



# Draft Allocations Plan

September 2018



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### 1. Introduction

All local planning authorities are required to prepare a local plan that provides a vision and a framework for the future planning of their area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure. It also provides a basis for safeguarding the environment, adapting to climate change and securing good design. Local plans are the starting-point for considering planning applications and provide a critical tool in guiding decisions about individual development proposals.

The council adopted Rochdale's Core Strategy in October 2016. The Core Strategy sets out the long term spatial strategy for the future development of Rochdale Borough and promotes the delivery of jobs, homes and growth across the borough. The Allocations Plan will support the Core Strategy. It proposes detailed planning policies, area designations and site allocations for specific types of development to meet the boroughs needs for new homes and jobs through to 2028. It provides the details needed to deliver the spatial vision, strategic objectives and scale of growth outlined in the Core Strategy.

The Allocations plan will show:

- Sites for new housing development to deliver at least 460 additional homes per year up to 2028;
- Sites to deliver around 210 hectares of employment development up to 2028;
- The extent of designated employment areas;
- Proposals for new transport infrastructure;
- Town, District and Local Centres boundaries and primary and secondary shopping frontages;
- The Green Infrastructure Network and associated designations, including open spaces, playing pitches and protected open land;
- Areas of safeguarded land for flood risk management.

Once adopted the Allocations Plan will form part of Rochdale's Local Plan and supersede the remaining policies in the Unitary Development Plan.

Both the adopted Core Strategy and the draft Allocations Plan offers additional Development Management policies and should be read together.

## 2. Vision and Spatial Strategy

The spatial vision for Rochdale's Local Plan, as set out in the Core Strategy, is *'to become a prosperous borough: to grow our economy and develop our place through co-operation and partnership, improving the lives of local people'*.

In order to deliver our vision for the borough in 2028 we have identified five Strategic Objectives that we need to, and want to, achieve. Our objectives, if we are to achieve a more sustainable borough with a better quality of life for residents, are as follows:

- **SO1 – To deliver a more prosperous economy;**
- **SO2 – To create successful and healthy communities;**
- **SO3 – To improve design, image and quality of place;**
- **SO4 – To promote a greener environment;**
- **SO5 – To improve accessibility and deliver sustainable transport.**

The vision and Strategic Objectives are about what the Council wants to achieve and how the Borough as a whole and the Townships should be shaped. This includes the overall spatial strategy for the borough and this is illustrated through the Core Strategy Key Diagram. Further details on the vision and Strategic Objectives and their delivery can be found in the Core Strategy.

### Township Visions and Strategic Priorities

The Core Strategy sets out a vision and strategic priorities for each Township which the Allocations Plan along with the Core Strategy seeks to deliver against. This will help to achieve our spatial vision and strategic objectives for the Borough as set out above. Full details of each Township vision and strategic priorities are set out in the Core Strategy.

### 3. Policy Context

The preparation of the Allocations DPD has taken into account the relevant national and local planning policy context. The Allocations DPD has also been informed by a detailed evidence base.

#### National Policy

National planning policy is set out within the National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance, which covers elements of spatial planning and how the planning system should operate. This policy framework covers broad topic areas such as plan preparation, housing, employment, town centres, built heritage, Green Belt and biodiversity and the creation of strong, safe and prosperous communities. Local authorities are required to take national policy into account by ensuring that their plans and policies are consistent with this national guidance. National planning policy is also material to the consideration of individual planning applications and appeals.

Some of the key NPPF requirements that are relevant to the Allocations DPD are to:

- allocate sites to promote development bringing forward new land and where necessary providing detail on the scale, form access and quantum of development;
- deliver a wide choice of high quality homes that people want and need and increase the supply of housing;
- create sustainable, inclusive and mixed communities;
- plan proactively to meet the needs of businesses and support and economy fit for the 21st century;
- promote the vitality and viability of town centres and meet the needs of consumers for a high quality and accessible retail service;

#### Rochdale Core Strategy

The Rochdale's Core Strategy was formally adopted on 19<sup>th</sup> October 2016 and forms part of the Local Plan for the borough. The Core Strategy provides the strategic planning framework for the borough's future development needs up to 2028. A range of policies sets out how these needs can be met while at the same time achieving social and environmental objectives. The Core Strategy provides the context for the policies, site allocations and designations contained within this Allocations DPD.

The Core Strategy contains a number of key objectives that influence the content of the Allocations Plan:

- delivery of the housing requirements;
- providing sufficient land for employment development and economic growth;
- promoting the viability and viability of Town, District and Local Centres;
- protecting key open spaces and wider green infrastructure;
- ensuring that development proposals are delivered in tandem with the necessary improvements in physical and social infrastructure such as flood mitigation, park and ride sites etc.

## 4. Proposals Map

The following policies identify sites and/or areas that will be shown on the draft Proposals Map that will accompany the Allocations Plan. These will be referred to within the policies themselves with reference to the Proposals Map.

In addition to sites/areas referred to in the Allocations Plan policies, there are several policies within the Core Strategy that are not repeated here but where the policy within the Core Strategy does refer to a site/area that needs to be shown on the Proposals Map. The relevant policies and designations to which these relate are set out as follows:

- Green Belt;
- Protected Open Land;
- Conservation Areas;
- Sites of ecological, geological and geomorphological importance (including Sites of Special Scientific Importance, Sites of Biological Importance, Local Nature Reserves, Special Protection Areas and Special Areas of Conservation);
- Rochdale Canal;
- Critical Drainage Areas.

Core Strategy policy G8 makes reference to areas at risk from flooding. Since these can change depending on more up to date evidence and modelling information (e.g. after a major flooding event) it is not appropriate to show these on the Proposals Map.

For more information and the most up to date boundaries relating to areas at risk of flooding visit [www.gov.uk](http://www.gov.uk).

For the purposes of this consultation the focus of the maps is to show new allocations/designations and changes to existing allocations/designations. These will be published within a Map Book to accompany this phase of the consultation. The final Proposals Map will be published at a later stage of plan preparation.

## 5. Delivering a more prosperous economy

### Strategic Objectives

**SO1 -To deliver a more prosperous economy** we will focus on:

1. Identifying quality employment sites and areas to increase the number and range of jobs and employment levels;
2. Developing the rural and visitor economies particularly in the northern Pennine fringe;
3. Establishing strong thriving attractive town centres, particularly Rochdale town centre;
4. Ensuring good transport accessibility to jobs and markets within and beyond Greater Manchester;
5. Supporting provision of educational facilities to improve skills; and
6. Building on the borough's assets and improving its image to attract investment.

### Employment

Rochdale Council is committed to promoting sustainable economic growth to enhance Rochdale's role within Greater Manchester by promoting investment and providing the sites needed for growth. This will ensure that Rochdale contributes positively to the economic growth of Greater Manchester as a whole, and in particular the economic performance of the northern part of the conurbation. To achieve this, a supply of suitable, flexible and diverse employment land is required to be available throughout the plan period to meet the development needs of business and support the local economy up to 2028.

### Employment Targets

To meet these priorities Policy E2 of the Core Strategy sets out the need to manage the supply of employment land by ensuring that 210 hectares of employment land for Class B1 (Business, other than those that fall within A2), B2 (General Industrial) and B8 (Storage or Distribution) uses is provided.

The table below shows how this requirement will be met over the period 2012-2028.

	Hectares (ha)
Take up between 2012- 18	59.92
Expected windfall employment sites	23.40
Proposed allocations	142.36
<b>Total</b>	<b>225.68</b>

This shows a slight oversupply against the requirement but this provides some flexibility in ensuring that the employment needs of the borough are met in full.

### Supply of Employment sites

Policy A1 allocates sites across the Borough to meet the objectives set out in the Core Strategy for employment development. Both new employment sites and existing employment sites are allocated under Policy A1 for economic development uses within Use Classes B1, B2 and B8, in order to maintain a range of size and type of employment sites required through the plan period.

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The sites proposed have been assessed to determine their total contribution towards an overall borough requirement of 210 hectares of employment land. Sites which either have planning permission for general employment uses (over 0.2 hectares) including town centre sites less than 0.2 as at 15/03/2018 and/or were allocated for employment in the Unitary Development Plan (2006) are to be retained.

### Policy AL/1 – Employment Land Supply

The employment sites listed in the table below and identified on the Proposals Map are allocated for employment uses within Use Classes B1, (Business) B2 (General Industrial) and B8 (Storage or Distribution).

Site No.	Name	Address	Site area (ha)
AL/EMP/1	Kingsway Business Park	Kingsway, Rochdale	51.37
AL/EMP/2	Cowm Top (Crown Business Park)	Cripplegate Lane, Castleton	2.33
AL/EMP/3	Buckley Road	Buckley Road, Rochdale	0.93
AL/EMP/4	Heywood Distribution Park	Pilsworth Road, Heywood	7.66
AL/EMP/5	Smallbridge Business Park	Riverside Drive, Rochdale	2.41
AL/EMP/6	Pilsworth Road	Pilsworth Road, Heywood	0.63
AL/EMP/7	Eagle Technology Park	Queensway, Rochdale	0.38
AL/EMP/8	Sandbrook Business Park	Sandbrook Way, Rochdale	1.3
AL/EMP/9	Land West Of Canal Basin	Oldham Road, Rochdale	0.53
AL/EMP/10	Sefton Street AoO	Sefton St/Green Lane/Railway St, Heywood	4.66
AL/EMP/11	Land Off Finlan Road, Stakehill	Land Off Finlan Road, Rochdale	1.22
AL/EMP/12	Land Off Riverside Drive	Riverside Drive, Rochdale	0.41
AL/EMP/13	Land Off Chichester Street	Chichester Street, Rochdale	1.61
AL/EMP/14	Land Off Quay Street	Quay Street, Heywood	0.69
AL/EMP/15	Land At Caldershaw Centre	Ings Lane, Rochdale	0.27
AL/EMP/16	Land South Of Bury New Road	Bury New Road, Heywood	0.64
AL/EMP/17	Land Off Todmorden Road	Todmorden Road, Littleborough	0.58
AL/EMP/18	Jackson Street	Jackson Street, Rochdale	0.32
AL/EMP/19	Waterfold Farm (Pc World)	Heap Bridge, Heywood	2.05
AL/EMP/20	Site of Former Liquid Rock Club	Greenwood Street, Rochdale	0.3
AL/EMP/21	Former Woolworths Site	Royle Barn Road, Rochdale	3.01
AL/EMP/22	Land At Royle Barn Road	Royle Barn Road, Rochdale	1.01
AL/EMP/23	Land between 21 Baillie Street and Bell Street	Bell Street, Rochdale	0.07
AL/EMP/24	Spotland Bridge New Mill	Mellor Street, Rochdale	0.82
AL/EMP/25	Stakehill Industrial Estate	Touchet Hall Road, Middleton	4
AL/EMP/26	Lemonpark Industrial Estate	Unit 1-3 Lemonpark Industrial Estate, Green Lane, Heywood	0.22
AL/EMP/27	Naylors Equestrian Llp	Naylors Equestrian Llp, 100 Mellor Street, Rochdale,	0.27
AL/EMP/28	Hanson Street Industrial Site	Hanson Street Industrial Site Middleton	0.81
AL/EMP/29	Birch Industrial Est	Birch Industrial Est, Heywood	5.6

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AL/EMP/30	Bradferns	Oldham Road, Rochdale	0.7
AL/EMP/31	Ladyhouse Works	Newhey Road, Milnrow, OL16 4JD	0.26
AL/EMP/32	Land Adjacent To Unit 1, Meadowcroft Mill	Meadowcroft Mill, Bury Road, Rochdale, OL11 4AU,	0.2
AL/EMP/33	Land Bound By Manchester Road, Hareshill Road And Pilsworth Road	West Of Junction 19 Of The M62, Rochdale	45.1
		<b>Total</b>	<b>142.36</b>

The employment allocation sites will ensure that Rochdale will have enough employment land to accommodate the demand for new sites over the plan period. These sites will help ensure that Rochdale's economy can grow, maximising opportunities for local communities to prosper.

Employment land allocations will be subject to protection under Policy E2 of the Core Strategy.

The existing and new employment zones within the borough are identified on the Proposals Map and covered by policy E2 of the Core Strategy.

Plans showing the site boundaries of employment sites proposed for allocation for employment uses can be found in the accompanying Map Book.

### Kingsway Business Park

Kingsway Business Park is a regionally significant inward investment site which extends to over 100ha and is strategically located on the M62.

Although around half of the site has been completed the remaining land available within Kingsway Business Park still represents a large proportion of the total provision of employment land in the Borough. As well as providing high quality employment land, the scale and nature of Kingsway Business Park means that a wider range of complimentary and ancillary uses may be considered appropriate on certain sites within the business park.

#### Policy AL/2 - Kingsway Business Park

Kingsway Business Park is allocated primarily for employment development (B1, B2 and B8).

Other complimentary and ancillary uses may be considered acceptable within Kingsway Business Park provided they are considered appropriate in terms of their scale and location. These uses include:

- a) small scale retail, financial and other offices to serve the need of employees in the Business Park;
- b) residential development;
- c) hotel and leisure related uses; and
- d) community uses, including improved health facilities and local services.

### Town, District and Local Centres

The Core Strategy establishes the various roles of the different types of centres existing in Rochdale. Rochdale town centre will continue to develop its role as the sub-regional centre for retail, culture, leisure and employment.

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Middleton, Heywood and Littleborough town centres will continue to perform an important role in providing for weekly and day-to-day shopping requirements, employment, community facilities and leisure opportunities in easily accessible locations. They can minimise the need to travel, by providing the opportunity for 'linked trips' to shopping, employment and other frequently used services.

### Centre and shopping area designations

The Core Strategy establishes the broad principles for development within the Town, District and Local Centres (which are identified in Policy E1), with the Site Allocations Plan providing further detail, where required, on the specific interpretation of centre boundaries, Primary Shopping Areas (PSA) and particularly Primary Shopping Frontages (PSF) and Secondary Shopping Frontages (SSF).

#### Policy AL/3 - Designations of centre boundaries

The borough's retail hierarchy is defined as:

Centre	Name	
<b>Principal Town Centre &amp; Sub –Regional Centre</b>	Rochdale	Provides the focus for future retail growth in the borough and will accommodate the majority of new developments
<b>Town centres</b>	Middleton	Plays a supporting role to the Sub-Regional Centre and will accommodate new development and growth to serve localised catchments.
	Heywood	Aims to improve the retail offer and promote a greater diversity of uses such as office, leisure and cultural facilities.
	Littleborough	Meets the basic needs of the local catchment and expand the role as a visitor, recreational and leisure location.
<b>District Centres</b>	Milnrow	Will meet day to day shopping and service needs and serve a localised catchment.
	Castleton	
<b>Local Centres</b>	(see list of centres in Appendix 1)	Provides walk-in convenience shopping and limited local services.

#### Centre Boundaries

Centre boundaries have been drawn to accommodate a broad core of main town centre uses, largely consisting of shopping, leisure, office and services. Boundaries may have been amended to accommodate sites with planning permission, known development proposals or sites which could accommodate town centre growth.

#### Primary Shopping Areas

Primary Shopping Areas (PSA) are defined where the area of retail activity is concentrated. In Rochdale Town Centre, the PSA includes the UDP designation and the new approved 'Riverside' retail and leisure led

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mixed use scheme – the full extent of the shopping area will be determined in the next stage of consultations as the Riverside scheme is developed. In Middleton, Heywood and Littleborough, a separate boundary has been identified. In District and Local Centres the PSA is the same as the centre boundary. For sequential testing purposes, unless policies specifically state otherwise, the Primary Shopping Area represents in-centre for A1 retail proposals (in accordance with National Policy). Therefore, unless policies specifically state otherwise, A1 retail proposals outside of Primary Shopping Areas but within centre boundaries will be considered as out of or edge of centre depending on distance from the Primary Shopping Area. For all other town centre uses, the centre boundary will be considered as in-centre. For District and Local Centres, it is not appropriate to have a Primary Shopping Area and therefore all main town centre proposals outside of the centre boundary will be considered as out or edge of centre if it is immediately adjacent to the centre boundary.

### Protected Shopping Frontages

Policy E1 of the Core Strategy establishes the need to safeguard the core retail function of the PSA through restricting certain non-A1 retail and retail uses within PSF and SSF, for reasons of vitality. Primary Shopping Frontages - In addition to the above policy requirements, the council will only permit developments or changes of use within the primary shopping frontages where 80% of the ground floor frontage subsequently remains in A1, A2 or A3 use. Appendix 6 provides details of the primary shopping frontages.

#### **POLICY AL/4 – Shopping Areas in Town Centres**

Each town centre contains a key shopping area which comprises:

- (a) Primary Shopping Frontage; and
  - (b) Secondary Shopping Frontage,
- as shown on the Proposals Map.

Within the Primary Shopping Area, all new development should provide an active frontage at ground floor level or mall level, contribute to the vibrancy of the centre and promote the objectives of Core Strategy policy E1.

1) Within the Primary Shopping Frontages of Rochdale, Middleton Heywood and Littleborough, the change of use of A1 shops at ground floor or mall level will not be permitted where a proposal would:

- a) result in the proportion of A1 retail frontage length falling below 80%. Where this proportion is already below 80%, proposals for non-A1 uses will normally be refused; and/or
- b) lead to an over-dominance of more than two separately occupied non-A1 uses adjacent to each other, and it will not adversely affect the vitality and viability of the Primary Shopping Frontage;

2) Within secondary frontages, a mix of town centre uses will be permitted provided that the proposal would not:

- (a) result in the proportion of A1 retail frontage length falling below 50%. Where this proportion is already below 50%, proposals for non-A1 uses will normally be resisted; and/or
- (b) harm the viability and vitality of the secondary shopping frontage.

3) Non-main town centre uses will not normally be permitted within identified frontages.

Designated shopping frontages identified in Rochdale, Middleton, Heywood and Littleborough town centres are generally areas with the highest concentration of retail activity. The maintenance of the appropriate retail profile is important to the shopping function and character of these town centres.

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Accordingly, it is considered that Primary Shopping Frontages will typically be occupied by a majority of A1 retailers selling goods at ground floor and mall level. Secondary frontages provide more scope for wider variety of uses, but it is still anticipated that 50% will be in A1 retail use at ground floor or mall level.

### District and Local Centres

District and Local Centres will generally meet the day-to-day needs of the local community. District and Local Centres are considered appropriate for a low level of retail growth in relation to the role and function of the centre within the hierarchy.

#### **POLICY AL/5 – District and Local Centres**

##### **District centres**

1. To ensure the continued vitality and viability of district centres, as defined on the Proposals Map, the Council will:

- Allow development of main town centre uses that are of an appropriate scale and character for that centre and the catchment area it serves; and
- Not allow development involving the change of use of a shop to a non-shop use where this would result in an over proliferation of any one use type in the centre, other than A1 retail, with particular reference to hot-food takeaways (A5).

##### **Local centres**

2. The change of use from A1 to non-A1 uses within local centres will only be permitted where it can be demonstrated the proposal would not detract from the vitality or viability of the Local Centre in terms of the mix and type of uses.

3. All development should ensure an active shop frontage at ground floor level to maintain and enhance the vitality and viability of the centre.

Through this Allocations Plan it is proposed that Castleton Local Centre is upgraded to a new District Centre. The latest Retail and Leisure Study concluded that Castleton centre plays an important role to residents and provides a variety of uses which is similar to Milnrow District Centre. These two centres are materially larger in terms of floorspace than other designated Local Centres, and perform important wider town centre functions, both in terms of administrative, retail, leisure and office functions.

In terms of Local Centres, it is proposed that 44 Local Centres are identified. The policy above will also apply to any new developments created which are considered appropriate to be identified as a Local Centre. A list of all the Local Centres can be found in Appendix 2.

It is not considered that these centres accommodate such a range of non-A1 uses that there is a requirement to identify a separate primary shopping area, or primary and secondary shopping frontages. As a consequence, and for the purpose of sequential approach to main town centre uses, sites within and on the edge of the centre boundary are appropriate for consideration.

The use of upper floors of retail premises (A1-A5) within town, district and local centres, for residential use, will be supported where they accord with other policies in the Local Plan.

## 6. Creating successful and healthy communities

### Strategic Objectives

**SO2 -To create successful and healthy communities** we will focus on:

1. Delivering sufficient housing to meet demand;
2. Improving the range of housing to meet everyone's needs and aspirations, including affordable housing and more high value housing;
3. Creating well designed desirable housing areas to retain and attract residents;
4. Focusing housing growth where it helps to deliver regeneration and economic growth (e.g. inner areas and deprived housing estates);
5. Ensuring that new housing is supported by community facilities, service infrastructure, open space etc.; and
6. Improving the general health and quality of people's lives through better access to health facilities and services, education, community and cultural facilities and open space.

### Delivering the right amount of housing in the right places

The Core Strategy sets out a requirement to deliver 460 additional dwellings per annum in the period 2012 to 2028. This policy identifies the sites to meet this requirement taking account of development that has taken place in the borough since 2012.

#### Requirement

The overall requirement set out in the Core Strategy is 7,360 additional homes in the period 2012 – 2028. Between 2012 and 2018 there have been 2,450 additional completions in the borough and therefore this leaves a requirement of 4,910 over the rest of the plan period.

This is a net requirement and therefore the identified supply needs to make allowance for clearance over the plan period. The 2018 Strategic Housing Land Availability Assessment (SHLAA) makes an allowance to clear 95 dwellings per annum for the first 10 years (950 dwellings in total) and then revert back to 20 dwellings per annum after that. This approach is to take account of known regeneration led clearance over the next 10 years. This means that the gross requirement over the remainder of the plan period is 5,860 (i.e. 4,910 + 950).

#### Identified Supply

The total supply identified in the SHLAA as at 1st April 2018 is 10,149. However, the period covered by the SHLAA is longer than that of the Core Strategy and therefore the total supply over the Core Strategy period is 9,112. This demonstrates that the requirement for new dwellings in the borough up to 2028 can be met. The requirement in the Core Strategy is not a ceiling and therefore can be exceeded on appropriate sites.

#### Small site allowance

The Allocation Plan covers the period up to 2028 and in this time it is likely that a number of small sites (i.e. less than 5 dwellings) will come forward that are not currently identified. To take account of this, a small site allowance is assumed after 2023 to account for those small sites that will come forward in this period that are not currently identified. An allowance for small sites based on past trends (2012-2018) would equate to 30 dwellings per annum going forward. However, because there are a small number of sites less

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than five dwellings in the supply for the period 2023-28 (28 dwellings in total) these need to be considered as part of any allowance for this period to avoid double-counting. Taking account of this gives a small site allowance of 24 dwellings per annum in the period 2023-2028. This calculation is shown below.

$$30 \text{ pa allowance} \times 5 \text{ (2023-2028)} = 150$$

$$150 - 28 \text{ (dwellings in supply 2023-2028)} = 122$$

$$122 / 5 = 24$$

$$24 \times 5 = 120$$

This gives an additional 120 dwellings from this source in the period 2023-28.

### Policy AL/6 - Sites allocated for residential development

The following list sets out those sites which are allocated for residential development over the plan period. This does include sites which have planning permission as it is necessary to identify them in the event that the permission expires. Only sites of 10 dwellings or more have been identified for allocation within the plan

The sites below are split by Township with information in relation to area, estimated capacity and whether or not the site has planning permission.

#### HEYWOOD

Site Ref	Location	Area (ha)	Capacity	Planning permission
AL/HOU/1	Land To South Of Heywood Distribution Park, Hareshill Road, Heywood*	76.47	1000	No**
AL/HOU/2	Site To South Of Heywood Town Centre, Heywood	3.38	109	No
AL/HOU/3	Mutual Mills, Mutual St, Heywood	4.68	390	No
AL/HOU/4	Former Bamford Squash, Bamford Rd, Heywood	1.06	42	No
AL/HOU/5	Land Off Cedar Avenue, Kirkstall Avenue And Claybank Street, Heywood	0.89	46	Yes
AL/HOU/6	The Sutherland Centre, Sutherland Road, Heywood	0.48	17	Yes
AL/HOU/7	Land At Cross Street, Heywood	0.48	19	No
AL/HOU/8	Land On The Corner Of Ash St And Peel Lane, Heywood	0.37	14	No
AL/HOU/9	78 Peel Lane, Heywood	0.27	13	Yes
AL/HOU/10	Land To The Rear Of, 1-3 The Brooklands, Heywood	0.26	16	Yes
AL/HOU/11	Land Off Gregge Street, Heywood	0.24	10	No
AL/HOU/12	Land Bounded By Bethel Street, Earl Street & Taylor Street, Heywood	0.05	14	Yes
	<b>Total</b>	<b>88.63</b>	<b>1690</b>	

\* Note that this is a mixed use site containing housing, open space, sports pitches, a new school and a local centre. \*\* Resolution to grant

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### MIDDLETON

Site Ref	Location	Area (ha)	Capacity	Planning permission
AL/HOU/13	Land At British Vita / Hilton Fold Lane, Middleton	13.68	358	Part
AL/HOU/14	William Street, Middleton	4.17	60	No
AL/HOU/15	Land At Langley Lane / Hollin Lane, Middleton	22.75	510	Yes
AL/HOU/16	Bonscale Park (Off Rothay Drive), Langley	2.10	50	No
AL/HOU/17	Land At Boothroyden Road And Factory Brow, Middleton	1.68	67	No
AL/HOU/18	British Vita Training Centre, Green Street, Middleton	1.36	47	No
AL/HOU/19	Land Off Stainton Drive, Site D, Langley	1.33	40	No
AL/HOU/20	Land At Keswick Close, Langley, Middleton	1.28	98	Yes
AL/HOU/21	Threlkeld Park (Bounded By Threlkeld Road,, Bowness Road And Gatesgarth Road), Langley	1.18	35	No
AL/HOU/22	Land Between Hazelhurst Drive And Tintern Road, Middleton	1.05	25	Yes
AL/HOU/23	Land Off Glen Grove / Wade Street, Middleton Junc, Middleton	1.05	41	No
AL/HOU/24	Warwick Mill, Oldham Road, Middleton	0.92	147	No
AL/HOU/25	Land Off Fielding Street, Middleton	0.80	49	No
AL/HOU/26	Land At Newby Drive, Langley	0.65	20	No
AL/HOU/27	Burnside Crescent / Rattray Drive, Langley	0.49	16	No
AL/HOU/28	Land West Of Mills Hill Road, Middleton,	0.47	34	Yes
AL/HOU/29	Derwent Rd / Kentmere Dr, Langley	0.41	12	No
AL/HOU/30	Land Rear Of Tesco, 408 Oldham Road, Middleton	0.39	36	No
AL/HOU/31	Borrowdale Park (Site Off Borrowdale Road), Langley	0.32	10	No
AL/HOU/32	London House, Middleton	0.25	42	No
AL/HOU/33	Land at junction Wood St/Factory St, Middleton	0.07	22	No
	<b>Total</b>	<b>56.40</b>	<b>1719</b>	

### PENNINES

Site Ref	Location	Area (ha)	Capacity	Planning permission
AL/HOU/34	Land At Dyehouse Lane, Smallbridge	7.66	150	No
AL/HOU/35	Former Akzo Nobel Site, Hollingworth Road, Littleborough	7.5	174	No
AL/HOU/36	Land Off New Road, Littleborough	7.45	110	Yes
AL/HOU/37	Dale Mill / Arkwright Mill, Rochdale	1.82	74	No
AL/HOU/38	Sladen Mill ,Halifax Road, Littleborough, Rochdale	1.7	40	Yes
AL/HOU/39	Land Off Durn St, Durn, Littleborough	1.34	53	No
AL/HOU/40	Former St John's Playing Field, Wardle	1.15	40	No
AL/HOU/41	Former Gas Works Site, Hare Hill Road, Littleborough	0.96	20	No
AL/HOU/42	Lad at Ealees, Littleborough	0.85	34	No
AL/HOU/43	New Ladyhouse Mill, Off Stone St, Milnrow	0.84	34	No

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Site Ref	Location	Area (ha)	Capacity	Planning permission
AL/HOU/44	Rakewood Mill, Rakewood Road, Littleborough	0.79	26	No
AL/HOU/45	Proofings Technology Ltd ,Hare Hill Road, Littleborough	0.76	36	Yes
AL/HOU/46	Dale Mill ,Dale Street,Milnrow	0.56	68	Yes
AL/HOU/47	Land Adjacent To The Ladybarn ,Harbour Lane, Milnrow	0.54	37	Yes
AL/HOU/48	Dearnley Old Hall ,New Road, Littleborough	0.39	14	Yes
AL/HOU/49	8-26, Brown Street, Littleborough	0.39	37	No
AL/HOU/50	Dene Works ,Edgar Street, Rochdale	0.26	21	Yes
	<b>Total</b>	<b>34.96</b>	<b>968</b>	

### ROCHDALE

Site Ref	Location	Area (ha)	Capacity	Planning permission
AL/HOU/51	Lower Falinge Masterplan Area	11.94	541	Part
AL/HOU/52	Dunlop, Royle Barn Road, Castleton, Rochdale	7.15	200	No
AL/HOU/53	Nixon Street,Rochdale	5.84	250	Yes
AL/HOU/54	Land At Greenbooth Road, Rochdale	5.30	60	No
AL/HOU/55	Trub Farm (West Of Canal), Manchester Road, Rochdale	5.2	167	No
AL/HOU/56	Plot X, Kingway Business Park, Rochdale	2.01	65	Yes
AL/HOU/57	Land At Castleton Sidings, Rochdale	3.48	70	No
AL/HOU/58	Land At Newchurch Street, Rochdale	2.49	116	No
AL/HOU/59	Land At Rudyard Grove, Friars Crescent, Lilac Road, Kildare Crescent And Balderstone Road,Rochdale	2.19	76	Yes
AL/HOU/60	Central Retail Park, Drake St, Rochdale	2.15	120	No
AL/HOU/61	Land At Dean Farm, Badger Lane, Rochdale	2.06	58	Yes
AL/HOU/62	Site Of Process Plastics, Norwich St, Rochdale	1.67	67	No
AL/HOU/63	Former Dexine Rubber Co. Ltd, Spotland Road, Rochdale	1.62	102	Yes
AL/HOU/64	Wr Anderton And Co, Maltings Lane, Rochdale	1.59	50	No
AL/HOU/65	Former Oakenrod School And Land At Bridgefield St, Rochdale	1.58	65	No
AL/HOU/66	Queensway Neighbourhood Centre, Well'ith Lane, Rochdale	1.46	58	No
AL/HOU/67	Lomax Transport Services, Trub Farm, Manchester Road, Rochdale	1.34	29	No
AL/HOU/68	Gowers Street, Rochdale	1.30	52	No
AL/HOU/69	1-46 The Strand, Kirkholt, Rochdale	1.08	16	Yes
AL/HOU/70	Land Between Lincoln St And Hare St, Rochdale	1.04	41	No
AL/HOU/71	Riverside Phase 2, John St, Rochdale	1.01	200	Yes
AL/HOU/72	Land Off Woodlea Chase/Stock Close/Fletton Close, Rochdale	0.77	11	Yes
AL/HOU/73	Land At Bridgefold Road, Rochdale	0.70	24	No
AL/HOU/74	Queens Drive Gateway (Including Site Of Temporary Health Centre), Kirkholt	0.51	20	No

## Draft Allocations Plan

Site Ref	Location	Area (ha)	Capacity	Planning permission
AL/HOU/75	High Birch School, Bolton Rd, Rochdale	0.61	24	No
AL/HOU/76	Norton Grange Hotel, Manchester Road, Rochdale	0.48	14	No
AL/HOU/77	Land At Milnrow Road, Rochdale	0.43	17	No
AL/HOU/78	Former KYP, Hamer Lane / Belfield Road, Rochdale	0.41	16	No
AL/HOU/79	Site Of Former Sunbank, Shawclough Road, Rochdale	0.40	14	No
AL/HOU/80	Land At Worcester St, Stoneyfield, Rochdale	0.38	15	No
AL/HOU/81	206-208 Drake Street, Rochdale	0.33	17	No
AL/HOU/82	Land To Rear Of 91 Norden Road, Rochdale	0.31	30	Yes
AL/HOU/83	Townhead Offices, Yorkshire Street, Rochdale	0.27	14	Yes
AL/HOU/84	Gowers Street / Weedon Street, Rochdale	0.27	10	No
AL/HOU/85	Land Between 395 & 421 Edenfield Road, Rochdale	0.24	10	Yes
AL/HOU/86	Land Between 9a And 23, Milkstone Road, Rochdale	0.19	12	Yes
AL/HOU/87	Land At Ramsay Place, Ramsay Terrace And Ramsay Street, Rochdale	0.19	12	Yes
AL/HOU/88	33-41 Maclure Road, Rochdale	0.05	15	No
AL/HOU/89	82-84 Drake Street, Rochdale	0.04	28	Yes
AL/HOU/90	Iversons Building, Drake St, Rochdale	0.04	12	No
	<b>Total</b>	<b>70.12</b>	<b>2718</b>	

	<b>GRAND TOTAL</b>	<b>250.11</b>	<b>7095</b>
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The above allocations include a mix of sites with planning permission and other identified sites that are considered appropriate for residential development. The list shows a good variety of sites in terms of type and size spread across the borough and they offer the potential to delivering a range of homes to meet the needs of the borough. In order to deliver the range and quality of housing required, some of the larger site in the above list may be the subject of more detailed Development Briefs. Given the size of some of the sites allocated, some of the homes on these sites will be delivered after the plan period. These allocations, along with other smaller sites, do ensure that the housing target for the plan period will be met.

The Council is keen to promote the delivery of more dwellings in and around its town centres. Town centres offer a sustainable location for residential development given the access to local services and public transport connectivity. Whilst retail will continue to be the primary use within town centres, changes to this sector means that there are opportunities to broaden the range of uses to ensure that town centres remain vibrant and attractive places to visit and work in. These opportunities include increased residential development, both new build and changes of use. Increasing the number of people living within town centres makes good use of land and buildings within the centres and also has the potential to make centres feel safer with increased levels of activity throughout the day.

The scale of the opportunity to deliver new homes will depend on the size of the centre but all town centres will provide some opportunities to deliver dwellings over the plan period. Initial work on Rochdale town centre as part of the Mayor's Town centre Challenge has identified the potential to deliver around 2000 new homes in and around the town centre. Some of this supply has already been identified in the allocations but some will come forward as windfall sites as this work progresses.

## Draft Allocations Plan

As well as general need it is important that the needs of specific groups are also met on appropriate sites and based on evidence of need.

### Older people

Over the Core Strategy period (2012-2028) the number of people aged 65 or over is projected to increase from 32,200 in 2012 to 43,900 by 2028. As people live longer the number of older people will continue to increase and this has implications in terms of housing needs and the provision required to meet these needs. This may include the need for supported living and sheltered accommodation. Whilst no sites have been specifically allocated with this plan for such housing, the Council will work with developers and providers to deliver accommodation to meet these needs on appropriate sites.

### Gypsies and Travellers

The latest Greater Manchester Gypsies and Travellers Accommodation Assessment show a small requirement within the borough for the five year period 2014-2019. This need was met through the approval of private sites within the borough during this period. An updated version of the GTAA will be produced to evidence needs for the next five years. Given that previous requirements were quite low it is not intended to identify a specific site within the Allocations DPD. The Council will continue to consider applications for gypsy and traveller provision on appropriate sites in accordance with policy C5 of the Core Strategy.

### Custom Build / Self Build

The Allocations DPD does not identify any specific sites for custom build or self-build. However, in line with emerging national guidance the list does include a number of smaller allocations which may be appropriate for custom build / self-build and/or delivery by small to medium sized developers.

## 7. Promoting a greener environment

### Strategic Objectives

**SO4 - To promote a greener environment** we will focus on:

1. Minimising Rochdale's contribution to climate change and mitigating and adapting to its adverse effects;
2. Ensuring in particular that development is energy efficient and contributes to carbon reduction;
3. Reducing the likelihood of flooding through appropriate flood risk management, especially in Rochdale town centre and parts of Littleborough and Heywood;
4. Improving our urban open spaces and making them more accessible;
5. Maximising the value of our green open areas and countryside to provide opportunities for recreation, amenity, biodiversity and flood management;
6. Minimising and managing waste and management minerals resources sustainably; and
7. Ensuring no detriment to the conservation interests of European and other protected natural sites.

### Introduction

Open green spaces (including water bodies) within the urban area have a variety of functions, including providing areas for informal and formal recreation with associated health benefits, wildlife habitats, flood alleviation, food growing, tackling the impacts of climate change and protecting heritage assets and air quality. Many of these spaces work together as corridors and functionally related green and blue infrastructure to form a 'green network' throughout the urban area and to the wider countryside.

The Core Strategy commits to sustaining and enhancing a green network and local open spaces to support growth and regeneration in the borough and provide a high quality environment that meets the needs of our community and visitors to the borough. The designation of a Green Network & other green spaces provides essential protection and ensures that their value to sustainable development and regeneration is maximised.

### Green Network

The Green Network comprises a borough wide network of green spaces and water bodies which will provide routes for wildlife to move through the urban area and walking and cycling routes connecting different parts of the borough, enhancing its quality of life and attractiveness as a place to live and work, as well as providing a range of other essential environmental services to the borough, such as reducing air pollution and managing flood risk. The Green Network also contributes to wider networks of open spaces both physically and functionally across Greater Manchester and the South Pennines and will deliver good quality access to natural greenspace for urban communities.

The Green Network will be protected against development that would compromise its integrity as a network or its ability and/or potential to provide specific and often multiple environmental services and benefits.

### Policy AL/7 - Green Network

All developments within or affecting any part of the Green Network should seek to retain and enhance the functions that the network provides and the quality of the space.

Development within all parts of the Green Network will only be permitted where:

- It is ancillary to the agricultural, recreational or cemetery use of the area or consists of flood risk management measures.
- It consists of improvements to the highway.
- It consists of the establishment or enhancement of pedestrian footpaths and cycle ways.

In all cases, development must not be:

- detrimental to the open character of the Network or be unduly obtrusive in the landscape;
- of significant detriment to the biodiversity value of the area or harmful to sites designated for their biodiversity value including Sites of Biological Importance (SBIs);
- detrimental to the recreational value of the area;
- detrimental to the flood risk management value of the area;
- detrimental to the landscape character of the area.

The likely impact of the proposal in conjunction with any other developments with extant planning consent will be taken into account.

All new developments on the edge of the urban area should provide links and improved access to the Green Network for pedestrians and cyclists wherever possible. New development must not result in severed or restricted access to the Green Network, ensuring effective connectivity with the wider countryside.

New development on sites adjacent to the Green Network should take opportunities to enhance its functions. Any major new development should, where possible, assist in creating a more cohesive and improved Green Network.

### Formal sports pitches

This policy relates to those outdoor spaces which are used for formal organised sports including school playing fields.

### Policy AL/8 – Formal Sports Pitches

The development of formal sports pitches for any other purpose will not be permitted unless one or more of the following exceptions applies:

- (i) The development is a facility ancillary to the formal sports use, such as changing rooms;
- (ii) Alternative provision in a suitable location is made to compensate for the area lost;
- (iii) The development funds improvements to existing outdoor sports facilities within the site or on another suitable site, commensurate with the provision being lost;
- (iv) The site has been identified as being surplus by the Council, such as in the

Playing Pitch Strategy.

The need to improve the health and wellbeing of the borough's residents is acknowledged in the Core Strategy.

The Rochdale Playing Pitch Strategy recognises the important contribution made by sport in the local economy and in delivering corporate objectives and provides a clear, strategic framework for the protection, maintenance and improvement of existing outdoor sports pitches and ancillary facilities. The most up to date Rochdale Playing Pitch Strategy will be used for identifying surplus sites.

**Local Urban Open Spaces and Allotments**

In line with the Core Strategy the focus will be on improvements to the quality of accessible greenspace close to where people live and work, and local urban open spaces are those which are not part of the Green Network but which are nonetheless important for informal recreation and other greenspace functions in the communities where they are located.

**Policy AL/9 - Local Urban Open Spaces**

Development proposals on these sites will only be permitted where one or more of the following exceptions applies:

- (i) The development is for a non-commercial use within a park or other outdoor recreation area, is ancillary to the recreational use of the area, would not lead to a deficiency in recreational open space in relation to present or future needs, and does not harm the recreational, townscape or nature conservation value of the remaining open space;
- (ii) Alternative provision is made of at least the equivalent quantity and quality of recreational open space, in a satisfactory location and taking account of local environmental and traffic considerations;
- (iii) The development comprises a built recreational facility of greater benefit to the local community than the open space being lost and does not result in a serious deficiency in open space in the area, and no suitable alternative brownfield site exists.

In respect of bullet point (ii) in the policy, alternative provision should, where possible, relate to the Green Network and its functions and objectives.

**Policy AL/10 – Allotments**

The development of existing allotments will not be permitted unless alternative provision is made of equal or greater area. Where new sites are provided, a high standard of external appearance, the provision of modern facilities and good access will be required.

Allotments provide a popular asset in the borough with a large demand for plots with good facilities. New development proposals that promote the creation of new allotments in appropriate locations, improve access to existing allotments or enhance the quality of existing allotments will be considered favourably subject to compliance with all other relevant policy.

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Examples of modern facilities include water supply, pathways and suitable fencing.

### **Mandale Park**

Mandale Park is located on the edge of Rochdale Town Centre and is one of the green 'stepping stones' to the wider Roch Valley. It includes more formal facilities such as a BMX track and a network of paths and open spaces, including woodland, grassland and wetland areas. The park is in need of significant investment to improve its facilities and the opportunities for sustainable management for the future.

#### **Policy AL/11 – Mandale Park**

The Council will support appropriate development proposals that will contribute to the improvement of Mandale Park in terms of:

- Public access for informal recreation including access to the wider Roch Valley;
- On-site play, sport and leisure activities for children and young people; and
- Biodiversity and landscape character including woodland, grassland and wetland habitats.

The Council will support development proposals of an appropriate scale and type which contributes to the regeneration and community use of the park. This is likely to consist of residential and/or commercial development on the Manchester Road and Roch Valley Way frontages.

### **Areas Safeguarded for Flood Risk Management**

The River Roch catchment has significant flood risks for homes and businesses; previous flood events have resulted in substantial damage and disruption to homes, businesses and key infrastructure. Measures are required to manage and reduce the risk of flooding, this includes the storage of flood water in appropriate locations to hold back and regulate excess flows of water at times of high rainfall and risk of flooding. The Environment Agency and the Council have identified flood plain locations where flood water storage capacity should be safeguarded to enhance measures to deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre.

#### **Policy AL/12 – Areas Safeguarded for Flood Risk Management**

The following sites will be safeguarded for flood risk management:

- Land at Gale, Littleborough
- Land west of Smithy Bridge Road, Littleborough
- Land at Albert Royds Street, Smallbridge

In these areas other forms of development will not be permitted and good land management will be promoted. Any development in adjacent areas should be appropriate to the protection of the safeguarded areas and not compromise their operation for flood storage.

Based on available evidence and at a time to be agreed with the Environment Agency, we will identify areas where climate change adaptive measures could be delivered i.e. additional storage and land management measures / areas where development proposals could incorporate natural flood management.

## Draft Allocations Plan

The increasing pressures of climate change may result in further provision being required in the future. Additional opportunities of provision for Flood Risk Management within the borough will be promoted and encouraged where possible to adapt to these changes.

### **Biodiversity and New Development**

This policy will help protect and enhance the borough's wildlife habitats and species and key natural resources and features.

#### **Policy AL/13 – Biodiversity and New Development**

In line with Core Strategy Policy G7 new development should seek to minimise adverse impacts on biodiversity, wherever possible achieving no net loss and where feasible delivering a net gain commensurate with the scale of the development to contribute to an overall net gain in the borough.

Where adverse impacts are unavoidable, developers will be required to ensure that they are appropriately mitigated, with suitable off site compensation measures towards loss of habitat used only as a last resort where there is no on-site alternative.

Where any mitigation and compensation measures are required, they should be appropriately scheduled and managed so as to minimise impacts that may disturb protected or important habitats and species.

Defra's 25 Year Environment Plan (2018) and the National Planning Policy Framework support the objective of conserving and enhancing biodiversity to protect existing sites and areas of importance, contribute to priority species recovery, the recreation and increase of important habitats and improving wildlife corridors and the 'stepping stones' that connect them. This will help to reverse biodiversity declines in the borough and across Greater Manchester, supporting an improved local environment with benefits for residents and the local economy.

Policy G7 of the Core Strategy sets out the aim of an overall net gain for biodiversity through development, in line with national policy and the aspirations of the Greater Manchester Strategic Framework. There is potential for all new development to play its part in securing biodiversity net gain which could consist of protecting and enhancing habitats, creating new features, sites and areas of interest and/or improving wildlife corridors and the connections between them.

Any required biodiversity net gain should be provided on site in the first instance. Where it is demonstrated that on site net gain is not possible, it will be a requirement to offset the biodiversity loss, which should be as close as possible to the development site, but where it is deemed that this is not possible, offsetting in alternative strategic locations preferably within the Green Network to deliver biodiversity or other natural environment objectives may be considered. A biodiversity 'metric' has been produced by Defra as a way of consistently measuring biodiversity value so that it can be ensured that mitigation / compensation measures achieve an appropriate net gain. This metric (system of measurement) will be used as required to calculate net gain opportunities in development proposals and the Council's approach will be reviewed in the context of any bespoke metric and/or guidance produced at a Greater Manchester level going forward.

### Areas suitable for wind energy development

Policy G3 of the Core Strategy sets out the policy for assessing proposals for renewable energy. In June 2015 a Ministerial Statement introduced two further tests when considering proposals for wind energy developments involving one or more turbines. Firstly the development site should be in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan, and secondly it has to be possible to demonstrate following consultation that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

Thus suitable areas for wind energy development need to be clearly allocated in a Local or Neighbourhood Plan. Whether a proposal has the backing of the affected local community is a planning judgement for the local planning authority.

#### **Policy AL/14 – Areas suitable for wind energy development**

Identify the whole district, excluding European Protected sites, as suitable for wind energy development, provided that proposals meet the requirements of the Ministerial Statement and Policy G3 of the Rochdale Core Strategy.

### Defined Urban Area

In meeting the development needs of the borough it is anticipated that a large proportion of this development will take place within the urban area.

#### **Policy AL/15 – Defined Urban Area**

The boundary of the defined urban area is shown on the draft Proposals Map. Outside this area, only development that is compatible with the policies in relation to Green Belt (policy G4) and Protected Open Land (policy G5).

In line with the Core Strategy's Objectives and Spatial Strategy, the Council wishes to ensure that new development, wherever possible and appropriate, is concentrated within the urban area in order to support urban regeneration and to protect the countryside. Policies relating to housing, shopping, employment uses which are specifically intended to control development within the urban context require the urban areas to be defined in order for such policies to be interpreted and applied.

## 8. Improving accessibility and delivering sustainable transport

### Strategic Objectives

**SO5 – To improve accessibility and deliver sustainable transport**, we will focus on:

1. Directing development to the most accessible locations or those that can be made more accessible by public transport;
2. Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;
3. Improving access to the public transport network;
4. Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and
5. Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.

### Introduction

This chapter sets out land allocations and detailed development management policies required to deliver Policies T1 and T2 in the Accessibility Chapter of the Core Strategy.

The Core Strategy policies are also underpinned by the Rochdale Borough Transport Strategy which sets out the Council's Transport priorities in supporting its economic, social and environmental objectives. Policy T1 presents infrastructure proposals that aim to access land use allocations identified in this document, while Policy T2 sets out a framework to maximise sustainable access to development in line with established traffic impact and development management guidance.

The Greater Manchester Combined Authority (GMCA) adopted its 2040 Transport Strategy for Greater Manchester and supporting action plan in February 2017. It provides a strategic transport framework for the sub-region with transport infrastructure improvement priorities detailed in an action plan that supports the wider Greater Manchester Strategy objectives.

The following policies support the priorities in both the Borough Transport Strategy and 2040 Transport Strategy for Greater Manchester and where land has been secured, allocates areas of land for transport infrastructure. Some proposals will be delivered as part of residential or commercial developments e.g. park and ride sites. Others such as rail and Metrolink proposals (to improve journey times and passenger comfort, provide refurbished or new rolling stock, increase line and train / tram capacity, service frequencies, deliver station / stop enhancements and electrification) can be implemented within Network Rail owned land or the existing tram network so do not require land allocations.

There are other transport improvements the Council is seeking to implement, but it has not yet secured the land or has agreements in place to allocate the land required. These include sites for new railway stations, rail freight terminals, Metrolink lines and stops, bus rapid transit routes and strategic cycle / pedestrian or highway improvements. Work will continue to protect these sites and secure agreements to deliver this infrastructure in the future. The Council will seek to improve gateways and access to / from the Borough's sustainable transport network.

Interventions highlighted in Policy T1 of the Core Strategy that have been completed or are underway have not been included in this chapter.

## **Park and Ride Facilities**

In encouraging modal shift towards public transport use, the Council will enhance access to / from the network to support the steady growth in non-car journeys within, to and from the Borough. Car parks at the Borough's Railway stations are fully occupied during the morning peak and park and ride opportunities to access Metrolink are limited to Rochdale, Newbold and a small facility at Milnrow. The prevalence of on-street parking around railway stations and Metrolink stops by passengers suggest existing provision does not meet demand, and with patronage on both of these networks steadily rising, there is a need to provide more opportunities to access local Railway and Metrolink networks to meet this and future growth in sustainable travel to, from and within the Borough.

### **Policy AL/16 – Park and Ride: Rail and Metrolink**

The Council will identify and protect suitable sites that deliver additional Park and Ride provision to serve all its Railway Station and Metrolink stops. These will be appropriately located close to stations or stops and meet the standards and specifications required by TfGM, Network Rail and the Metrolink and rail operators regarding size, lay out, signing, lining, access, drainage, safety and lighting.

There is land allocated to provide a temporary park and ride facility at Castleton Railway Station until the orders and permissions are in place to construct the extension to the East Lancashire Railway Line.

The Council will support and promote park and ride to maximise access to / from the public transport network and strengthen its viability as a feasible and competitive travel alternative to car journeys. Network Rail and train operators have programmes in place to increase rail and rolling stock capacity across the network to carry more passengers particularly at peak times. With regard to tram use, patronage on the Rochdale-Oldham Line has grown steadily since it opened, with operators monitoring patronage and where it is justified, and rolling stock is available, increasing the length of units to provide more capacity. Modal shift towards peak time rail and tram travel helps to reduce congestion on the highway network.

At other stations and stops in the borough, the Council will work with landowners and developers to bring forward appropriately located park and ride facilities e.g. within sites allocated for residential or commercial uses. The Council continues to seek rail, tram and bus park and ride opportunities and will progress them through the Borough Transport Strategy Action Plan. Any developments that prejudice opportunities to provide park and ride facilities or impact on the ability to deliver it will not be supported.

The existing facility provided at Rochdale Railway Station has been demonstrably successful with the 217 space car park being fully occupied in the morning peak since it opened. Based on the levels of on-street parking around the Boroughs other public transport hubs, additional park and ride provision will also reduce competition for on-street parking space and accommodate some of the future growth in demand rail and tram service capacity increases.

### **East Lancashire Railway – Temporary Halt and Castleton Village Station**

It is proposed to extend the East Lancashire Heritage Railway Line (ELR) from Heywood to Castleton, with initial provision of a temporary halt on the site in Castleton west of A664 Manchester Road. The halt will only be required until the legal procedures to provide a permanent connection to the Calder Valley mainline are in place. The Council has secured land to enable the line extension to pass under the bridge, but further land is required to provide the ELR station east of the Manchester Road bridge.

### **Policy AL/17 – East Lancashire Railway (ELR) – New Stations**

The Council will seek to secure sites that enable the ELR line to continue to develop its operations, particularly where future proposals offer wider economic and community benefits as well as enhancing the lines tourism / heritage rail offer.

Two sites in Castleton have been identified to support this. The first allocation is for a temporary ELR rail halt which lies to the west of A664 Manchester Road, and forms part of an allocated residential site on the land adjacent to the railway.

The second allocation lies to the east of A664 Manchester Road and will enable the ELR line to extend under the road bridge to a proposed Castleton Village ELR Station adjacent to the existing Castleton Railway Station.

#### ELR Castleton Temporary Halt

Land will be safeguarded on a site east of A664 Manchester Road adjacent to the railway line to provide a temporary ELR halt, parking and access. This will be required if a Transport and Works Act 1992 Order to extend the Heritage Railway Line under the Manchester Road bridge cannot be secured. The halt would take up part of a proposed housing allocation with the agreement of the Corus site owners already in place. If the halt is not required the land will revert to a residential allocation.

#### Castleton Village Station

A site in the Council's ownership has been secured to enable the ELR line extension to pass under the A664 Manchester Road railway bridge to the north of the existing Network Rail Line at Castleton Station. Another adjacent site to the north of the existing station is required to provide the Castleton Village ELR Station. When this is secured and all the legal orders, Network Rail approvals and funding are in place the scheme will progress. The site may initially be set out as a temporary car park serving Castleton Station and centre of the village until construction of the new line can start.

Extending the line to Castleton is a priority project that was identified in ELR's Development Strategy 2020 which aimed to increase patronage on the line from 107 000 in 2010 to over 200 000 visitors by 2020. This target has already been achieved, so this proposal will help to continue the growth in visitor numbers. It is also part of wider measures to increase business activity and the vibrancy of Castleton district centre, with direct links to the Rochdale Canal. It is also served by a strategic cycle route running along the canal towpath between Manchester and Calderdale.

#### Heywood Station

Currently ELR's eastern terminus is Heywood Station which is located in a commercial area of the town which currently offers little wider visitor interest. The Council and ELR have committed funding to invest in additional visitor facilities at Heywood Station to support visitor interest of the surrounding area. Core Strategy Policy T1 proposes a new ELR station at Broadfield on the southern edge of the town with residential development to the north and Heywood Distribution Parks to the south. Both of these have the potential to attract new passengers. A site will be sought to deliver this.

## Cycling, Walking and Access for People with Impaired Mobility

Improving the borough's cycling and walking network, including access to and from it, will encourage people to travel more sustainably and actively and help to improve their health and wellbeing. It also assists in promoting equality and inclusion, reduces traffic congestion, offers air quality benefits and provides safe movement for pedestrians and cyclists, reducing conflict with motor vehicles. The cycle / walking network must also be safe, secure, well maintained and accessible for people with impaired mobility.

The Borough has an established cycling network which has benefitted from significant investment in recent years and the Council has an ongoing programme of enhancements to continue this. There is also an extensive footway and public rights of way network with many routes segregated from the highway network, enabling people to move around the Borough on foot, freely and safely away from motorised traffic.

There are areas of the Borough where a significant proportion of people walk and cycle to work and access local services. This is due in part to unsatisfactory coverage and frequency of public transport services which require enhancement to provide a feasible reliable travel option for many journeys.

### **Policy AL/18 – Access to New Development for Cyclists, Pedestrians and People with Impaired Mobility**

The Borough's cycling and pedestrian network will continue to develop, offering more opportunities for sustainable, active travel with more coherent access and navigable routes for people with impaired mobility. Existing networks will be protected from, or incorporated into new development. Obstructions to free movement across the network for all users will be minimised and where appropriate, moved or removed.

Development proposals should ensure that:-

- Walking and off-road cycle routes are safe, secure, convenient, environmentally appealing, highly visible from surrounding land and buildings, signed and well-lit;
- Pedestrian and cycle access to / from developments provides convenient and direct links to adjoining land uses, nearby facilities, key destinations and the wider cycle / pedestrian network with access for people with restricted mobility;
- Existing Rights of Way are protected within development sites or re-routeing is considered where convenience is improved and/or pedestrian safety enhanced. They will be well maintained or if required, reinstated or enhanced;
- Routes are designed to facilitate safe sharing by pedestrians, cyclists and people with impaired mobility, thus minimising conflict;
- Safe and secure cycle parking is provided (in accordance with Appendix 5 of the Core Strategy), close to the access point of buildings for which provision is required;
- Pedestrian routes within developments are equally accessible to all, including for people with impaired mobility and where practical, should not be stepped, steep, narrow or formed of uneven surface materials. If this is not possible, a reasonable alternative route must be provided.
- Where off-site access for cyclists, pedestrians and people with impaired mobility is

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inadequate, a legal agreement or other commitment will be sought to secure a developer contribution to provide appropriate access improvement works. These will be relative in scale, type of development and local highway network characteristics.

- New routes should not be hidden from view to the side or rear of properties potentially increasing threats to personal security and property crime.

People with impaired mobility include elderly people, pregnant women or parents with prams / pushchairs, young children, people with sensory impairments and wheelchair users.

Local facilities and destinations include nearby shops and local centres, bus or tram stops and railway stations and could include schools, community and health facilities and other uses. Access points to these should be located to minimise walking / cycling distances from the development. Narrow or enclosed routes should be avoided but to deliver routes that offer wider community benefits, this may not always be possible.

### Buses and Taxis

Buses are the most used form of public transport, and services are vital to areas of the Borough that are not readily accessible to the rail and tram network. In areas where people are unable to access bus services, taxis offer a door to door service for many journeys and are frequently used for convenience and by those who do not have access to a car or by people with impaired mobility.

To deliver step change improvements in bus services, the Council will work with TfGM and Bus Operators to progress Bus Rapid Transit routes where there are proven business cases. These provide sections of dedicated busways to cut through or bypass congested areas improving journey times and enabling some bus journey times to better compete with those using other forms of travel.

### Policy AL/19 – Buses (including Rapid Transit) and Taxis

The Council supports bus rapid transit where it offers the most appropriate solution in improving public transport services and journey times. Where routes are identified and business cases are proven, the land required will be protected to ensure routes can be delivered.

All development proposals will be required to make appropriate provision for access and servicing by buses and taxis.

Where off-site bus service accessibility is inadequate to facilitate reasonable levels of use to and from a development, a legal agreement will be sought to secure developer contributions towards the cost of accessibility improvements. The amount sought will be proportionate to the scale of access required, potential modal share of bus travel compared to access by car, the local highway network, bus service characteristics, and planned or recently implemented improvements.

Large developments will be designed to allow buses to access them if service diversions are feasible. A legal agreement or other commitment will be sought to secure developer contributions towards the cost of providing a suitable service to be implemented when the first phase of a development becomes operational and until the time that the service no longer requires financial support or is demonstrated to be uneconomic once the agreement

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period ends.

Large retail and leisure developments, railway stations, tram stops and bus stations will be required to make adequate provision for access by taxi. Facilities should:

- Have adequate capacity for taxis in line with existing / anticipated demand;
- Be within a safe environment and of convenient walking distance of the building access or facility to be served;
- Incorporate where reasonable, seating and shelter; and
- Be in a secure location, well-lit at night and accessible to people with restricted mobility.

The type, size and location of developments determine the scale of improvements required to address bus service access. All major new development will facilitate bus access, with smaller developments providing reasonable walking access to local public transport routes. Where access is inadequate to promote bus use it is expected developers will contribute to:-

- Local highway improvements facilitating bus access or passenger access to / from buses;
- Improvements to existing bus services,
- New or diverted services on roads outside the site, or for larger developments on routes within the site.

Off-site local highway network improvements most likely to be sought include:-

- Bus Priority Measures at traffic lights and key junctions;
- Bus gates where the location is appropriate;
- Bus lanes;
- More convenient and safely located bus stops;
- Bus Shelters and other improvements to the waiting environment;
- Raised boarders, build outs and measures improving access onto and off the bus; and
- Measures ensuring parking and delivery needs can be met, without obstructing bus access.

Improvements to existing bus services are appropriate if services are infrequent or do not serve the site at key times, e.g. corresponding to shift start / finish times on employment sites.

### Highway Infrastructure Improvements and New Development

The transport impacts of existing and future development cannot be accommodated entirely by improving sustainable transport. The Greater Manchester 2040 and Rochdale Borough Transport Strategies both propose selective highway infrastructure improvements to mitigate the traffic impacts of future commercial and residential development proposals.

#### Policy AL/20 – Highway infrastructure Improvements and New Development

New development will be permitted provided that the additional traffic generated will not compromise safety or affect the efficient operation of the Highway Network both adjacent to and further away from the site. Proposals should not :-

- Have an adverse impact on the safety of any road users
- Have an adverse impact on accessibility for pedestrians, cyclists, people with restricted mobility or public transport users in the developments immediate vicinity;

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- Significantly increase congestion or lead to decline in air quality beyond the national objective thresholds;
- Divert traffic on to less suitable roads; or
- Result in unacceptable environmental impact on residential properties passed by traffic associated with the development.

Where additional traffic movements generated by a new development adversely impacts the operational efficiency of the highway network, the developer will be required to finance works to ensure the highway network operates no worse after the development is completed, than it did previously. Works required by the Council towards achieving this are:-

- Improvements to the existing highway network,
- Improvements to public transport services and related infrastructure;
- Measures to secure modal shift away from vehicular traffic to walking and cycling;
- Other traffic management measures; and
- Removal or restriction of car parking provision.

Continuing traffic growth and increasing congestion means highway network capacity needs to be protected. Without mitigation traffic generated by new development can adversely impact on safety, accessibility and journey times and can divert vehicles on to adjacent less suitable routes. Areas of the Borough that are densely developed generate peak time traffic congestion resulting in many sites suitable for development requiring highway network and public transport service enhancements to function safely, avoid causing additional delay to existing transport users and inhibiting travel choice and modal shift. Developments generating or redistributing significant volumes of traffic will be expected to identify improvements through the preparation of Transport Assessments and adhere to Policy T2 of the Core Strategy.

Where developments require highway infrastructure improvements, it will be expected that developers fund these through planning obligations under Section 106 of the Town and Country Planning Act 1990, Section 278 of the Highways Act 1980 and / or a Community Infrastructure Levy (CIL). Many improvements will be small scale, local to the development, however to accommodate major developments, substantial mitigation measures may be required, potentially some distance from the proposed site. Where these contribute to wider schemes, or other sources of match/third party funding are available, developers may only be required to part fund the works. Where developments access the highway at major junctions, the Council expects developers to fund any improvements necessary to ensure a 15 year capacity. Highways England must be consulted if a development potentially impacts on the safe and efficient operation of the Strategic Road Network.

Where developers propose to reduce the impact of their development traffic through modal shift away from car travel, a Section 10 obligation will be required to set out a formula of how this will be practically achieved.

### Service Vehicle Access

For delivery vehicles, whether vans, light goods or heavy goods vehicles, access is essential to support local businesses and meet the demands of modern lifestyles. They require access to all industrial, commercial, leisure and shopping areas for local deliveries and long distance goods haulage. Most deliveries depend on local access by road with rail freight being most suited to transporting bulk goods over long distances.

### Policy AL/21 – Service Vehicle Access to Developments

Industrial, commercial, leisure and shopping development proposals require adequate provision to be made for delivery vehicles off the highway unless site constraints (size, site levels, adjacent land uses etc.) make this impractical. In such circumstances, development will only be permitted if delivery vehicle provision can be made on the highway without detriment to road safety, traffic management and access for pedestrians, cyclists and people with restricted mobility. On-highway provision, if acceptable, will be funded by the developer.

Where protection of local amenity is required, access for freight and delivery vehicles will be time and / or weight restricted. Measures to reduce the adverse impact of deliveries will be sought through planning conditions or obligations as appropriate.

Prohibitions on delivery times or vehicle size will only be made when absolutely necessary to protect amenity, particularly for local residents at night and customers in town centre streets. Mitigation measures relating to development will be sought through planning conditions, with issues of operational good practice, type of vehicles used or driver behaviour dealt with by commitment, with prohibition relaxed if agreement is secured through planning obligation.

### Parking Provision

Car, motorcycle and cycle parking availability can influence journey modal choice. Balance is required between discouraging car use and avoiding imposition of stringent standards that affect development viability. For car parking, maximum standards have been set to ensure the available land is utilised efficiently and promotes walking, cycling and public transport travel. In town and district centres with good, frequent public transport services and greater potential for local walking and cycling trips, developments could operate successfully with parking provision below the maximum standards. In primary shopping areas it may be inappropriate or impractical to provide on-site provision, particularly if there is adequate off-site parking within the wider town centre.

Minimum parking standards are identified for drivers with impaired mobility as many rely on the car to access essential local facilities. For cyclists minimum standards encourage cycle trips providing there is safe and secure cycle parking provision at destinations whether these are hubs, Sheffield Stands or other secure fixtures and should incorporate cycle lockers.

### Policy AL/22 – Parking Provision

The Council continues to implement parking standards (Appendix 5 of the Core Strategy) and identifies maximum standards for car parking and minimum standards for motorcycle and cycle parking and provision for people with impaired mobility.

The Council will consider car parking provision as part of new development at less than the maximum standard based on assessment of the following criteria:-

- Development location and appropriateness and feasibility of providing parking in that location;
- Access to other more sustainable transport modes;
- Availability of other convenient and safe off-street parking;
- Availability of unutilised on-street parking capacity and the ability to accommodate it without affecting visual and residential amenity or pedestrian / road safety; and
- Developer willingness to fund Traffic Regulation Orders (TROs) to establish on-street

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parking control and other measures to mitigate development impacts, including mode shift away from vehicular traffic and other traffic management measures.

Additional car parking spaces above maximum standards will not be permitted unless:-

- Need for additional car parking is clearly demonstrated through a Transport Assessment or other Study;
- In town or edge-of-town centre locations, the parking facility will genuinely serve the town centre as a whole or act as a “dual use” car park; or
- There are significant road safety implications that cannot be resolved through the introduction or enforcement of parking controls.

Convenient and safe off-street parking can where appropriate be utilised to accommodate demand from new developments providing that it does not cause loss of amenity in local residential streets, cause congestion or compromise road safety or access. Alternatively depending on the local circumstances Traffic Regulation Orders (TROs) may be required to mitigate the impacts of on-street car parking, prohibit or time limit parking to meet local business needs or restrict it to residents only. Any such TROs will be developer funded.

## 9. Monitoring and Delivery

Regular and continuous monitoring and review are key aspects of the planning system necessary to ensure that the Allocations DPD is effective and responds to changing needs and circumstances.

Monitoring of the Allocations DPD will be undertaken through the Annual Monitoring Report which will assist with the future review of the local plan and related documents. The purpose of the Allocations DPD is to deliver the strategy and level of growth set out in the adopted Core Strategy. The Core Strategy has a monitoring framework and it is proposed that the Allocations DPD will be monitored against those targets and indicators.

To ensure effective and timely delivery of the Allocations DPD the Council will work with a range of partners, such as landowners, infrastructure and service providers, environmental bodies and interest groups to deliver development on allocations sites.

It is acknowledged that there may be some change in circumstances that is so significant it would require a review of the Local Plan (for example significant change in national policy). If this is the case this will be highlighted through the Annual Monitoring Report.

