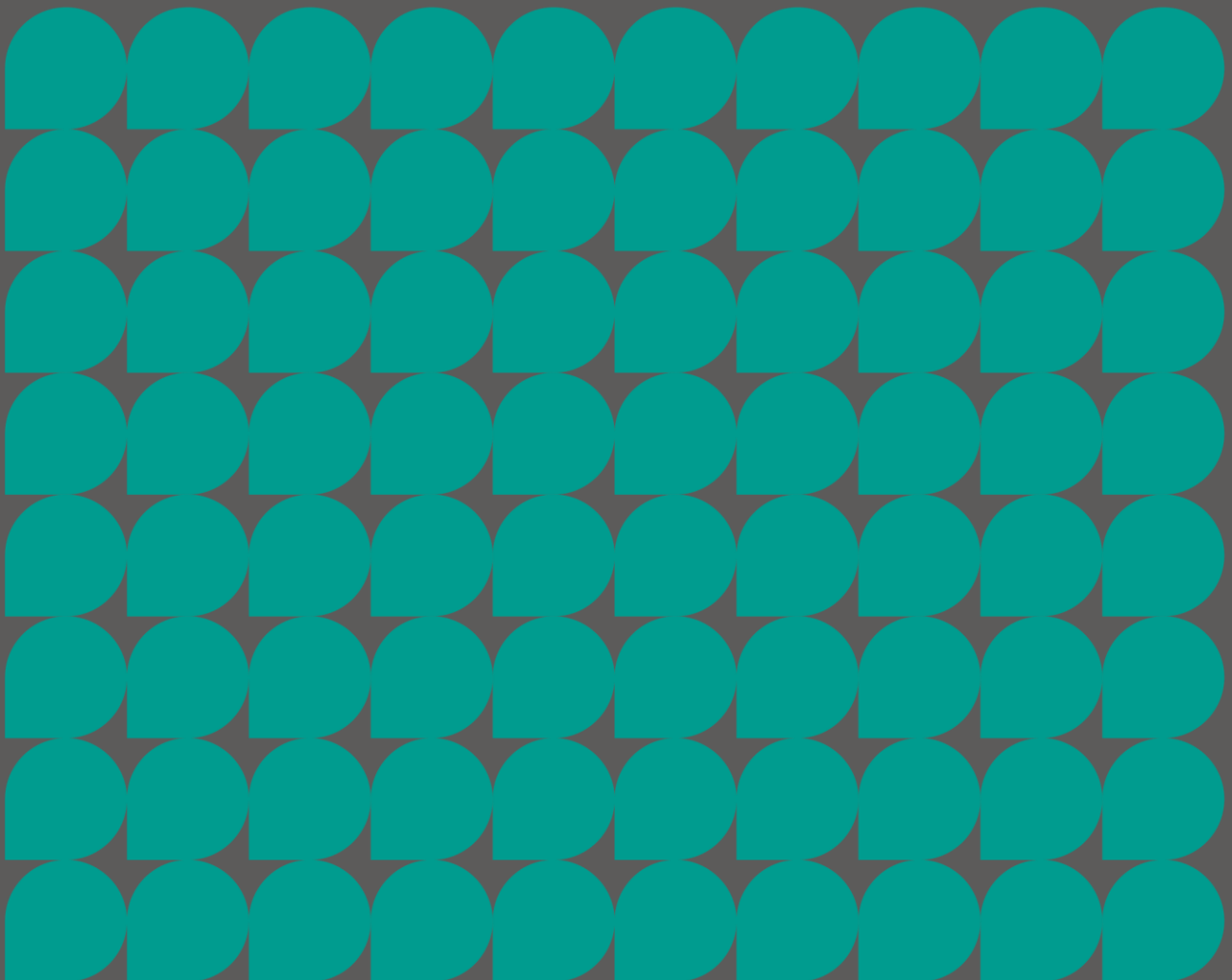


Places for Everyone

JPA20 Castleton Sidings 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 PfE 2021 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 Castleton Sidings Overview

2.1 The site is located on the edge of the urban area of Castleton. It offers the opportunity to deliver high quality housing on previously develop land in a sustainable location. The site is located within an urban area and well placed to utilise existing community facilities and social infrastructure.

2.2 The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station.

3.0 Site Details

3.1 The site is 11.5ha in size and is bounded by the Manchester-Leeds railway line on its eastern and southern sides, a golf course on its western side and Fairway on its northern side.

3.2 This a previously developed site. The western part of the site is within the Green Belt, but the eastern part of the site closest to Castleton is within the urban area.

4.0 Proposed Development

- 4.1 The site will deliver around 125 high quality homes. Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. Therefore built development will be limited to the eastern half of the site to minimise encroachment into the Green Belt.
- 4.2 The western part of the site will be redeveloped as a high quality area of open space or nature conservation area and retained within the Green Belt.
- 4.3 The north east of the site will accommodate a temporary rail halt and associated parking to facilitate the extension of the ELR from Heywood to Castleton and potentially a tram-train trail project if progressed in this location.

5.0 Site Selection

- 5.1 To identify potential development sites for allocation a Site Selection methodology has been developed. The purpose of the Site Selection methodology is to identify the most sustainable locations for residential and employment development that can achieve the Places for Everyone (PfE), referred to as 'the Plan', Vision, Objective and Spatial Strategy and meet the housing and employment land supply shortfall across the plan area.
- 5.2 The methodology includes seven Site Selection criteria. Based on the Plan Spatial Strategy, plan objectives and guidance in the NPPF on Green Belt release these seven Site Selection Criteria have been developed to identify the most sustainable sites in the Green Belt. This site satisfies criteria 1 '*Land which has been previously developed and/or land which is well served by public transport*' and criteria 7 '*Deliver significant local benefits by addressing a major local problem/issue*'.
- 5.3 Criterion 1 relates to sites which are previously developed land as well as the most sustainable and accessible locations which are already well served by public transport. This is a previously developed site in a sustainable location and well placed to utilise existing community facilities and social infrastructure.

- 5.4 Criterion 7 relates to sites which can demonstrate direct links to addressing a specific local need. The development of the site is important to facilitate the extension of the ELR from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station.
- 5.5 Central to the Spatial Strategy for the plan area is to deliver inclusive growth across the city-region. To assist in the delivery of this the Plan identifies a number of broad areas and opportunities which will mean that the plan area can achieve the levels of new growth required to meet its needs whilst securing genuinely inclusive growth and prosperity. One of these opportunities is to boost significantly the competitiveness of northern parts of the plan area. This site fits with the Spatial Strategy by providing the opportunity for deliverable large scale residential development in the north of the plan area.
- 5.6 The land known as Castleton Triangle to the south of the site was also the subject of a 'call for sites' submission. However, the site surrounded on all three sides by railway lines with the main Calder Valley line to the east and the line for the proposed ELR extension to the north. Consequently, access to the site would appear impractical. The site is not needed to meet the housing requirement set out in the Plan which can be met on other more easily accessed sites within the borough, including this allocation.
- 5.7 For further detail please see the Site Selection Topic Paper.

6.0 Planning History

- 6.1 There is no relevant planning history for this site.

7.0 GMSF 2019 Consultation Responses

- 7.1 There was general overall support for the redevelopment of this site. This was largely due to it being a brownfield site and in a sustainable location. Some respondents have noted how Castleton as an area had declined and is in need of regeneration. It

is considered that development of this site may help in contributing to the regeneration of Castleton and addressing some of these issues.

- 7.2 Objections were received to the release of Green Belt land. Some residents felt that additional housing is not needed in this area and the proposed site should remain as Green Belt. Concerns were raised that the loss of Green Belt will contribute to rising air pollution levels.
- 7.3 It has been assumed that the proposed housing will result in a large increase in traffic and many respondents raised concerns the current road network would be unable to support this increase. However if the proposal included improvements to the road network and transport links then that would be supported as these improvements are needed. Comments regarding cycling were limited however there was some reservation on how a cycle lane would further decrease traffic capacity. Equally, cycle lanes were also viewed as a positive addition.
- 7.4 It was considered that the site is in a sustainable location, but the impact on local services needs to be addressed. Local services such as doctors, dentists and schools are over-subscribed with long wait times to get appointments and a shortfall in school places. These services cannot cope with increased pressure from additional housing.
- 7.5 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 Castleton Sidings allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 20. 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 Castleton Sidings allocation policy are already covered in other policies in the Plan. However some changes have been made to the Castleton Sidings 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 Castleton Sidings allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 20. 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 20 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 JP Allocation 20 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 that 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.
- 9.4 The policy performed both negatively and unknown against wildlife sites, habitats and species. However, this is addressed by the thematic policies and the IA made no further recommendations for changes to the allocation policy.
- 9.5 The policy performed positively or neutral against all the other IA objectives.
- 9.6 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 would not have a severe impact on the local network but mitigation measures are required to ensure this.
- 10.2 The mitigation measures identified are:-
- Access to the allocation via two streets both called Fairway that will allow 1-way circulation;
 - A664 Manchester Road / Queensway Traffic Signal Junction – alteration to signal staging (contribution)
 - Off-site improvements to active travel links to be agreed through planning application process.
- 10.3 This allocation is located within a short walk of Castleton Railway Station, with access to a high frequency bus service running between Rochdale and Manchester and a strategic cycle route (National Cycle Network Route 66) which follows Rochdale Canal between Manchester and Hebden Bridge.
- 10.4 The allocation is adjacent to a disused railway and the site promoters are a key partner and stakeholder in the Castleton Station Masterplan commissioned by the Council. This masterplan brings together development opportunities on mainly brownfield sites in the area and includes proposed allocations (JPA2 Stakehill and JPA25 Trows Farm in addition to this allocation) and supporting sustainable transport proposals.
- 10.5 These include the extension of the ELR Heritage Line from its current Heywood terminus station east to link with the Calder Valley Railway Line at Castleton Station. This project is at Network Rail GRIP 2 - Options Development stage and this proposal will be co-ordinated with Transport for Greater Manchester's (TfGM) Tram-Train pathfinder project. This proposes the operation of new local fixed rail metro

services between Oldham via Rochdale to Heywood initially and in due course Bury using rolling stock that can run on both the Metrolink and heavy rail network.

- 10.6 The Castleton Sidings promoters have agreed to dedicate land in the north east of the allocation adjacent to the railway line to accommodate a temporary ELR halt and associated parking to the west of A664 Manchester Road if this is required. They have also committed to work with Network Rail and ELR to accommodate appropriate track access to undertake any maintenance and improvements when required, within the design and layout of their proposals
- 10.7 The size of the proposed allocation and the ease of access to public and sustainable transport means the potential traffic impacts on the existing network are modest. The streets used to access the allocation serve existing residential areas and are narrow with significant on-street parking. It is therefore proposed to access the allocation via two local roads, both called Fairway with the potential to offer 1-way circulation. From A664 Manchester Road access to the allocation will be via Heywood Road and Durban Street to Fairway. Routes from the allocation will be via Durban Street and Partington Street, which is 1-way with access from Manchester Road prohibited. Heywood Road also has a 1-way section so cannot be used to exit the allocation.
- 10.8 The existing junctions of A664 Manchester Road with Durban Street and Heywood Road are priority junctions with right turn lanes on the main route. These are suitable to serve the allocation.
- 10.9 Facilities for active travel modes will be incorporated in proposals to access A664 Manchester Road and the proposed Castleton Bee Network scheme. The ELR proposals on the north-east part of the allocation will be accessed via a pedestrian access on to Heywood Road or alongside the railway line to access Castleton Railway Station.
- 10.10 Comments through the previous GMSF consultation process suggested this site was suitable to provide additional parking for Castleton Station. As part of the Station masterplan, the Council proposes to use land it owns to provide parking for both rail

passengers and for access to the local centre on the eastern side of A664 Manchester Road, closer to the station.

10.11 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 Castleton Sidings 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.

11.0 Flood Risk and Drainage

11.1 The GMCA has applied the flood risk Sequential Test in the preparation of the Plan as required by the National Planning Policy Framework. Further details of the process undertaken by the GMCA can be found in the document 'Greater Manchester Spatial Framework 2020 – Flood Risk Sequential Test and Exception Test Evidence Paper' (October 2020).

11.2 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM SFRA) was completed in March 2019. It updates and brings together the evidence base on flood risk in Greater Manchester including the impact of climate change on flood risk.

11.3 All allocations have been screened against Environment Agency mapping and datasets and recommendations were produced for each site based on the screening assessment and its review of the extent and severity of flood risk and the vulnerability of the proposed site use.

11.4 It was concluded that any flood risk affecting this allocation can be appropriately addressed through consideration of site layout and design as part of a detailed Flood Risk Assessment or Drainage Strategy at the planning application stage. Therefore no further assessment is required at this time through the GM SFRA.

12.0 Ground Conditions

12.1 A desk based review of the site has been undertaken by the Council's Public Protection Service. The findings of this are summarised as follows:

- Site comprises former railway sidings;

- Ground investigations have been undertaken NE of the site;
- Minor aquifer, Rochdale Canal (SSSI) to the east of the site;
- The drift geology comprises Sand and Gravel with some Glacial Till in the west, the solid comprises Coal Measures; and
- Class 1 radon area.

12.2 The main issue from the above relates to the previous use of the site which means that an intrusive investigation would be required to establish if and what remedial techniques are necessary to ensure the site is suitable for its intended end use. This would be a condition relating to any future planning approval and is common in respect of sites which have previously had an industrial use.

13.0 Utilities

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

Section C – Environmental

14.0 Green Belt Assessment

- 14.1 Development of the site will result in the loss of 5.3ha of Green Belt land.
- 14.2 GMCA commissioned LUC to undertake an assessment of the Green Belt within Greater Manchester (GM). The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 14.3 The table below presents the assessment ratings for the parcel of land that Castleton Sidings falls within:

Parcel Reference	RD52
Purpose 1a Rating	Weak
Purpose 1b Rating	Weak
Purpose 2 Rating	Moderate
Purpose 3 Rating	No Contribution
Purpose 4 Rating	No Contribution
Strategic Green Belt Area	12

- 14.4 Further details can be found in the Greater Manchester Green Belt Assessment.
- 14.5 The GM GB Harm assessment identifies that the allocation makes a moderate contribution to checking the sprawl of Greater Manchester (purpose 1) and preventing the merging of Castleton and Heywood (Purpose 2), and a relatively limited contribution to preventing encroachment on the countryside. Release of the allocation would constitute moderate harm to Green Belt purposes, and would

increase the containment by inset development of retained Green Belt land to the north, but would only have a minor impact on adjacent Green Belt.

- 14.6 This allocation is within SGBA 15 of the Cumulative Harm assessment. Given the small size of the allocation there is no specific reference to it in the cumulative harm assessment report.
- 14.7 The GM GB Harm assessment makes reference to the fact that there is no clearly defined Green Belt boundary between the land proposed to be retained within the west of the Allocation and the land proposed to be released in the east of the Allocation. This would weaken the strength of this land proposed to be retained.
- 14.8 As a result of this a mitigation was put forward strengthening the boundary of land proposed to be released within the Allocation and land proposed to be retained within the Allocation could potentially increase the future distinction between inset land and retained Green Belt land, limiting the weakening of this retained Green Belt land. Criterion 11 of the policy makes specific reference to boundary treatment on this part of the site to address this issue.
- 14.9 Whilst the assessment concludes that its release would result in some harm to the Green Belt, the Council considers that the benefits of the proposed allocation significantly outweigh its overall harm, including its Green Belt harm, representing exceptional circumstances in accordance with national planning policy. The exceptional circumstances are set out in the Green Belt Topic Paper. These relate to the Site Selection criteria along with other relevant issues and are as follows:
- The site meets Criterion 1 of the Site Selection criteria, as it relates to a vacant, previously developed site and some of which is in the existing urban area with the remainder in the Green Belt and is located adjacent to the centre of Castleton and is in close proximity to a train station, high frequency bus corridor and existing and planned cycling routes.
 - The site meets Criterion 7 of the Site Selection criteria, as it will facilitate the delivery of the East Lancashire Railway (ELR) extension from Heywood into Castleton.

- There are also proposals for tram/train operations between Rochdale and Bury that would utilise this route and associated infrastructure.

14.10 The GM Green Belt Study - Identification of Opportunities to Enhance the Beneficial Use of the Green Belt report also identifies a range of opportunities to enhance the beneficial use of remaining Green Belt. These will be considered in relation to the Council's own Local Plan and priorities for green infrastructure improvements in the wider area.

15.0 Green Infrastructure

15.1 The site is currently a previously developed site and although some of the site has revegetated there are significant areas of hardstanding relating to the previous use of the site as railway sidings. The policy identifies that the western part of the site will be redeveloped as an area of green infrastructure with the potential to provide both recreation and biodiversity enhancement.

15.2 This area of open space will be complemented by landscaping and active travel routes around the site to deliver a high quality network of green infrastructure within the proposed allocation.

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. This 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 be dealt with through off-site provision/contributions.

17.0 Landscape

- 17.1 The site is previously developed and therefore has limited landscape value. Despite this it is important that the proposed development does not have a negative impact on the wider landscape and the surrounding Green Belt.
- 17.2 The policy makes specific reference to the need for high quality landscaping and boundary treatment as part of a comprehensive green and blue infrastructure network across the site. This includes specific treatment of the boundary between the development and the retained Green Belt to minimise as far as possible the impact and harm on the surrounding Green Belt.

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 site is within 100m of the Rochdale Canal which is a Special Area for Conservation (SAC) and Site of Special Scientific Interest (SSSI) and therefore would require a Habitats Regulation assessment HRA;
 - The canal is also a Local Wildlife Site;
 - The site has potential to support specially protected species including bats, common lizards and badgers; and
 - The site supports, or have the potential to support, priority habitat types or priority species including broadleaved woodland and species-rich grassland.
- 18.3 The appraisal finds that the main issue for consideration on this site is the presence of the nearby Canal would require special consideration. As a result of this and the overarching HRA undertaken in relation to the Plan a criterion has been added to the

policy which requires a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more to be carried out.

- 18.4 The appraisal makes recommendations for further surveys that would be necessary to inform planning applications. This includes:
- Extended Phase 1 habitat surveys
 - Bat surveys (roosts and activity surveys)
 - Badger surveys
 - Reptile surveys
 - Grassland botanical surveys
- 18.5 The appraisal concludes that there are identified ecological constraints that would impose a significant constraint to area allocation but that the nearby Rochdale Canal would need special consideration and this is picked up in the amendment to the policy referred to above.
- 18.6 The retained Green Belt, other areas of green infrastructure, landscaping and boundary treatments provide an opportunity 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.

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 Castleton Sidings Historic Environment Assessment has now been completed. This 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 Castleton Sidings Historic Environment Assessment.

20.3 Archaeology recommendation summary:

- No further recommendations.

20.4 In response to the above, no amendments were made to the policy or reasoned justification.

20.5 Built Heritage recommendations summary:

- In order to protect the significance of St Martins Church key views to and from church should be carefully considered and retained in the development plans

and design. The Church should not be dominated through the new development.

- To preserve and enhance the significance of the Castleton South Conservation Area over dominance of new development must be avoided.
- To ensure development does not have an adverse impact upon the setting of Lock 52, the towpath bridge & the United Reform Church.

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

20.7 Historic Landscape recommendations summary:

- No further recommendations.

20.8 In response to the above, no amendments were made to the policy or reasoned justification.

21.0 Air Quality

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

22.0 Noise

22.1 Given the location of the site is in close proximity to the railway line, it is likely that an assessment relating to noise will be required at planning application stage. It is not anticipated that this would present a major constraint on development. Criterion 11 identifies the possible need for acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the site and that this should be incorporated

into the delivery of well-designed green infrastructure, landscaping and boundary treatment across the site.

Section D – Social

23.0 Education

- 23.1 The needs 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 Given the proposals for the delivery of additional homes in Castleton as a result of existing permissions, planned regeneration and the Plan, 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. Plans to deliver a new school 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.
- 23.3 Secondary School provision within the borough is being enhanced through the delivery of two new secondary schools which have recently been awarded Government funding. 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.
- 23.4 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.

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 the site offers the opportunity to deliver high quality housing in a sustainable and accessible location. The site is well placed to utilise existing community facilities and social infrastructure. It adds that the development of the site is important to facilitate the extension of the ELR from Heywood to Castleton – although this does not impact on site viability.
- 25.3 The assessment of viability concludes that the main test provides a negative residual value of -£5m, which is slightly worsened when the anticipated strategic transport costs of £0.1m are included. The scheme becomes marginal with the increase in market values and reduction in affordable housing requirement.
- 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 This is a relatively small site which is generally well supported by existing infrastructure. It is anticipated that the site would be brought forward via one outlet delivering around 40 dwellings per annum. The site would therefore be built out in around 4 years from commencement.

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, land for the ELR extension, 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 GMSF and has informed plan preparation. The IA identified many positive impacts in terms of the Castleton Sidings allocation policy, but also made recommendations in terms of enhancements and mitigation measures. These recommendations have been addressed through revisions to the Castleton Sidings allocation policy, as set out in section 7.0 of this Topic Paper, or are addressed when the policy is read in conjunction with the plans thematic policies, because the Plan should be read as a whole. Taking account of the IA findings, the Castleton Sidings 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 allocation policy made no difference to the IA scorings.

29.0 The main changes to the Proposed Allocation

29.1 The site allocation policy in the 2019 GMSF is set out in Appendix 5. Changes have 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;
- Reference to the need to strengthen the boundary between the development and the retained Green Belt in response to a recommendation in the GM Green Belt Harm Assessment;
- 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

- 29.2 These changes are shown in the amended policy wording for the 2020 GMSF at Appendix 4.
- 29.3 In addition to the changes to the policy wording, some changes were made to the reasoned justification to this policy as a result of the Historic Environment Assessment produced for this site. Whilst the points raised in the Assessment did not justify a change to the policy wording, it was considered that it was appropriate to include them in the reasoned justification as issues to be taken into account and addressed through the general design and layout of any subsequent scheme.
- 29.4 There were some minor amendments to the policy and reasoned justification 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 allocation in the Plan is for around 125 homes and associated infrastructure relating to the delivery of the ELR extension from Heywood to Castleton. As a site within the Green Belt, exceptional circumstances need to be demonstrated for it to be brought forward as an allocation. The exceptional circumstances case takes the form of a strategic high level case and a local level case and is detailed in the Green Belt Topic Paper and section 14 of this Topic Paper.
- 30.2 This site allocation is considered to satisfy Criterion 1 of the site selection criteria for justifying release from the Green Belt in that it is a previously developed site in a sustainable location. It also satisfies Criterion 7 in that it addresses other local priorities, specifically facilitating the delivery of the ELR extension from Heywood to Castleton. These exceptional circumstances are considered to significantly outweigh any harm to the Green Belt identified from the site's release.

- 30.3 This site accords with the GM spatial strategy and exceptional circumstances exist to outweigh any harm to the Green Belt from its release. The site is being actively promoted for residential development and can therefore deliver homes early in the plan period.
- 30.4 The evidence that has been produced to date and the IA has 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 safe and convenient active travel routes. The site is considered to be free of significant constraints and its allocation is considered to accord with relevant economic, social and environmental objectives. In summary, the site will contribute to the choice and quality of housing in a sustainable location and deliver infrastructure which will assist in the regeneration of the wider area.

Section G – Appendices

Appendix 1: Site allocation boundary

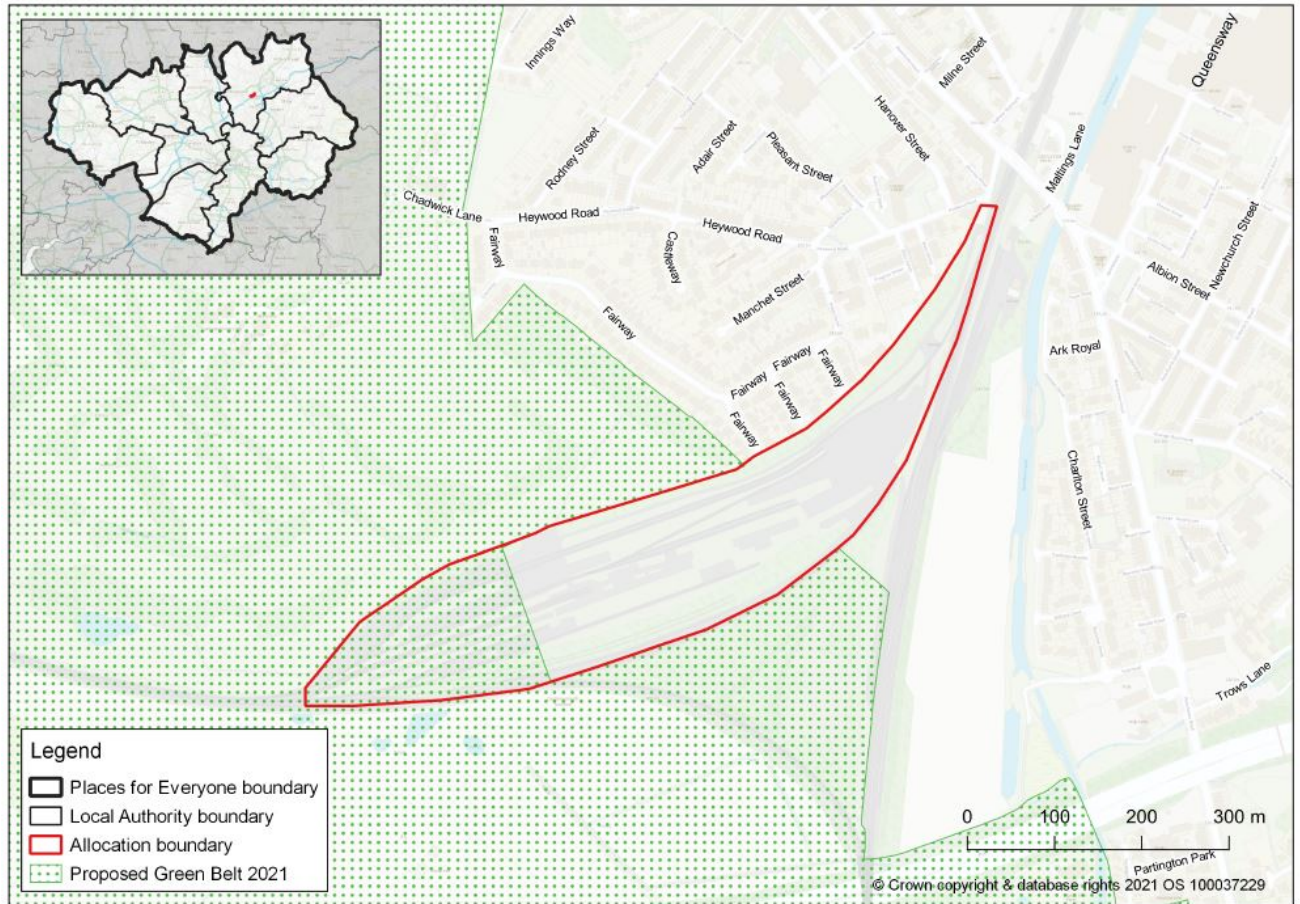
Appendix 2: Proposed policy, PfE Publication Version 2021

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



Appendix 2: Proposed policy, PfE Publication Version 2021

Policy GM Allocation 20: Castleton Sidings

Development at this site will be required to:

1. Deliver around 125 high quality homes including higher value family housing;
2. Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site being redeveloped as an area of open space or nature conservation area and retained within the Green Belt;
3. The north east of the site will accommodate a temporary rail halt and associated parking to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a tram-train trial project if progressed in this location;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;
6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);
7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient links to the centre of Castleton and the Castleton Bee Network scheme, the nearby railway station, and westwards to employment locations around Heywood;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
10. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;

11. Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land and provide appropriate boundary treatment in relation to the retained Green Belt; 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 offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable. Overall the site is well placed to utilise existing community facilities and social infrastructure.

The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. In the longer term, there could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.

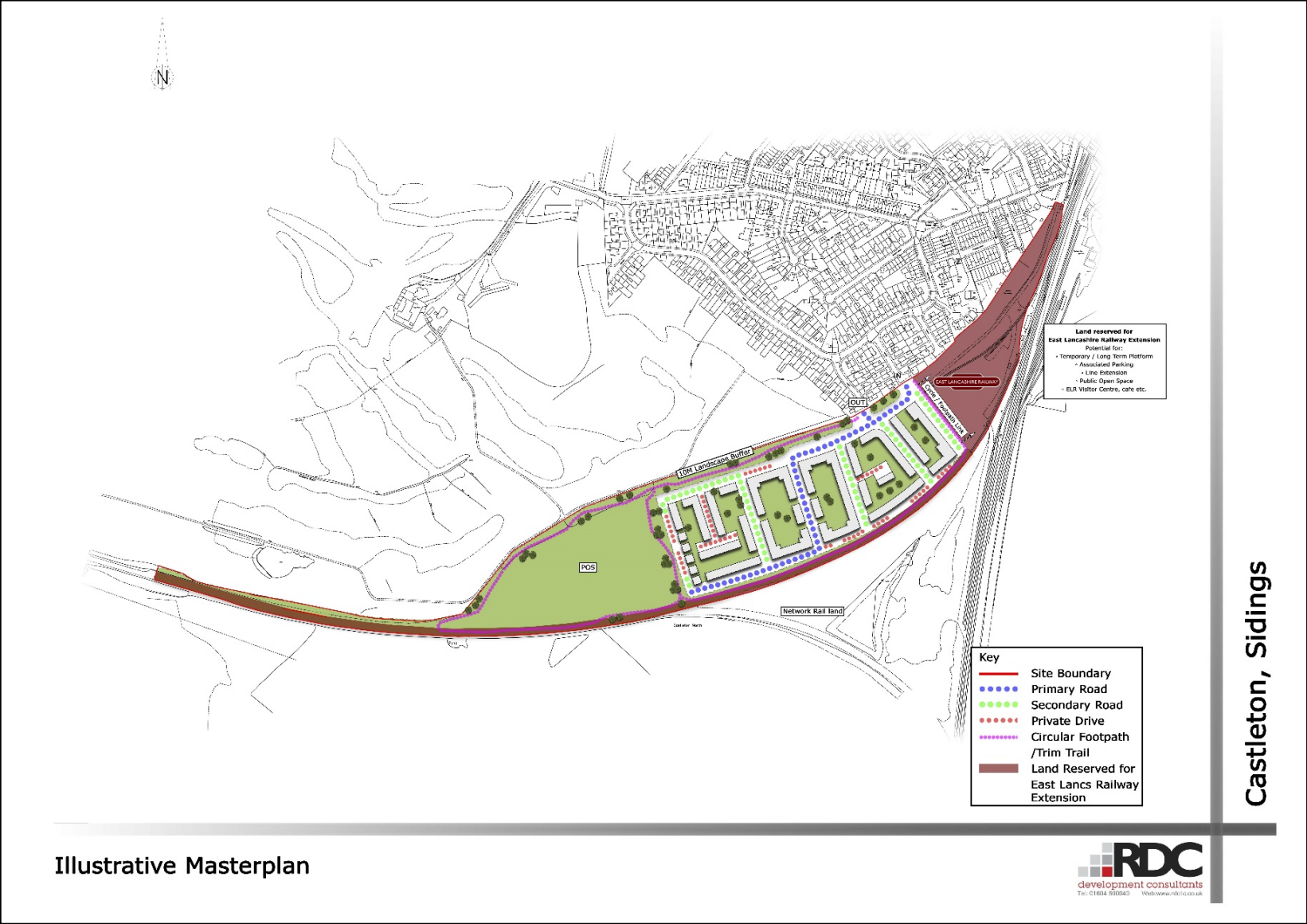
Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high quality area of open space or an area for nature conservation on the western part of the site. In addition to this, the proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents.

Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to and from the assets and ensure the new development avoids being overly dominant.

A designated National and European site is located close to the site. Therefore any impact from the new development and any associated traffic generated will need to be taken into account. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the site.

Appendix 3: Indicative Masterplan



Illustrative Masterplan

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

Policy GM Allocation 21: Castleton Sidings

Development at this site will be required to:

1. Deliver around 125 high quality homes including higher value family housing;
2. Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site being redeveloped as an area of open space or nature conservation area and retained within the Green Belt;
3. The north east of the site will accommodate a temporary rail halt and associated parking to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a tram-train trial project if progressed in this location;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;
6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);
7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient links to the centre of Castleton and the Castleton Bee Network scheme, the nearby railway station, and westwards to employment locations around Heywood;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;

10. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;
11. Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land and provide appropriate boundary treatment in relation to the retained Green Belt; 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 offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable development and is well placed to utilise existing community facilities and social infrastructure.

The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. In the longer term, there could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.

Given the shape of the site it is not appropriate that all of it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high quality area of open space or an area for nature conservation on the western part of the site. In addition to this, the proximity of the site to the railway line means that any

proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents. Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to and from the assets and ensure the new development avoids being overly dominant.

A designated National and European site is located close to the site. Therefore any impact from the new development and any associated traffic generated will need to be taken into account. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the site.

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

Policy GM Allocation 22: Castleton Sidings

Development at this site will be required to:

1. Deliver around 125 high quality homes;
2. Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt;
3. The north east of the site will accommodate a temporary rail halt and associated parking to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a tram-train trial project if progressed in this location;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;
6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);
7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood;
8. Incorporate high quality landscaping, multi-functional green infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land; and
9. 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 offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable development and is well placed to utilise existing community facilities and social infrastructure.

The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. In the longer term, there could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.

Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high quality area of open space or an area for nature conservation on the western part of the site. In addition to this, the proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents.

The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the 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 Castleton Sidings allocation policy. The evidence documents which have informed the plan are available via the GMCA's website at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

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

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