key elements of this principle are:

- The provision of physical linkages for new communities to the established communities and the local centre/railway station;
- Promotion of a people first and age-friendly design incorporating slow modes to enable ease of interactions;
- Promotion of a cohesive identity through design

4.3 Restrict HGVs through the Local Centre

The aim of this principle is to seek to remove or significantly reduce the use of the section of Manchester Road that passes through the existing/proposed town centre through the development of alternative routes. The removal/reduction in the number of HGVs through the town centre supports the aims and objectives of this SPD. The principle will assist in creating a safer environment for pedestrians and cyclists and assist in creating a more pleasant environment within the local centre.

The key elements of this principle are:

- The removal of HGV movement from Manchester Road through Castleton local centre;
- The provision of signage, restrictions and physical design/highway geometry changes to encourage re-routing; and
- The provision of new/adapted highways to facilitate re-routing

4.4 Create Public Open Space

The principle here is to mitigate for the loss of public open and green space due to existing planned and future developments. It is crucial to re-establish legible, high quality open public spaces that are well connected and provide a sense of wellbeing.



Figure 4 – Open Space Strategy

The key elements of this principle are:

- Mitigate the loss of public open space/green space due to planned and future developments; and
- Provide a clearly legible network of existing and new green/public spaces that are well designed around social interaction and wellbeing, making use of the opportunities of new residential development.

4.5 Rationalisation of Car Parking

The aim of this principle seeks to provide a balance between the needs for commuters, shoppers, visitors/tourists linked to the ELR and Rochdale Canal, existing and future residents. At the same time, this principle aims to maximise the attractiveness of walking and cycling, particularly in and to/from the local centre amongst local residents. The

key aim of the parking considerations is to better organise and serve existing demand, rather than to provide additional capacity that attracts more vehicles, particularly rail commuters, which will be directed to and met from increased park and ride capacity at Rochdale rail station.



KEY

-  Study area boundary
-  400/ 800m distances
-  Proposed parking area
-  Town centre parking
-  Station parking/ Park & Ride (options shown)
-  Tourism/ ELR parking
-  Parking could be located on either one or the other side of the railway
-  Limit on-street parking through town centre

Figure 5 – Car Parking Rationalisation Strategy

The key elements of this principle are:

- Maintain existing levels of station parking during the working week and allow for ELR tourism parking at other times;
- Identify opportunities to provide additional car parking to meet the needs of the local centre;
- Introduce and implement a parking management strategy;
- Limit on-street parking in the local centre; and
- Rationalise pick-up and drop-off at the station.

4.6 Provide a mix of densities and housing types

Increasing the density of housing in locations that have a high level of accessibility by sustainable modes of transport is a key part of the strategy for Greater Manchester, as set out in the last published version of the GMSF. The policy included in the GMSF set out appropriate densities reflecting the relative accessibility of the site by walking, cycling and public transport.

This SPD promotes the emerging guidance on density of residential development in proximity to rail stations and Metrolink stops. The utilisation of sustainable brownfield development and town centre living is key to the achievement of efficient use of space and sustainable development.

The majority of the station area is within 400m of the Castleton railway station. As such, a minimum net residential density of between 120 and 70 dwellings per hectare will be expected.

4.7 Community Facilities

In order to create a sustainable neighbourhood it is important that there is good access to a range of local facilities. Although Castleton already benefits from a range of facilities it is important that opportunities are taken to improve the existing facilities and make new provision where appropriate. In addition use of existing facilities can be encouraged through the provision of safer and easier access and through improvements to the surrounding environment.

It is essential that development is supported by an appropriate range of services and facilities. Given an objective within the Castleton SPD is to provide additional housing, it is important that the community infrastructure is in place to support the population. This includes community centres, places of worship, premises for cultural and social activities, schools and educational establishments, nurseries, libraries and health facilities.

Any proposals for local community and health facilities, including those as part of mixed use developments, will have to meet the criteria set out in the Local Plan. This seeks to ensure that the facility is easily accessible by a choice of sustainable transport modes and does not have unacceptable impact on residential amenity or surrounding highways.

In providing new facilities it is often advantageous to group such facilities together in order to minimise trips, improve access and increase activity.

Therefore the development of 'community hubs' in appropriate locations within the masterplan area will be supported.

Education

The SPD is in the Rochdale South-West Primary planning area for Primary capacity and within the Rochdale Township planning area for Secondary Capacity.

In Primary schools in the area there are bulge places in St Edwards CE School and St.John's in Thornham and school extensions have been carried out to increase capacity at Sandbrook and Castleton Primary schools. The area has a shortage of places in two year groups.

Land forming part of the former Carcraft site on Nixon Street is proposed for a new primary school of which would result in circa 420 pupils. The provision of a new primary school within the Masterplan area will ensure there are adequate school places to meet the population needs of the wider development proposed within the area.

The council will apply a threshold of 20 dwellings in assessing whether planning contributions will be required from proposed housing developments for mainstream education contributions. Developments of more than 20 dwellings will be required to pay planning obligations on all dwellings.

5. Transport and Access

This section contains a summary of the main transport issues affecting the SPD area, particular, issues that will need to be taken into account when considering the future development of the Rochdale Station area and revitalisation of the Town Centre for new development.

The overall objective of the movement strategy for the SPD area is to enable pedestrians, people with impaired mobility and cyclists to have better connectivity within and adjoining the surrounding area including Rochdale Town Centre. Across the SPD area, pedestrian and cyclists priorities will be enhanced providing greater priority for these users, and reduce the dominance motorised traffic currently has in the centre of Castleton. At present route choice is reduced and pedestrians and cyclists channelled to crossing points that are less conveniently located requiring them to divert to make their particular journey.

An inclusive and legible movement network should manifest itself in a well-defined hierarchy of streets, safe pedestrian and cycle routes, and correct distribution of land uses. The general aims of the access and movement strategy are to create an interconnected network of streets and public spaces, arrange and align routes for ease of walking and cycling and create a strong connection with local amenities, public transport and neighbouring and surrounded areas (especially the town centre).

Transit Orientated Communities

A Transit-Orientated Community (TOC) is a project that mixes residential and commercial opportunities with the objective of optimising the use of land and maximising access to public transport. The goal is to achieve important sustainability aspirations that have the potential to be a great catalyst for adopting new development strategies that will make the Borough more liveable. A TOC approach adds commercial benefit through access to transport but critically also aims to realise social value and provide a 'plan led' approach for local and transport authorities.

Central to the wider objectives and strategy for the station area, including the creation of a Castleton Station Square, with the reorganisation of the vehicular movements and the removal of traffic from in front of the northern station entrance.

The "Streets for All" methodology being adopted across Greater Manchester is aimed at delivering a balance between modes within the street network. Walking and cycling are prioritised and encouraged, and the space available to them is increased and public realm enhanced to provide a more comfortable and safer street environment where residents, shoppers and visitors / tourists want to spend time. Conflict between modes will be minimised at key locations throughout the SPD area.

Castleton to Rochdale Town Centre Bee Network Scheme

This "Streets for All" approach is exemplified by the proposed Bee Network scheme which runs from Castleton Railway Station north along A664 Manchester Road through the major junctions at Sudden along A58 Manchester Road to Rochdale Town Centre. Phase 1 of the scheme which has already secured GM Mayor's Walking and Cycle Challenge funding runs along A664 Manchester Road from Castleton Railway Station and National Cycle Network Route 66 (which runs along Rochdale Canal from Manchester City Centre to Sowerby Bridge) to the junction with A58 Bolton Road / Silk Street. The character of this section of the route changes with frontage properties and retail units in the centre of Castleton with properties becoming larger semi-detached and detached houses set back from the carriageway with verges and wider footways on the approach to major junctions at Sudden. There a significant number of junctions off Manchester Road to access surrounding residential areas and currently on-street parking along much of the route.

The Castleton Bee Network scheme seeks to re-balance the route to be a more appealing commercial environment promoting a street scene and environment that encourages walking and cycling and enhances public realm creating surroundings that people can go about their daily activities and spend time. A focus for this will be in and around the railway station including a “station square” which could provide a focus for commercial and retail activity. The scheme will reallocate the existing space to provide high quality walking and cycle routes along Manchester Road. These will incorporate enhanced bus stops and reduce carriageway space taking some of the current dominance of the route away from motorised travel and give it to sustainable modes. Pedestrian / cycling crossings will be well designed and installed at regular locations along the route minimising the need for pedestrians and cyclists to divert from their desired routes to cross the road. Where possible loading bays will be rationalised into key locations along the route with on-street parking also removed from Manchester Road to an off-street facility. This has been a catalyst to review wider parking issues in Castleton with proposals presented below.

Narrowing the carriageway and giving more of the streets to people will mean that traffic will still be able to pass along Manchester Road but with the aim of reducing traffic flow and speed. There are local concerns about the number of large commercial vehicles running through the centre of Castleton to access the Major and Strategic Road Network (SRN) which could, in many cases, be redirected onto other less intrusive routes. These routes have been identified and to support delivery of the SPD objectives, and give greater priority to the needs of pedestrians and cyclists, initiatives will take place to promote them with local industrial occupiers. However, it will not be possible to eradicate HGV's using Manchester Road completely as some will still require to use A664 Manchester Road to serve local business and for local service access.

Phase 2 of the proposed Bee Network scheme is not in the SPD Area but continues north along A58 Manchester Road from the Bolton Road / Silk Street junction through the major junction with Edinburgh Way and B6452 Roch Valley Way to access Rochdale Town Centre

Parking Considerations

To accommodate the Bee Network scheme there is a need for car parking which seeks to replace the lost on-street spaces and provide a balance between the needs of commuters; shoppers; visitors / tourist linked to the ELR; and, existing and future residents, whilst still maximising the attractiveness of walking and cycling, particularly in and to / from the local centre.

This includes exploring the provision of surface car parking to accommodate the current rail passenger demand associated with Castleton station, often displaced to surrounding streets; to serve the local shops and businesses that may be displaced by the Manchester Road cycle corridor scheme; and, the potential to provide some future capacity for visitors to the ELR extension to Castleton.

A key aim of the parking considerations is to better organise and serve the existing demand, rather than to provide additional capacity that attracts more vehicles, particularly rail commuters. The key elements are described below and shown in Figure X below.



Figure 6 - Parking Provision and Management

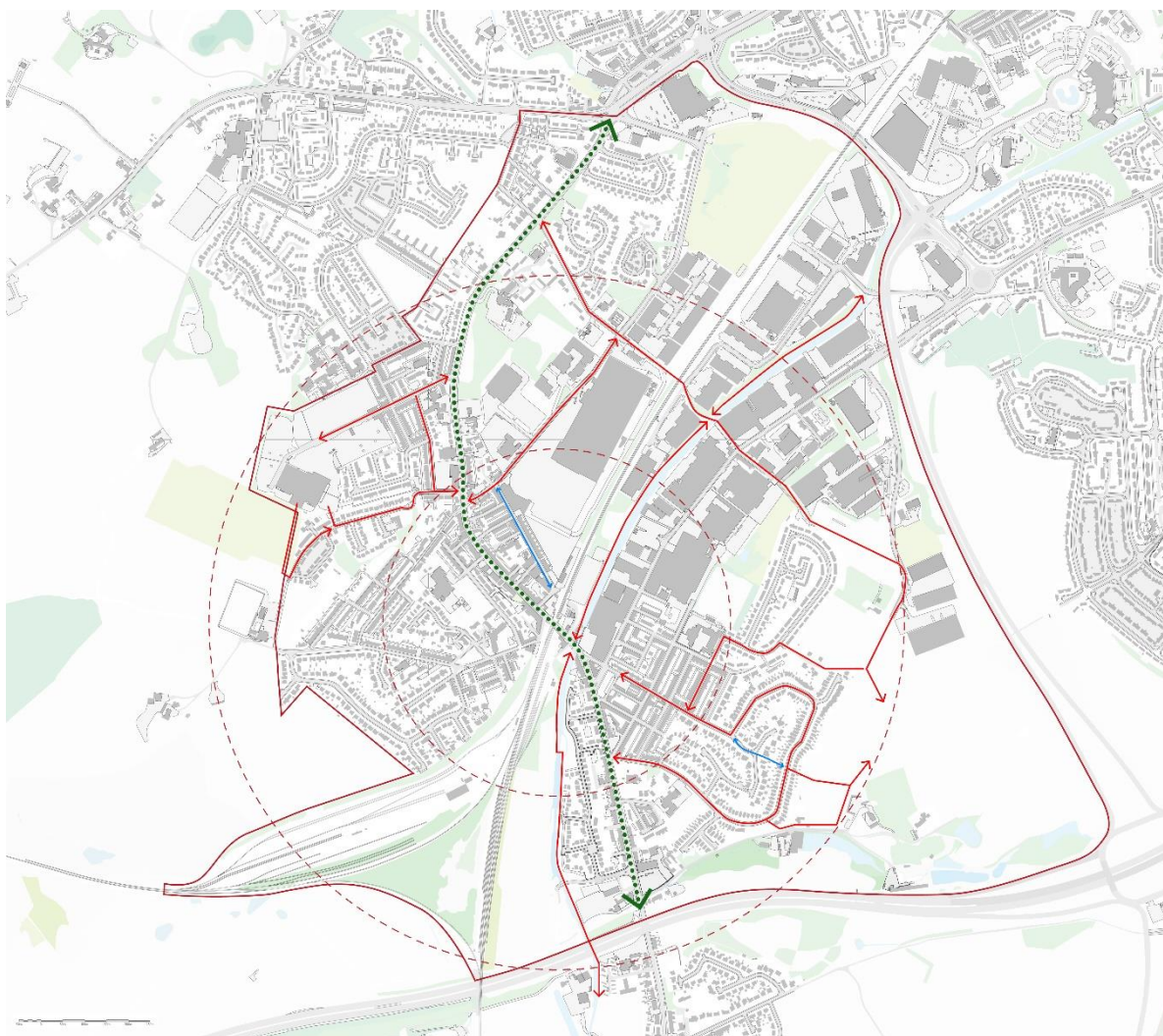
Key

1	<p>Station Car Parking</p> <ul style="list-style-type: none"> • Provision of a surface car park on the triangular plot behind the residences on Smalley Street to accommodate the existing commuter parking that takes place on Railway Approach, Smalley Street and the station car park. • Mixture of long and short-stay car parking to serve both commuters and shoppers / visitors with on-street parking controlled / managed for residents only. • This car park could be used for the ELR visitors during weekend ends special occasion and can free up developable plot on the land currently occupied by the existing car park. • Car park could provide a more organised solution for pick-up and drop-off, along with formal taxi rank.
2	<p>Manchester Road Off-Street Parking</p> <ul style="list-style-type: none"> • Provision of a new car parking facility to mitigate the loss of on-street parking on Manchester Road due to the Bee Network Scheme
3	<p>Station Pick-Up & Drop-Off</p> <ul style="list-style-type: none"> • Provision of a dedicated pick-up and drop-off facility to the west of Castleton station to manage the informal practice that takes place in the existing car park (most of drop-offs in

	<p>the morning) and Railway Approach /Smalley Street (most pick-ups in the evenings). Such a facility is proposed to be located on Railway Approach and along the frontage of the proposed 'triangle site' car park on Smalley Street.</p> <ul style="list-style-type: none"> Provision of a taxi pick-up facility that can accommodate approximately 3 to 5 vehicles, which is based on our observations of the station. The facility is proposed to be located on either Railway Approach or Smalley Street close to the station.
4	<p>ELR / Town Centre Parking</p> <ul style="list-style-type: none"> Provision of a small parking facility to serve the ELR.
	<p>Control of On-Street Parking</p> <ul style="list-style-type: none"> Implementation of parking control / restrictions in the residential streets around the town centre and railway station providing opportunity for public realm enhancements.

Walk and Cycle Connections

The development of a core network of pedestrian and cycling routes that connect the key land uses, including the proposed residential sites, to the station, town centre, the canal and connect into the proposed Manchester Road Bee Network Scheme.



KEY






-  Study area boundary
-  400/ 800m distances
-  Improvements to Manchester Road
-  Key connections
-  Improved links

Figure 7 – Walking and Cycle Connections

- **Trows Farm**

- Pedestrian and cycle route via Trows Lane and Leander Drive/Vicarage Road North and linking into the Manchester Road Bee Network to travel north towards the town centre.
- Cycle route via the ginnel linking through to Leander Drive and onwards via route a).
- Pedestrian route using the link described in b) and then onwards along Albion Street, via the ginnel linking Leander Drive with Albion Street / Sherwin Way.
- Pedestrian and cycle route via Hillcrest Road, Kirklee Road and Melville Street and then linking back into the Albion Way route.
- Pedestrian and cycle route via Cown Top Lane, across the open space to Bow Street and onwards over the canal and under the railway to Gipsy Lane.

- **Nixon Street**

- Pedestrian and cycle route linking into the Manchester Road Bee Network via Nixon Street.
- Pedestrian and cycle route as a) then via Knoll Street and Keswick Street.
- Pedestrian and cycle route linking into the Manchester Road Bee Network via Keswick Street. Link onto Keswick Street via former Mayfield Sports Centre playing fields and / or the small car park.

- **Royle Barn Road**

- Pedestrian and cycling link connecting directly into Manchester Road Bee Network.

- **Rochdale Canal** pedestrian and cycle route.

- **Tetrosyl site**

- Connect Royle Barn Road via the Railway Approach for pedestrians and cyclists.
- Linkages to the wider Bee Network to enable connectivity through to the Northern Gateway.

Public Transport Enhancement Opportunities

East Lancashire Railway Heritage Line Extension to Castleton

The East Lancashire Railway Company identified an aspiration to extend the heritage line from its current eastern terminus at Heywood Station east to terminate at Castleton station providing the ELR with a direct connection with the national rail network... In addition to providing a convenient connection to Network Rail's Calder Valley Line at Castleton Station and public rail services, it also offers easy access to Rochdale Canal, the National Cycle Network Route 66 which links Manchester City Centre and Sowerby Bridge, both of which are located close to the station and a 10 minute daytime frequency bus services which operates between Rochdale Town Centre and Manchester.

Tram-Train Pathfinder and "Restoring our Railways"

Heywood to Rochdale is one of the pathfinder routes TfGM are proposing to pilot "tram-train" operation in Greater Manchester. This will provide addition public transport links for Castleton with Oldham, Rochdale and Heywood as they will stop at Castleton Railway Station. The tram-train service will enable adapted Metrolink vehicles to run on both heavy rail and Metrolink tracks. A Business Case that supports the feasibility of the proposal is expected to be completed by 2025 at the latest, from which funding can be sought by the GMCA and Tram-Train implemented.

In September 2020 TfGM made a successful bid from the Department for Transport (DfT) Restoring Your Railways Fund to explore the options and feasibility of extending public transport services between Oldham and Bury via Rochdale and Castleton stations using the existing Metrolink and heavy rail lines. This could link to re-opened lines and new passenger services between Bury and Bolton which are also being explored through a successful "Restoring Your Railways" bid thereby providing a potential north Greater Manchester orbital route through Castleton. It is paramount that any proposals that come forward protect the successful and increasingly popular East Lancashire Railway Heritage services.

Bus Network

Castleton Station is served by the 17 bus service between Rochdale and Manchester City Centre via Middleton which runs a 10 minute frequency services (6 buses an hour in each direction) Monday to Saturday. While this is a Quality Bus Corridor which links with the Rail Network and potentially in the future Tram-Train the choice of destinations to / from Castleton are limited.

Key links are required to both existing and proposed employment areas, particularly to the south of nearby Heywood. The proposed Northern Gateway allocation is significant and its size and significance will require it to have strong public transport links to neighbouring communities and employment markets. High quality or rapid Transit bus services are being explored that could link Castleton to the employment and economic opportunities the proposed Northern Gateway allocation could provide.

6. Focus Areas

Proposals for areas identified in this Supplementary Planning Document (SPD) should take account of the development, design and transport principles detailed in earlier sections, the overall vision, and the area specific information set out below (see map below for all focus areas). These focus areas have been identified through their different characteristics in order to provide an analysis of the issues and opportunities within the overall SPD.

The strategy is to create three distinct focus areas (numbered 1-3) that are integrated with each other and within the existing communities. The three Focus Areas are shown in Figure X below and are:

- 1. Station Area South**
- 2. Station Area North**
- 3. Station Area East**

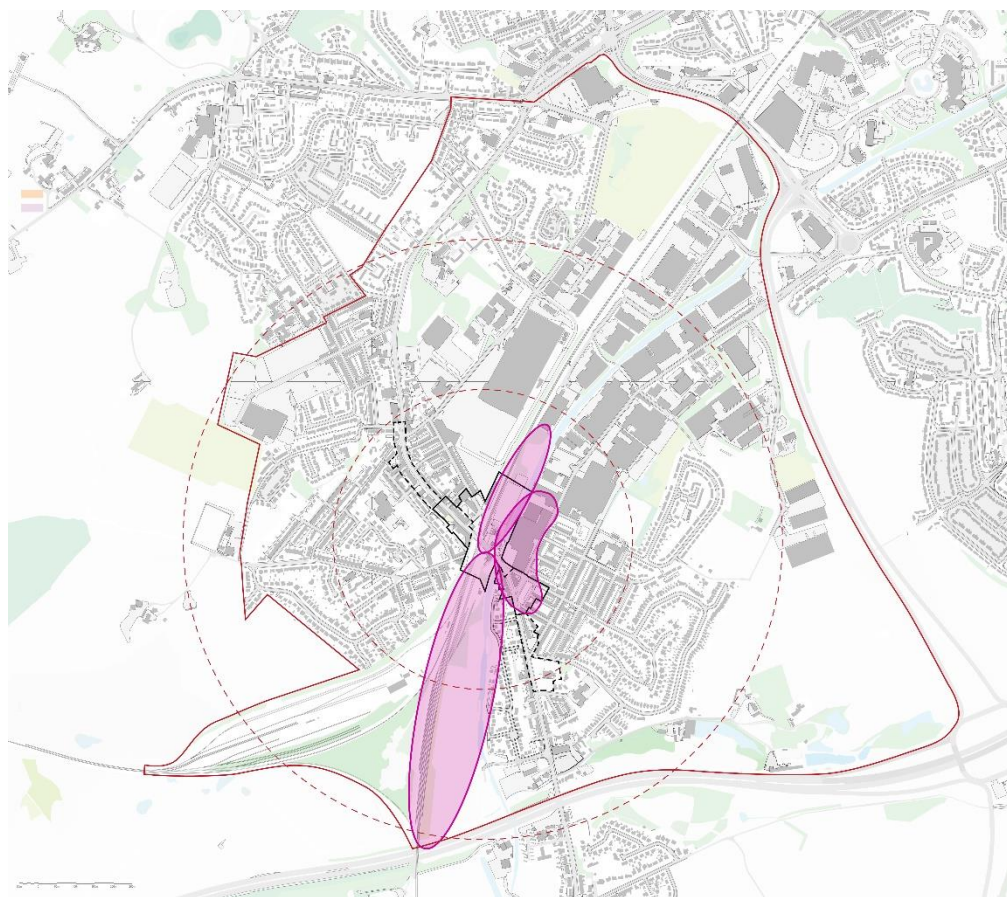


Figure 8 – Focus Areas in SPD

Throughout each focus area the emphasis is to seek to:

- Provide a more visible and accessible station.
- Create high quality public realm and open spaces.
- Create a defined centre with improved sense of arrival and a gateway experience.
- Provide for connectivity and movement prioritised to improve the movement experience.
- Provision of high-quality, high density residential led developments around the station.

- Create a modern 'High Street' uses that support the existing and future residents.

The purpose of this section is to set out in more detail how we anticipate these areas to develop, and determine what role and function they have in delivering the overall vision for the Station area. This includes identifying appropriate future uses as well as the design and development considerations throughout this SPD.

Proposals for areas identified in this (SPD) should take account of the development, design and transport principles detailed in earlier sections, the overall vision, and the area specific information set out below (see map below for all focus areas). These focus areas have been identified through their different characteristics in order to provide an analysis of the issues and opportunities within the overall SPD.

The focus areas are not rigidly defined for development and do not imply separate developments are sought or appropriate for these areas. Instead, development within the whole SPD area should be undertaken in a co-ordinated manner paying regard to all the guidance in this SPD, in order to deliver a well-planned and designed, coherent, interconnected and integrated development that delivers the regeneration of the wider Station Area.

The strategy is to create three distinct character areas that are integrated with each other and with the existing communities.

6.1 Focus Area— Station Area North and South

The area encompasses the railway station and the areas to the north and south. The area will create development of which follows the following proposals/principles:

- Condense retail uses to Albion Street Triangle with enhanced pedestrian links to the station;
- Redevelop the former sidings for residential use;
- Redevelop the existing, underutilised industrial uses for new residential;
- Redevelop cleared/underused sites for residential uses
- Provision of shared surface/highway improvements to the Manchester Road/Albion Street Triangle
- Improve the public realms by incorporating boundary/frontage thresholds.
- Support the delivery of tram – train services running through Castleton station between Rochdale and to/from Heywood
- The safeguarding of land for the option to provide a platform for the East Lancashire Railway, either through the delivery of a platform at Castleton station or a new platform on land south of Manchester Road bridge

Within this character area, there are two areas of which will provide for new residential led developments to the north and south of Manchester Road. These are Station Area South and Station Area North and are described further in the following sections.

6.2 Focus Area 1: Station Area South

This focus area encompasses the area that is located immediately to the south of Castleton railway station.

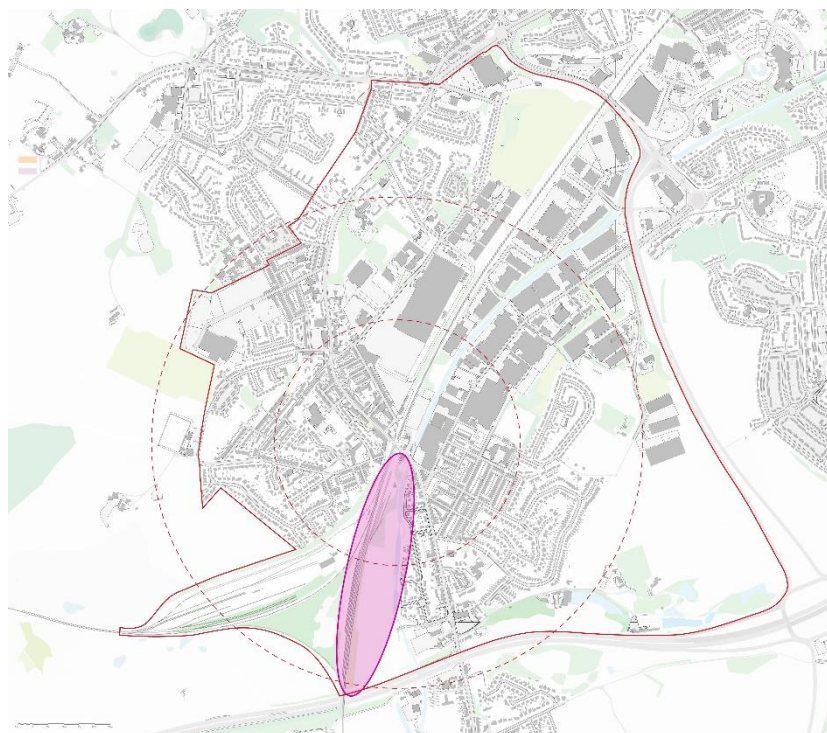


Figure 9 – Station South Focus Area

The Station area is part of the Defined Urban Area and is the pivotal point of the regeneration of Castleton. This section underpins the development and growth for the area. This area will assist and support the evolution of Castleton as a thriving community. The area and approach around the station is key to this SPD and the overall regeneration of the Station and wider area. Departing via the Maltings Lane exit at Castleton Station, the Blue Pitt Inn is a striking local interest building and a prominent landmark. The Rochdale Canal is a Designated Site of Ecological and Geological importance and is an important biodiversity area; however there is more that can be done to improve its recreational appeal more locally and to neighbouring areas.

Part of the site next to Manchester Road is in the conservation area. The Rochdale Canal also provides an attractive setting at the exit with the bridge on Manchester Road, and there is opportunity to expand on this key feature with improvements to the highway and visual amenity. The Canal also has listed lock tow paths and is parallel to a Greenspace Corridor which is to be redeveloped as residential area. Albion Street Triangle will be utilised as a key retail and pedestrian route for the existing and planned residential areas to the east.

The key development principles of this area are:

- Provision of new medium/high density residential development between the Rochdale Canal and Railway line. The option to achieve a comprehensive form of development with the adjoining Trub site should be explored.
- Provision of new pedestrian and cycle connections through the proposed new residential area linking the local centre and station to the Trub Farm site
- Provision of new high/medium density residential development on the former Corus / Tata Steel railway sidings.
- Accommodation of the option to construct platform for the East Lancashire Railway (ELR) with the provision of pedestrian link under the road bridge through to the existing railway station.
- Dedication of land and provision of a small car park to serve the ELR.

It is envisaged that a mix of land uses would be appropriate within this area including:

- Public realm improvements incorporating strong boundary frontage thresholds;
- Transport link improvements with potential for pedestrian and cycle connections with Trub Farm site; and
- Low and high density, high quality residential development.

Key aspects

The existing key landmarks and buildings should be enhanced through new development or area improvements. There is opportunity to enhance the Rochdale Canal setting.

The design of new development around the station area should demonstrate how it has taken account of the guidance within the Urban Design Guide and its understanding of form, context, hierarchy, scale and proportion along with the new Station Square centre and the existing urban form.

Parking is to serve the residents, but where possible the opportunity to provide new additional off street parking for the local shops and businesses that will be displaced by the Manchester Road cycle route scheme should be explored. Retail uses are to be condensed to the Albion Street Triangle with enhanced pedestrian links to the Station.

Improved shared surface and highway improvements to the Manchester Road and Albion Street Triangle will be made increase permeability and walkability throughout the Castleton neighbourhood and surrounding areas as well as add value to the proposed new residential and commercial sites around the station. Parking provision will be important as part of the redevelopment. A mix of land uses would be encouraged within this setting to reflect its dynamic potential.

6.3 Focus Area 1: Station Area North

The focus area is immediately adjacent to the station and is located within a conservation area. This includes the Maltings Lane area which is mostly an employment zone, which includes the canalside next to the station. Maltings Lane leads onto the canalside and runs parallel to the station. Queensway supports the local economy through commercial business, industry and warehousing and leads onto the M62 motorway. The prominent landmark from the Industrial Revolution era is Arrow Mill, which is a Grade II listed building housing various businesses.

Further along Queensway there are some groups of terrace houses, including some terrace residential properties close to Manchester Road.

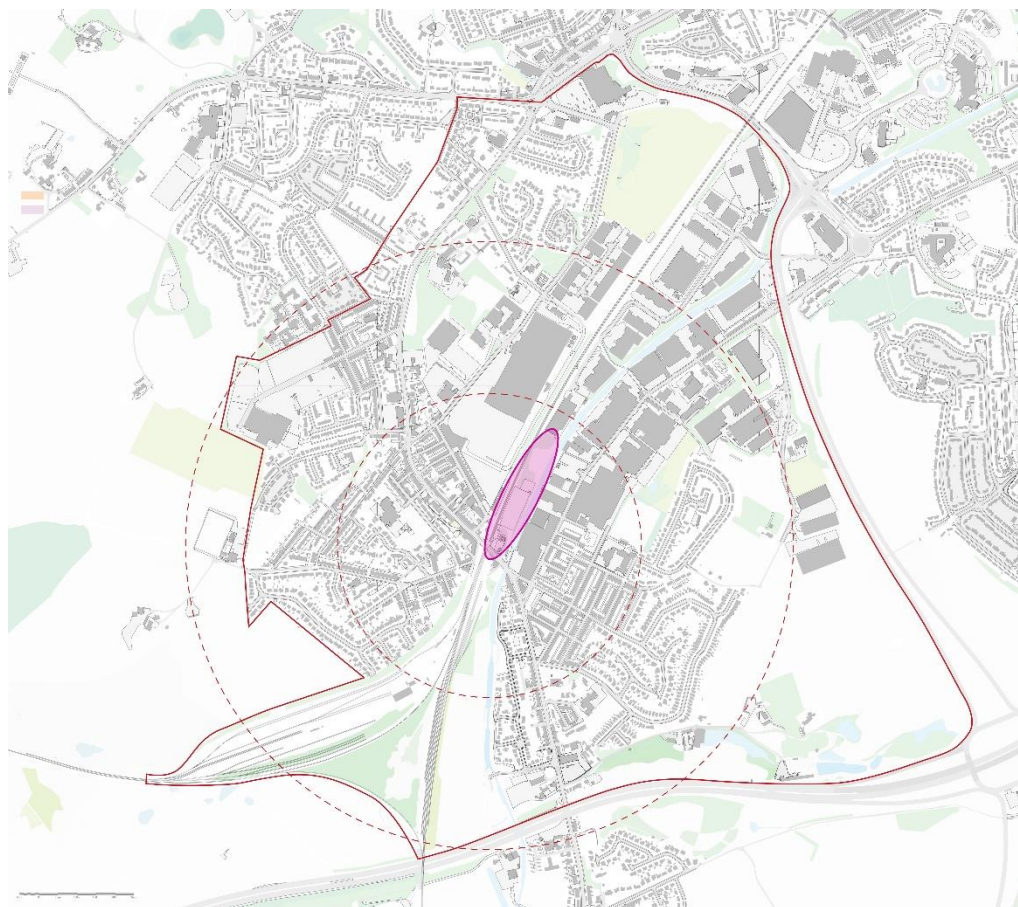


Figure 10 – Station Area North Focus Area

The key development principles of this area are:

- Encourage the diversification of uses of the existing mill buildings along Queensway, including the Grade II Listed Arrow Vale Mill to residential with the integration of employment uses.
- Provide medium/high density residential development on the land off Maltings Lane
- Create a medium/high density residential development with potential for new commercial, social and community uses on either side of the railway station
- New station entrance building fronting Manchester Road providing pedestrian access onto platforms, including for the needs of disabled users
- Provide an organised pick-up/drop-off and taxi facility on Railway Approach and Smalley Street.
- Safeguard an option for a future ELR platform to be provided at Castleton station

Longer-term aspiration of the industrial site include:

- Provide residential buildings on the land between the Rochdale Canal and railway line.
- Support high and medium density residential with a strong focus on a linear route through the site that provides a direct link to Castleton station and develops public realm opportunities.
- Support medium-density residential on the existing industrial uses opposite of Royle Barn Road, opposite Tetrosyl.

It is envisaged that a mix of land uses would be appropriate within this area including:

- A new station ticket office building to Manchester Road and improved facilities
- An accessible platform to accommodate passenger facilities and step free access to the platforms.
- Ground floor spaces that can accommodate a mixture of retail, social and community uses.
- A new limited car park to accommodate the current commuter parking demand as well as provide additional off street car parking to support local centre businesses.
- High density, high quality redevelopment providing a multifunction of uses, including residential and commercial.

Key aspects

Proposals will seek to improve the facilities of the station area creating an enhanced station experience. The area will support good quality, high density residential development to create a sustainable neighbourhood, increase the housing mix and further support existing employment uses. There will be a focus to minimise the impact that some commercial units have on the environmental, visual quality and amenity of the area and the SPD shall seek to overall improve the appearance of the setting in a more integrated manner.

Key to this redevelopment is its connection to the adjoining areas. The creation of a permeable set of routes should be prioritised alongside the Canalside, roads and footpaths which aims to improve active travel and transport links to local destinations. Routes should be accessible and improve the safety for all users including appropriate street lighting and clear routes to the main high street.

The design of new development around the station should demonstrate how it has taken account of the guidance within the Urban Design Guide and its understanding of form, context, hierarchy, scale and proportion along with the new Station Square centre and the existing urban form.

There is opportunity to promote and enhance the conservation area through the SPD. The existing key landmarks and buildings should be enhanced through new development or area improvements. The use of quality materials should be appropriate to the setting and should deliver – sensitively designed mixed use developments; which should include, well-proportioned buildings with high quality materials, reflecting the conservation area and the character and history of the area.

In any new development, consideration should be given to the impact of climate change and be zero carbon in line with the Core Strategy and national policy.

Any canalside development should seek to create an attractive waterfront environment in a complementary way. Any canalside development should conserve and enhance any natural habitats, and incorporate opportunities to enhance the biodiversity of the area. Any risk of flood impact should be taken into consideration and mitigated with appropriate mitigation measures.

6.4 Focus Area 3: Station Area East

The area adjacent to the station area is mostly residential with a significant proportion of terrace houses with some streets maintaining their traditional cobbled streets. Further towards Linden Road there are some larger properties such as detached and bungalow. The residential part of the area is a mixture of older terraced housing and some areas of more modern garden house suburb type style, predominantly residential in character and comprises of older Victorian terrace.

Some of the key sites include Linden Mill which is a commercial building. The Blue Pitt Mill is a Victorian converted mill, also in mixed commercial uses which is a local heritage building. The site area will bring together residential and mix use possibilities to create a more integrated neighbourhood.

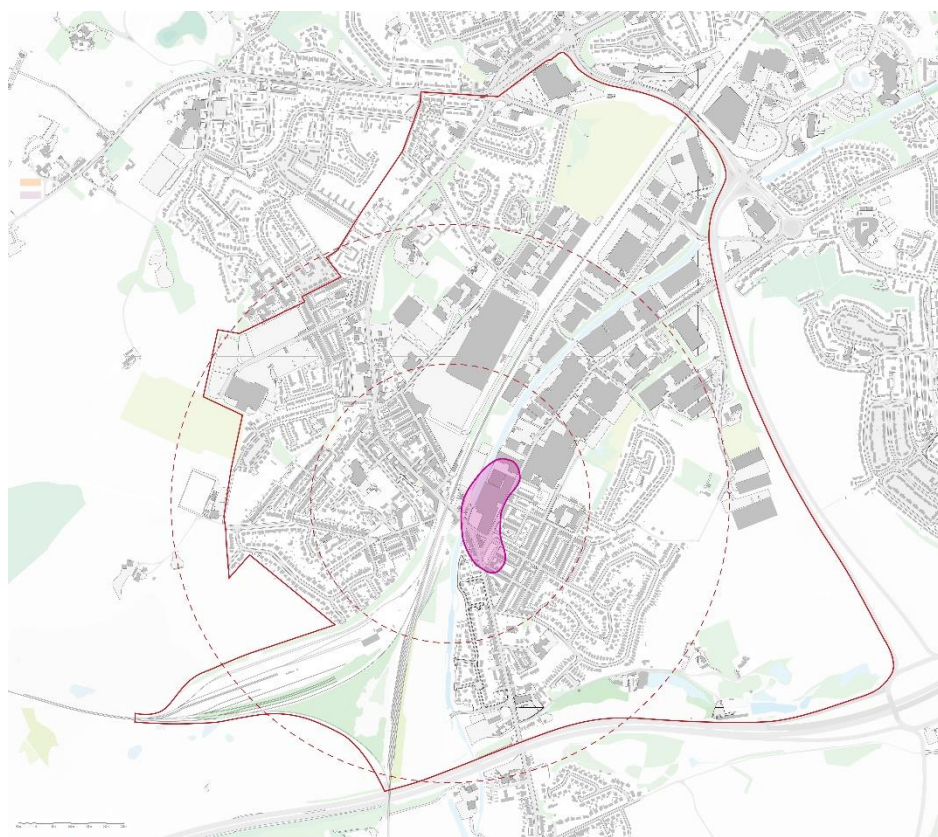


Figure 11 – Station Area East Focus Area

The key development principles of this area are:

- A new public space 'town square' achieved through the calming of traffic and through the enhancement of the public realm.
- Improved street scape and improved visual amenity.
- To promote longer term opportunities for high density residential re-use of vacant or under-utilised employment space of which is deemed appropriate.

It is envisaged that a mix of land uses would be appropriate within this area including:

- High density, quality redevelopment of existing buildings to provide flexible multifunction spaces.
- Provision of higher density residential above commercial uses.
- Public realm improvements incorporating strong boundary frontage thresholds.

Key aspects

In any new development the Council are aspiring to achieve a high quality design, sustainable development outcomes and enhance the public realm. New housing should be of quality design and provide a good mix of dwellings. Proposals will be expected to achieve high sustainability standards, and incorporate innovative designs.

Any new residential development should reflect these standards for existing residents and for people who may wish to move into the area. Places should deliver attractive features and quality outdoor spaces. Routes should be legible to form a cohesive route between areas.

Employment led mixed use development should also incorporate residential and community uses.

Any new development should seek to mitigate against climate change impacts. The design of new development around should demonstrate how it has taken account of the guidance within the Urban Design Guide and its understanding of form, context, hierarchy, scale and proportion along with the new Station Square centre and the existing urban form.

Public spaces should be well designed and relate to the buildings around them as well as promote safe walking and cycling routes to and from the station and surrounding Local Centre.

7. Delivery and Implementation

Introduction

The need for a robust and coherent delivery strategy has been a core principle running throughout the Masterplanning process which underpins this SPD. This has included but is not limited to: a realistic and sound understanding of market aspirations and potential for change and investment, integrated feasibility and viability analysis which seeks to maximise public and private sector funding streams, and the need for land assembly to deliver the identified regeneration opportunity.

Comprehensive Development

This SPD supports and seeks a comprehensively planned and delivered mixed-use redevelopment in the Castleton Station Area. The development should be residential-led, enhancing the range and quality of the residential offer of the area. A range of uses including a significant number of new residential development, offices, commercial employment, limited retail uses, leisure and cultural facilities.

In order to deliver the major step change necessary to achieve the Vision, Aim and Objectives set out in the beginning of this SPD it is considered that, at a minimum, a comprehensive co-ordinated development needs to be delivered for all the area covered by the Character/Focus areas.

Market Demand Considerations

The Council's latest Strategic Housing Market Assessment (Draft, 2015) supports a need for the increased delivery of family houses sized 2-bedrooms and above to meet emerging need. In addition there is a recognised need to deliver a housing product within the SPD area that meets a variety of local needs in terms of unit size and tenure as well as exploit the connectivity of Castleton with Manchester City Centre and the wider city region. There is also an identified need for a specialist older persons housing.

Soft market testing undertaken with a number of national and regional regeneration house builders and contractors has supported the view that there is a strong and continued interest in investing within the SPD area.

The Council commissioned Savills to produce a market development brief. This document tested the marketability of the requirements contained within this SPD. This document can be utilised as a material consideration.

Partnership Working

It is prudent that the partnership working between the developer, Council and community, be embedded in the delivery of a comprehensive development.

Delivery Partnership

The experience and knowledge of an experienced delivery partner could also be pivotal in achieving the SPDs strategic and high-quality design aims. However, the Council is however keen to work with all landowners and a variety of public and private sector investors to deliver the objectives of the SPD.

Delivery Approach

Rochdale Council working to produce a realistic delivery approach for the SPD area. Where it is identified to be necessary the Council is willing to use its statutory powers (including Compulsory Purchase Orders) to facilitate the holistic and comprehensive delivery of development and investment across the whole area.

The SPD seeks the comprehensive development and regeneration of the area captured within its boundary. Working alongside its partners, including but not limited to the Greater Manchester Station Alliance, East Lancashire Railway Company, the Canal and River Trust and land owners, it is intended that the group will work to de-risk the opportunity through land assembly, rail clearance and progression of a strategic outline planning application for the whole area. Post the outline consent the delivery strategy for North & South will emerge in agreement with all parties and could involve a phasing of development across the opportunities and varying delivery partners.

Any development proposals promoted outside of this structure by individual landowners or interested parties will be required to demonstrate that they facilitate and contribute to the delivery of the wider regeneration objectives set out in this SPD and the Masterplan, and do not in any way prejudice its delivery.

Infrastructure and S106 Contributions

The Council will seek S106 contributions where these are necessary to make individual proposals acceptable in planning terms.

Applicants should be aware of the ambitions to deliver the necessary infrastructure and that mechanisms to ring fence Section 106 monies may be required.

Delivery of affordable housing as part of residential developments is an established policy requirement across Rochdale Borough. Policy C4 of the Adopted Rochdale Core Strategy (2016) requires an affordable housing contribution of 7.5% of the development sales value of the overall scheme, with a preference for on-site delivery of an affordable product to meet local need. The policy allows for exceptional circumstances where off-site contributions will be accepted.

Notwithstanding identified local need for affordable housing provision across Rochdale, this SPD recognises the need to diversify housing supply within the Castleton Station area. It is recognised that the delivery of market housing within this area is required to deliver this diversification and to ensure the sustainability of retained affordable housing in the area – with only partial clearance of the existing estates proposed.

The SPD requires a clear and robust strategy around the strategic delivery of affordable housing, including an intermediate product, which can and should be delivered through future planning applications. This should include consideration of retained and improved affordable housing supply, the role for affordable supply as part of new developments to contribute to the wider implementation of the masterplan (including recognition of the need to re-house residents from redevelopment areas), and/or the contribution that off-site delivery could make to delivering the overall ambitions of the masterplan.

The SPD also required a comprehensive strategy to provide investment in Castleton sustainable transport facilities, which can and should be delivered through future planning applications. This should include consideration of walking and cycling infrastructure to connect new housing developments with the station and the Castleton centre, the Castleton to Rochdale town centre cycle corridor scheme and the wider Bee Network of walking and cycle routes across the Borough.

Furthermore, consideration should also be given to the improvement of station facilities such as a new station entrance, passenger waiting facilities and high quality public realm. This could be achieved through pooling and the ring fencing of necessary contributions as well as bids for external grant funding.


Planning Application Requirements

This SPD will be a material consideration in any future planning application relating to any site within its boundary; accordingly, any planning applications for development within the area will need to be supported by sufficient evidence and information to demonstrate they embed appropriate responses to the requirements set out within this SPD. This includes the need for justification for and evidence supporting any deviations from the requirements set out within the SPD.

The Council has a series of checklists summarising validation requirements associated with different types of applications, available at <http://www.rochdale.gov.uk/planning-and-building/apply-for-planning-permission/planning-permission---home/application-forms-and-guidance>. These checklists should be adhered to by all applications to demonstrate that development is appropriate in planning terms.

Rochdale Borough
Council
Strategic Planning Team
Number One Riverside
Smith Street
Rochdale OL16 1YH

 rochdale.gov.uk

 01706 924252


strategic.planning@rochdale.gov.uk

