



ROCHDALE
BOROUGH COUNCIL

ROCHDALE STATION AREA SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Consultation Statement

August 2021

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1. INTRODUCTION

- 1.1 The Rochdale Station Area Supplementary Planning Document (SPD) has been produced by the Council to guide redevelopment of this area. In order to ensure that appropriate public consultation takes place, Supplementary Planning Documents (SPD) are required to be accompanied by a statement setting out how the Local Planning Authority will comply with the Council's Statement of Community Involvement (SCI).
- 1.2 This Consultation Statement has been prepared in line with Regulation 12 (a) of the Town and Country Planning (Local Planning) (England) Order 2012, which states that, before a council adopts a Supplementary Planning Document (SPD), it must produce a statement setting out:
- i. The persons the local planning authority consulted when preparing the supplementary document;
 - ii. A summary of the main issues raised by those persons;
 - iii. How those issues have been addressed in the supplementary document.
- 1.4 This SPD has been produced in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

2. BACKGROUND

Early Consultation

- 2.1 As a major gateway into the Borough, the regeneration and improvement of Rochdale Railway Station, and the surrounding land and buildings, represents a strategic priority for the Council to attract new residents and businesses to the area, contribute to an improved housing offer, create new public realm and open space and to capitalise on the development and regeneration within Rochdale Town Centre. Rochdale Borough Council (RBC) are working towards a town-core regeneration plan, which includes plans for around 2,000 new homes, including within the proposed Station Gateway area. 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 Rochdale 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.
- 2.2 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.
- 2.3 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 to prepare a masterplan for the existing stations within the Borough. Preparation of the Rochdale Station Masterplan has been widely consulted on with residents and businesses' within the area.

- 2.4 Rochdale Borough Council (RBC) commissioned WSP and Broadway Malyan in 2019 to prepare a masterplan for the Rochdale Station area and identify a vision and priorities in order for the aspirations of the Council to be realised.
- 2.5 The Masterplan was developed in consultation with Members and the GM Stations Alliance collaboration with the Council to ensure there was agreement on all elements of the masterplan, from the vision through to use framework. The process was supported by in depth discussions and consultations with statutory consultees and other interested bodies. The document also outlined key delivery and implementation mechanisms in order for the vision aspirations to be realised.
- 2.6 The Masterplan was developed from 2019 to 2020. The scope of the project was divided into the three distinct stages, which were as follows:
- Stage 1 – Data Collection and Scoping
 - Stage 2 – Option Testing
 - Stage 3 - Station Area Masterplan
- 2.7 At each stage, workshops were held, which helped to inform the key aims and objectives of each neighbourhood. There have been a number of workshops with key landowners and stakeholders since this date. Further to this, the Council has engaged with local businesses and communities to ascertain their invaluable perspective.

3. Formal consultation

The draft Rochdale Station Area SPD was approved for public consultation by the Council's Cabinet Member on 3rd February 2021. Public consultation was held from February 2021 to April 2021.

Elected Members have also been consulted on the SPD preparation process, including a presentation to the Rochdale South Township Committee on 10th February 2021 and to Regeneration Overview and Scrutiny Committee on 24th February 2021.

In addition to the statutory planning consultees, the Council hold a database containing contact details of groups and individuals interested in the development of our plans, this is used to keep those registered, informed of progress and future consultations. People on this database were be consulted.

Comments could be emailed to planning.policy@rochdale.gov.uk or posted to:

Planning Service
Floor 3
Number One Riverside
Smith Street
Rochdale
OL16 1XU

A telephone number was also provided for those who wanted to ask questions or seek further information.

The consultation took the form of survey questions and also the ability to submit open ended comments. The survey questions were as follows:

1. Do you agree with the proposal to improve safety for pedestrians and cyclists by removing vehicular traffic in front of the station to make way for a 'Station Square'? Will this be a positive improvement to the area?
2. The Council wishes to see the southern entrance to the station become the focal point for bus interchange and vehicular drop off, pick up and parking. Do you feel this is a positive improvement?
3. Is the creation of a 500 space park and ride facility and bus interchange with direct pedestrian links to the Miall Street station entrance a welcome proposal?
4. Will the development of brand new housing in the areas proposed be a positive addition?
5. Are the areas proposed for employment space appropriate?
6. Do you agree with the need to carry out improvements to the station entrance and facilities? If so, what would you like to see?
7. Will more space for pick up and drop off immediately around the station be positive?
8. Are the plans for better connectivity between the station area to shops and businesses in the wider Milkstone and Deelish area appropriate and achievable? If so, how might this be done?
9. Will the improved crossings on Drake Street, enhancements of the Rochdale Canal towpath, improved wayfinding provide adequate opportunities for greater connectivity?
10. Will local businesses find the improvements a benefit to trade and footfall?
11. Would a Platform Community Park be a positive contribution to the area?
12. What other improvements could the document propose that would further act to enhance regeneration and renewal within the area?

There were 86 responses to the above survey question. The results of the questions can be found in Table X below.

In summary, the outcome was as follows:

- 86 responded to the survey questions;
- 83% of respondents agreed with question 6;
- All questions, bar 11, scored over 60%.

Further comments were received during the public consultation, a total of 6 from members of the public and X from consultees. Those comments along with the Councils response are set out in Table 4 below.

No objections were raised by consultees with comments raised on matters of clarification and strengthening of matters in terms of the following:

- Green Infrastructure
- Heritage Assets

Officers have addressed these concerns and made changes where appropriate, including:

- Proving clarity on the proposed objectives of the creation of the Station Square and making it clearer there will be limited road closures.
- An updated image has been inserted to illustrate exactly where said changes will be occurring;

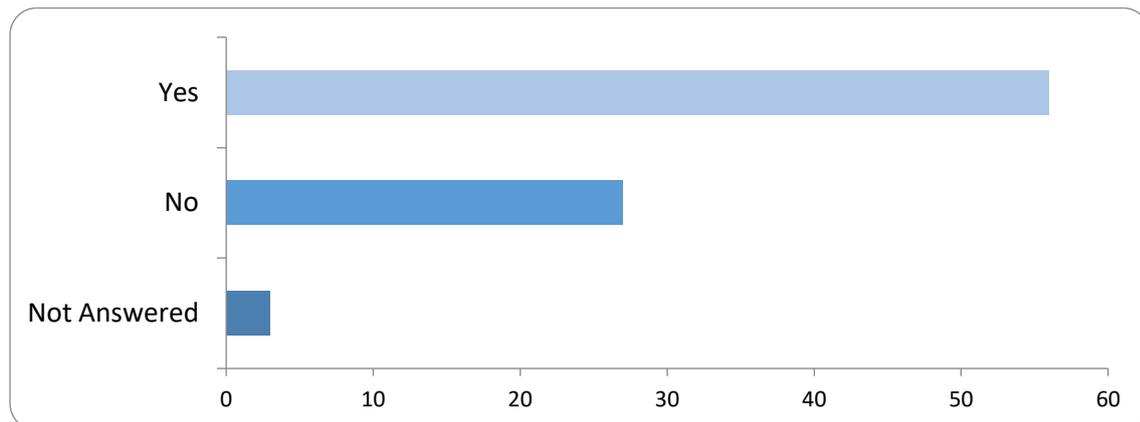
- Clarify the proposals will include the access for services and emergency vehicles
- Clarity on the incremental nature of the creation of the Station Square. The document is clear that the development of a scheme for the Station Square will take account of such factors as continuation of access to properties and businesses and this will inform a phasing strategy;
- Include the importance of not just pedestrians but also cyclists in the improvements

Appendix 1 – Consultation Responses

On-line Survey Reponses

1: Do you agree with the proposal to improve safety for pedestrians and cyclists by removing vehicular traffic in front of the station to make way for a ‘Station Square’? Will this be a positive improvement to the area?

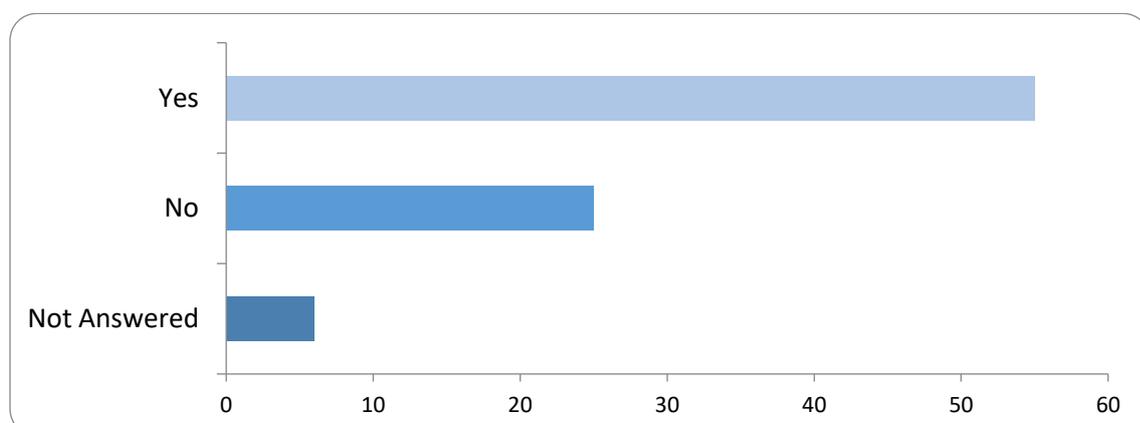
There were 83 responses to this part of the question.



Option	Total	Percent
Yes	56	65.12%
No	27	31.40%
Not Answered	3	3.49%

2: The Council wishes to see the southern entrance to the station become the focal point for bus interchange and vehicular drop off, pick up and parking. Do you feel this is a positive improvement?

There were 80 responses to this part of the question.

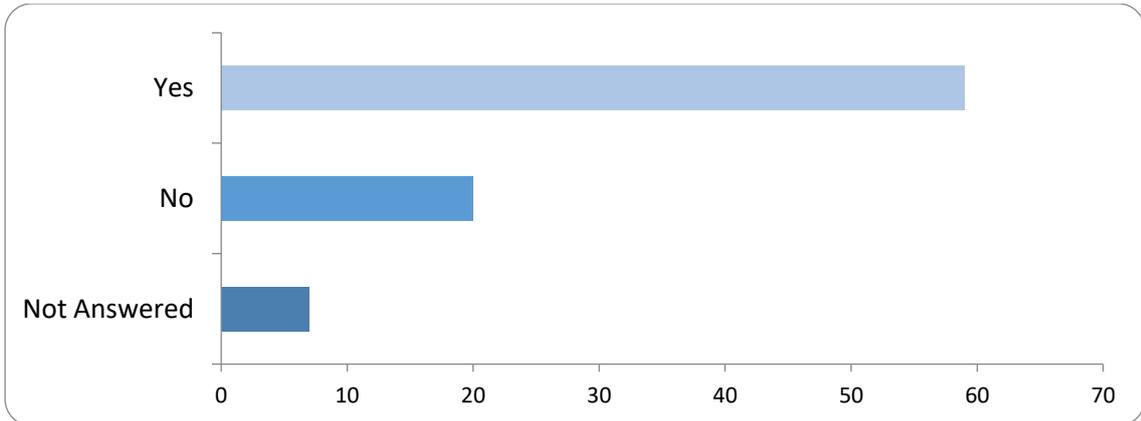


Option	Total	Percent
Yes	55	63.95%
No	25	29.07%

Not Answered	6	6.98%
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3: Is the creation of a 500 space park and ride facility and bus interchange with direct pedestrian links to the Miall Street station entrance a welcome proposal?

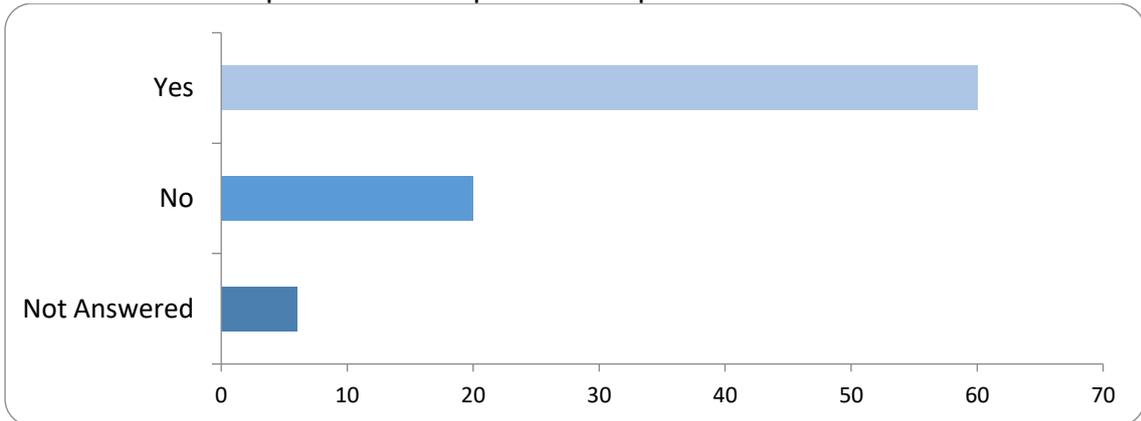
There were 79 responses to this part of the question.



Option	Total	Percent
Yes	59	68.60%
No	20	23.26%
Not Answered	7	8.14%

4: Will the development of brand new housing in the areas proposed be a positive addition?

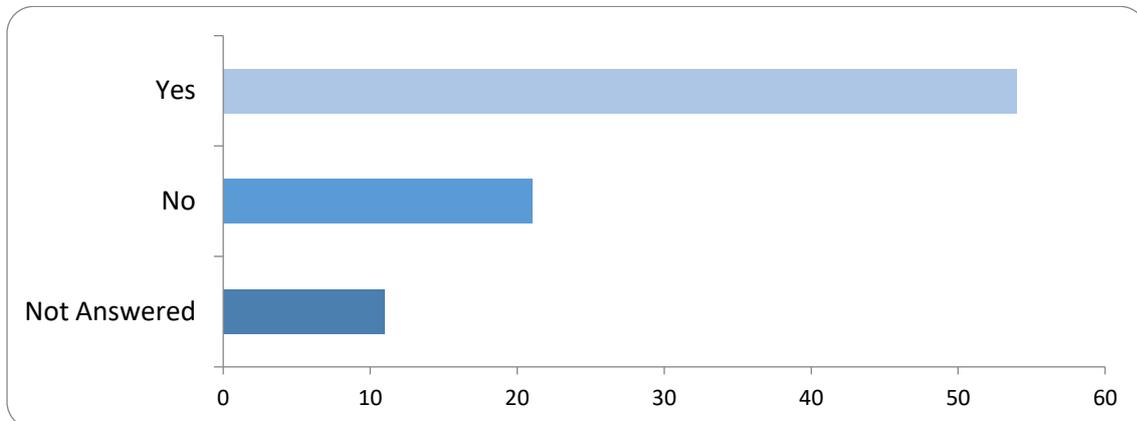
There were 80 responses to this part of the question.



Option	Total	Percent
Yes	60	69.77%
No	20	23.26%
Not Answered	6	6.98%

5: Are the areas proposed for employment space appropriate?

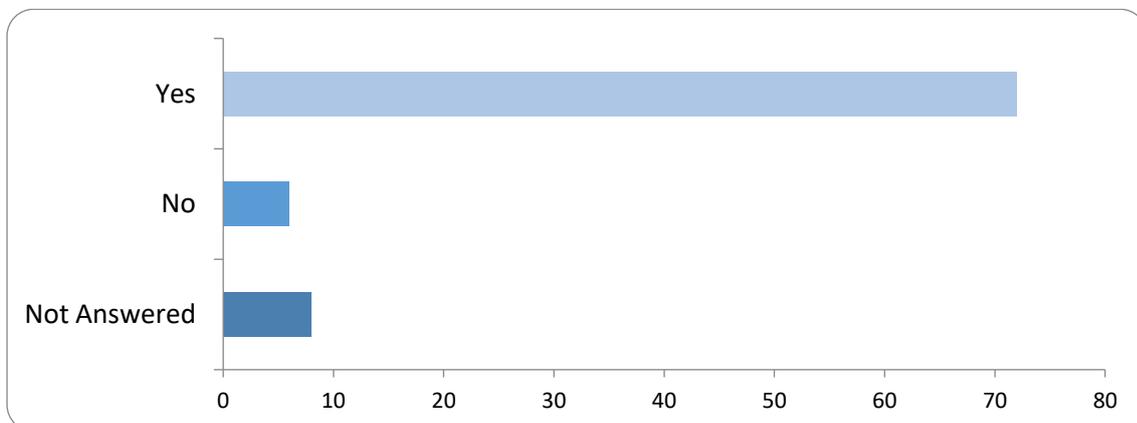
There were 75 responses to this part of the question.



Option	Total	Percent
Yes	54	62.79%
No	21	24.42%
Not Answered	11	12.79%

6: Do you agree with the need to carry out improvements to the station entrance and facilities?

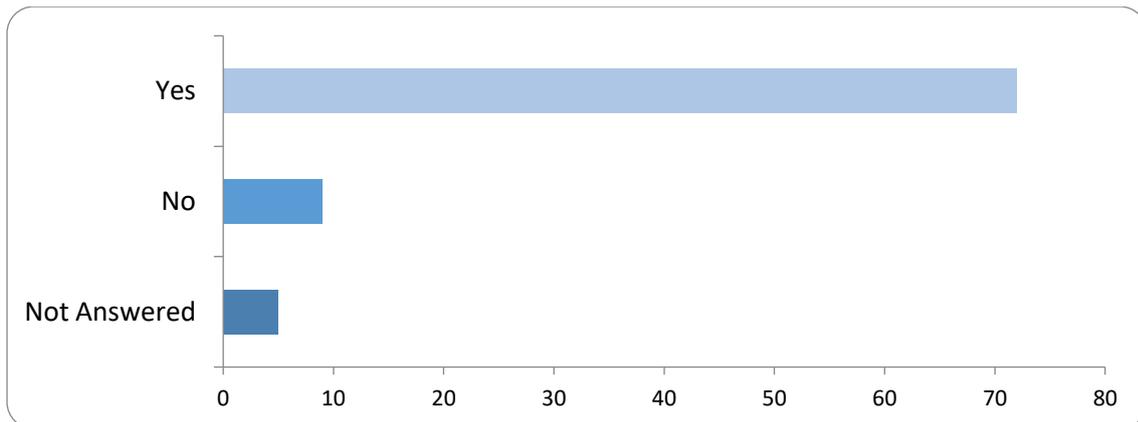
There were 78 responses to this part of the question.



Option	Total	Percent
Yes	72	83.72%
No	6	6.98%
Not Answered	8	9.30%

7: Will more space for pick up and drop off immediately around the station be positive?

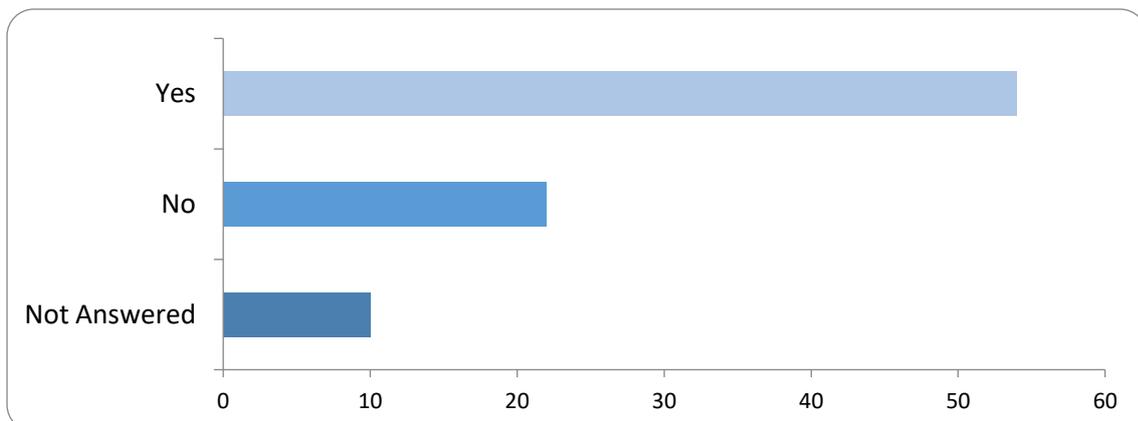
There were 81 responses to this part of the question.



Option	Total	Percent
Yes	72	83.72%
No	9	10.47%
Not Answered	5	5.81%

8: Are the plans for better connectivity between the station area to shops and businesses in the wider Milkstone and Deeplish area appropriate and achievable?

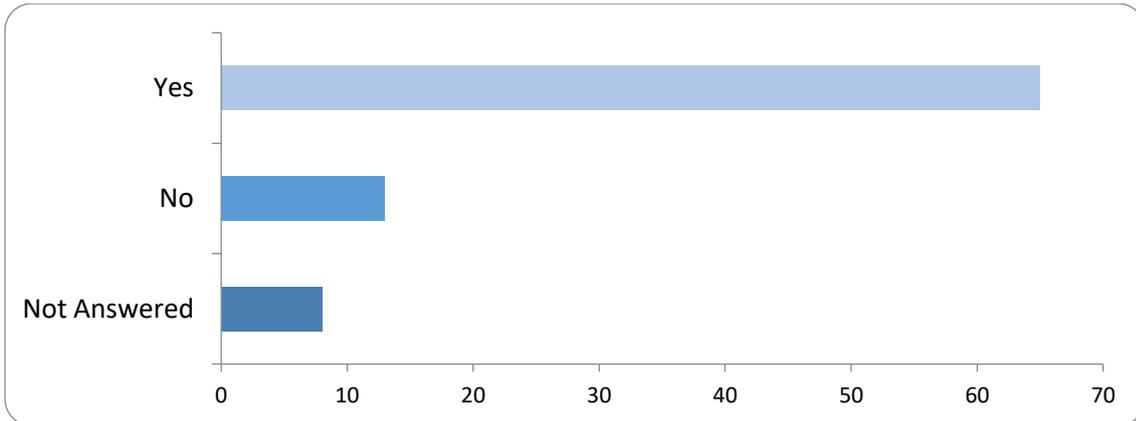
There were 76 responses to this part of the question.



Option	Total	Percent
Yes	54	62.79%
No	22	25.58%
Not Answered	10	11.63%

9: Will the improved crossings on Drake Street, enhancements of the Rochdale Canal towpath, improved wayfinding provide adequate opportunities for greater connectivity?

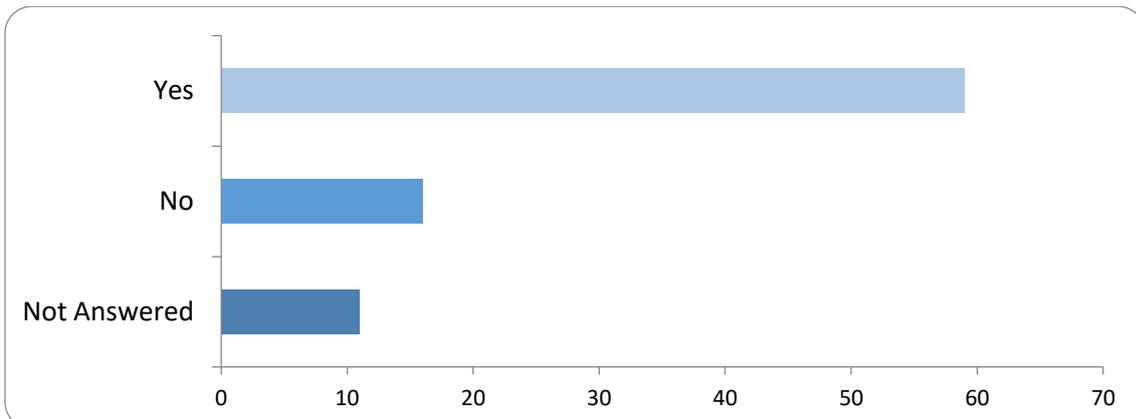
There were 78 responses to this part of the question.



Option	Total	Percent
Yes	65	75.58%
No	13	15.12%
Not Answered	8	9.30%

10: Will local businesses find the improvements a benefit to trade and footfall?

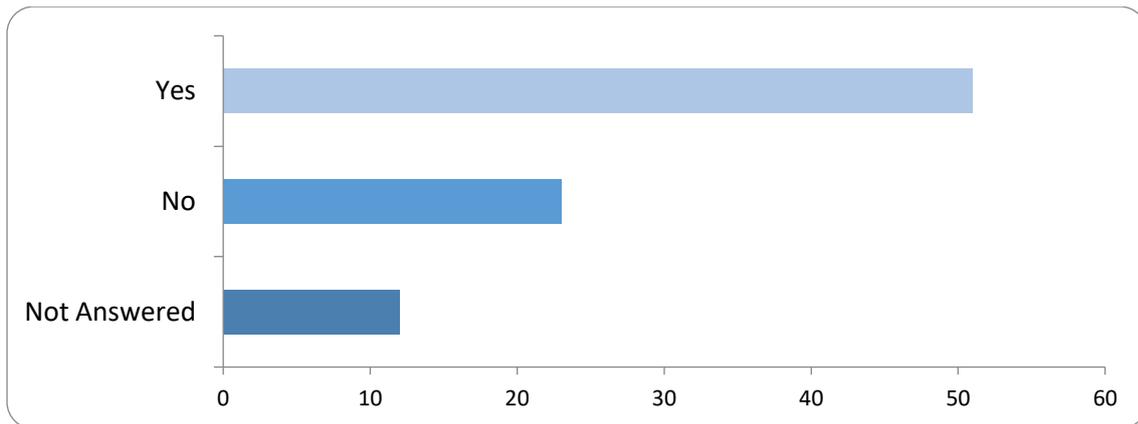
There were 75 responses to this part of the question.



Option	Total	Percent
Yes	59	68.60%
No	16	18.60%
Not Answered	11	12.79%

11: Would a Platform Community Park be a positive contribution to the area?

There were 74 responses to this part of the question.



Option	Total	Percent
Yes	51	59.30%
No	23	26.74%
Not Answered	12	13.95%

12: What other improvements could the document propose that would further act to enhance regeneration and renewal within the area?

Please comment below

There were 69 responses to this part of the question.

Table 1 – Comments from Consultees

Organisation	Comment	Council Response
Coal Authority	Our records indicate that within the area identified by the SPD there are areas of possible unrecorded coal mine workings at shallow depth. Although we have no specific comments to make in respect of this Station Area Supplementary Planning Document as you will be aware any formal planning applications for development within areas of past coal mining activity, at surface and shallow depth, will need to be supported by a Coal Mining Risk Assessment.	Noted.
Network Rail	The SPD does comprehensively consider the development around the station to improve the physical nature and amenity of the station for customers and this is welcomed. The Council will be seeking S106 contributions to reinvest in infrastructure and public space which should also be used as indicated below. The Council will consider the potential use of CPO powers if these are required.	Noted.
	It is proposed to move the bus and pick up/drop off to the south of the station and utilise the underpass for access to the north of the station. However, Northern would need to be consulted regarding whether this would cause them any detriment to customers or operational issues. Rochdale Council to consult with Northern Trains to ensure acceptability.	Noted. Consultation is on-going and will continue.
	The Council state they intend to improve walking and cycling to the station but there is no mention of improved cycle storage at the station which currently only has 16 spaces. Rochdale Council to consult with Northern Trains to ensure active travel requirements adequately provided for.	The document is to be updated to include the importance of provisions for cyclist. Any proposals would require planning permission at which time all required consultees will be engaged.
	It is stated that the car parking provision at the station will be improved through a new MSCP but no further details on electric charging points and disabled provision within the car park. Proposals should provide appropriate EV charging points and passive provision in line with current guidance.	Noted. Any proposals would require planning permission at which time all required consultees will be engaged with said details.

	There is no mention of disabled spaces closer to the station than the new MSCP. Accessible and oversize spaces should be provided in accordance with DfT guidelines including walking distances and resting areas.	Any proposals would require planning permission at which time all required consultees will be engaged with said details.
	Improvements should be considered in security, lighting, access levels, and tactile surfaces. Potential for Rochdale Council to use S106 to fund such improvements.	Any proposals would require planning permission at which time all required consultees will be engaged with said details.
	Mention of an urban forest on the platform and whilst Community use is welcomed, rail industry partners to continue to be consulted on such proposals to ensure proposals can be delivered safely and without compromise to the operation of the station or future rail enhancements.	Noted. Consultation is on-going and will continue.
Natural England	While we welcome this opportunity to give our views, the topic this Supplementary Planning Document covers is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise you to consider the following issues:	Noted.
	This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.	Noted. The document includes the provision of improved areas of public realm and a Community Park.
	This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment.	Noted. Matters such as this would be determined under any planning application that was to be submitted.

	The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature.	Noted. The document includes mechanism to improve the surrounding built environment which will enhance the character and local distinctiveness of the area.
Historic England	The emphasis given to building on the strengths of Rochdale's rich cultural heritage and distinct character within the SPD's vision is both positive and welcomed by Historic England. However, we do feel that the historic interest of the area could be brought out more strongly within the SPD, and that this could be key to the development of contextual proposals that help achieve the SPD's vision.	Noted. The document has been updated to strengthen the reference to these assets.
	The SPD makes brief reference to some of the area's heritage assets and Rochdale HAZ, but it would be helpful for this information to be brought together, built upon and mapped. To gain visual and spatial understanding of the location of, and inter-relationship between the various assets, as well as draw out their significance.	The document has been updated to strengthen the reference to these assets.
	An Historic Area Assessment (HAA) was prepared by Historic England as part of the HAZ project work. This covers the area north of railway line. The HAA's purpose is to contribute to the better understanding of the history, character and significance of central Rochdale's historic built environment. We recommend that this comprehensive assessment is used to help inform the SPD, and in turn aid the achievement of the SPD's vision. Historic England also undertook an Urban Panel Review in 2018 and recommend that you review the associated report.	Noted.

	<p>Focus Area 1: Station Quarter It is positive that the SPD considers holistically improving north-south connectivity. We wholly support your ambitions to enhance the sense of arrival at this key gateway to Rochdale that is currently blighted by highways related infrastructure, as well as the station itself. We welcome the removal of vehicular traffic from the northern entrance to the station and the adjacent approach routes of Station Road and Maclure Road. This has great potential in terms of enhancing the pedestrian experience between the station and town centre. We also acknowledge the potential benefit that increased footfall will have within the HAZ. Despite the dominance of highways infrastructure and visual clutter present outside the station, the dialogue between the two landmarks, St John the Baptist's RC Church and the Maclure Rd Fire Station, is still evident. Enhancement of this dialogue, their setting, and maintaining the primacy of these heritage assets within the proposed new public space and associated new development - to aid legibility by highlighting the route between the station and town centre - will be key to the space's success. We recommend that the SPD draws this out clearly.</p> <p>The SPD promotes the highest density of development within this focus area. We would encourage the early assessment of heritage significance to aid the informing and testing of proposals, given the presence of assets such as St John the Baptist's RC Church and Maclure Rd Conservation Area.</p>	<p>Noted. The document has been updated to strengthen the reference to these assets.</p>
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	<p>Focus Area 2: Central Park - Neighbourhood Rochdale Central Park - formerly part of the Drake St canal terminus - comprises a substantial vacant site within the HAZ, with extensive frontage onto Drake St at a key juncture between Rochdale station and the town centre. We welcome its redevelopment. The introduction of a new residential community has great potential to enhance activity, increase footfall and pedestrian movement along Drake St, which we would be particularly supportive of given our interests in the HAZ.</p> <p>In terms of the layout, it is encouraging that the proposals are starting to respond to the established streets, providing strong linear frontages that address - for example - Drake St and help provide enclosure and containment of these streets. It is important that the scheme integrates successfully with - rather than turning its back on - its surroundings. The proposed layout does not however provide any indication of the former purpose/ use (canal wharves) and significance of this 200-year old site, which we consider an opportunity that could be explored further.</p> <p>Routes through the site would benefit from being legible and interconnection with existing streets outside the site. The definition between public and private space within the site could also be made clearer. We generally recommend that further consideration is given to encouraging pedestrian movement and permeability, and that the wider area should be looked at holistically, as recommended in Historic England's Urban Panel report.</p> <p>The site formerly accommodated canal-side warehousing and industrial uses of scale, which provides precedence for buildings of some height and bulk on the site. The location is also distinctly urban rather than suburban, which supports this premise, subject to appropriate assessment and testing.</p> <p>We would encourage a design approach and palette of materials that is contextual, responding to Rochdale's distinct character. Similarly, with regards to boundary treatment, we would welcome careful consideration to ensure that the approach does not appear suburban, given the site's location. The HAA provides a sound basis for understanding the character of Central Rochdale and what makes it special, to help influence and inform future proposals.</p>	<p>Noted. Detailed design considerations area matters that will be assessed during the planning application process. The SPD has been updated to make reference to the importance of the HAA in the consideration of any application.</p>
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	<p>Focus Area 3: Canal Side</p> <p>Much of our interest in the area south of the railway line relates to the Rochdale Canal and its environs. The Rochdale Branch Canal - north of the listed Norwich St Mills (also called the former Sartex Mill in the SPD) - has however been infilled. The SPD provides an opportunity to set out future ambitions, such as the reinstatement of Rochdale Branch Canal. The SPD promotes enhancement of the towpath as a walking/ cycling route but is currently silent on the appetite for re-establishing the canal where it is currently infilled or extending any route through the existing industrial uses that extend across the alignment of the former canal. The value of blue and green infrastructure in both urban and residential areas is ever more significant, given the current pandemic. We welcome proposals that aim to enhance the alignment of the canal corridor as a walking/ cycling route to the station or as linear parkland, and do not prohibit the re-establishment of the canal into the future.</p> <p>The SPD refers to three distinct land parcels for future development (and includes some information on densities within), but the SPD does not identify where these parcels are. Notwithstanding, we would in principle support the retention and sympathetic reuse of Norwich St Mills (Sartex Mill), an underutilised designated heritage asset. We would encourage the early assessment of heritage significance to aid the informing and testing of proposals, given the presence of assets such as Norwich St Mills.</p>	<p>Noted. The SPD has been updated to make reference to the need for early assessment for any future development proposal.</p>
	<p>General - The SPD makes reference throughout to appropriate heights and residential density including within the section 'Heights Strategy'. We recommend that this is underpinned by a full understanding of heritage significance in order to help achieve the vision.</p> <p>We would also encourage you to set out within the SPD the assessment and testing process that a scheme needs to be supported by in relation to the historic environment (for e.g. when Townscape and Visual Impact Assessment is required).</p> <p>To conclude, whilst we support the vision for the Rochdale Station Area SPD, and welcome many of its aspirations, we do feel that the historic interest of the area could be brought out more strongly within the SPD. The Central Rochdale Historic Areas Assessment (HAA) prepared by Historic England (Research Report Series no. 56-2019) would be a useful point of</p>	<p>Noted. The SPD has been updated to make reference to the need for the required assessments for any future development proposal.</p>

	reference for you in drawing this out, and it can be used to help positively influence future redevelopment.	
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Table 2 - Comments from Individuals

Individual	Comment	Council Response
Kenneth Foster	Your new plans for a square on the old canal basin, I would rather see the canal opened up again! Multiple benefits all round!	Noted. The document does not preclude the ability for the canal to be opened up at a future date.

<p>Mr J Reeves.</p>	<p>After perusing the SPD proposed plans for improving Rochdale Railway Station, I personally with a little forward thinking would have brought both stations together at the same point as they have in Frankfurt and Amsterdam. Passengers can disembark the trains and embark onto the bus or tram services within the same area rather than have shuttle busses take them to the bus station, it just does not make any sense whatsoever, and a little more thought should be given to items outlined in my email, before giving the green light on such an important issue for the long term benefit to all.</p>	<p>Noted. The position of the train station and Metrolink are matters of which this SPD cannot alter.</p>
<p>Martina Valaskova</p>	<p>Rochdale's historical canal basins near Drake Street are destined to be built over and replaced with modern flats. This proposal does not incorporate any elements of a waterside development that would bring environmental, regenerative, economic and job creation opportunities to this neglected area. Building over rather than restoring the Rochdale Canal Basin is thinking of quick profits. We could literally lift the town centre.</p>	<p>Noted. The document does not preclude the ability for the canal to be opened up at a future date.</p>

Curtain Theatre	<p>We currently have a reciprocal arrangement with Nye Bevan Car Park for secure car parking during our performance weeks. Nye Bevan Car Park area is marked on the plan for "longterm redevelopment" The Anne Street car park marked on the plan is not adequate as it stands at the moment unless there are plans to expand this. The Park and Ride area is too far away. There needs to be adequate car parking provided in the area to meet our needs. Lack of safe secure parking will cause us enormous problems</p>	<p>Noted. The document provides adequate car parking to meet the needs of the surrounding area whilst balancing the importance of sustainable travel opportunities.</p>
	<p>With the closing of Lower Tweeddale Street up to Anne Street exit and pedestrianisation of Milkstone Road from Tweeddale Street up to William Street our only access seems to be Anne Street via Milkstone Road/Miall Street. Not sure what the access arrangement is for Dowling Street from the proposed square. There is also mention that access to Mikstone Road will be "limited to residents only" and the Curtain Theatre is highlighted in this area. This will either limit our access and could even cause major congestion problems.</p>	<p>The document has been updated to provide clarity on the proposed pedestrian priority arrangements.</p>

Steve Murray	<p>It's imperative that any proposal for the area around Rochdale Station & Drake St. doesn't include building over the site of the former Rochdale Canal Basin. This area of land should be preserved for potential future conversion into a marina and associated centre (including shops, cafes, boating facilities, even a museum) for future generations of canal users and the local population to enjoy. Seeing such a proposal coming to fruition would be of major benefit to Rochdale and add to the economic and cultural regeneration of the town. To preclude this possibility by building over it would not only be cultural vandalism but economic illiteracy for which RMBC would not be forgiven. This is our heritage, just as much as the Town Hall, for instance. Value it, preserve it and allow it to be revitalised in future.</p>	Noted. The document does not preclude the ability for the canal to be opened up at a future date.
Andrew Titterton - Studio KMA	<p>The SPD refers to "vacant sites such as the former Iceland store off Well I' Th' Lane".</p> <ul style="list-style-type: none"> • Please note that the site is not vacant. • The Iceland Foods store is still trading, and is in fact, one of the most profitable stores within the Iceland Foods portfolio. • Reference should be made to the former Kwik Save Precinct (and not the former Iceland store). 	Noted

	<p>The SPD suggests that the canal side should maximise the benefits of waterside living and seek active frontages to the canal within the 'Canal Side Focus Area' - which includes the MSS owned site. However, the SPD also suggests that Rochdale Council seek low density housing for the site we discussed, with an emphasis on quality of public realm.</p> <ul style="list-style-type: none">• There appears to be no understanding of the topography of the Iceland Food store site.• There is a 4-5m change in level between the site and the canal level.• How can active frontages to the canal be achieved with low density housing at this location?• There appears to be no appreciation of residential values in the area or an understating of commercial viability.• High quality, low density housing will not be commercially viable due to the extremely low housing values in the area.	
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	<p>The SPD suggests incorporating access to the application site from Greenfield Lane.</p> <ul style="list-style-type: none">• There appears to be no understanding of the topography of the Iceland Food store site.• There is an 8-9m change in level between Greenfield Lane and the Iceland Food store site.• How would Rochdale Council envisage a physical link is created considering this change in level?• Would the link be considered for vehicles and pedestrians?• There appears to be no appreciation that Greenfield Lane is unadopted and, the majority of which, is privately owned land.• How would Rochdale Council envisage factoring in a physical link between two separate private landowners?	
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	<p>The SPD suggests seeking a new tow path on the southern side of the canal.</p> <ul style="list-style-type: none">• The SPD refers to a continuation of a tow path on this side of the canal. There appears to be a lack of understanding that there is no current tow path on the southern side of the canal.• In terms of a creating a new tow path, and assuming a continuation of this is along the southern edge of the canal, how would this be created at the intersection of the site we discussed, and the former mill site accessed from Greenfield Lane?• How do the Council envisage the physical barrier and, the changes in level at this location being handled?• There is an existing tow path to the north of the canal. Would it not be more suitable to focus efforts on the upgrade of this to further encourage walking, cycling etc?• Due to the topography, a tow path on the southern side of the canal will create unnecessary overlooking and, security issues with any the future residential accommodation aimed to maximise the benefits of waterside living and provide an active frontage to the canal.	
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	<p>The residential scheme mentioned in the bullet above has to be of a higher density than you suggest in your SPD to deliver on the following facets: Viability: We need a particular density to ensure that the numbers can work given that the sales values are so low in the area. It is also our intention to deliver a 100% affordable scheme (shared ownership and affordable rent) that will go a long way to supporting the RBC affordable targets which are rarely delivered due to viability challenges. Note: the viability of a scheme of this nature is only achievable with Homes England grant and potential 106 support from RBC given that the construction of the local homes alone will exceed the sales values</p>	
	<p>Servicing a local need: Whilst SVH haven't undertaken a Housing Needs Survey yet we know from years of working in the area that a solution to tackling local overcrowding with equally local homes is of a critical nature and we want to work with RBC to be part of the solution</p>	
<p>Avison Young</p>	<p>The SPD promotes the emerging GMSF guidance on minimum net residential densities. A table setting these out is included at Figure 8 of the SPD with the minimum density of 120dph applicable to 'designated town centres' outlined red. However, it is not clear from the actual SPD text whether this is the target minimum density for the SPD area, or whether the lower minimum density applicable to areas within 400m of the station applies. This might ultimately be a moot point for us given that the development principles for Focus Area 3: Central Park state it is identified to deliver up to 500 dwellings. Nevertheless, I</p>	<p>Noted.</p>

	just wanted to flag this as the SPD could be more clear in this regard.	
	The development framework masterplan shows a 'key cycle route' going north-south directly through the centre of the Central Park site. I understand there is potential for the cycle route associated with Phase 1 of the Neighbourhood to be directed around, rather than through, the site (albeit the proposals are obviously still being worked up). Could an additional note of clarification be included alongside the masterplan framework stating that the 'key pedestrian cycle routes' as shown are illustrative, and the actual routing will be agreed as applications come forward?	Any application submitted would be assessed on its merits with the figure within the document utilised for a guiding point rather than the exact route.
	Figure 18 – shows the site layout for Central Park. We don't have any objection to including this in the SPD. However, I would suggest adding a note to make clear this layout is also illustrative. We would welcome the opportunity to provide a more up to date layout as the proposals for Neighbourhood are developed. This could be included at Figure 18 before the final SPD is published, to make sure it is reflective of the most up to date scheme.	The figure has been updated to be more flexible, removing specific building positions.

