

core strategy

background paper

Background to Issues
and Options Report

September 2008

Rochdale Local Development Framework

-delivering the community strategy 'Pride of Place'
-supporting the Borough Renaissance Masterplan
-planning sustainable communities



ROCHDALE
METROPOLITAN BOROUGH
COUNCIL

www.rochdale.gov.uk

CONTENTS

	Page
1. Introduction	5
2. About the Local Development Framework And The Core Strategy	7
3. What Are The Steps We Need To Take To Produce The Core Strategy?	9
4. Spatial Portrait	11
5. Topic Areas	37
5.1 Economy	37
5.2 Housing	50
5.3 Quality of Place	58
5.4 Climate Change, Pollution And Natural Resources	60
5.5 Accessibility And Sustainable Transport	64
5.6 Green Infrastructure (open space and countryside)	68
5.7 People and Community	71
6. Policy Background – National Policy	83
7. Policy Background – Regional And Sub-Regional Policy	89
8. Policy Background – Local Policy	95

Please Note:

This background and context paper will be continually updated throughout the production of the Core Strategy to ensure that all references and statistics within it are up to date and relevant and to ensure that all parts of the Core Strategy are backed up by thorough and appropriate evidence.

This document should be read in conjunction with the glossary provided in the Core Strategy Issues and Options paper.

1. INTRODUCTION

The purpose of this paper is to:

- Explain the reasons for preparing the Core Strategy, its relationship with the Local Development Framework and the context within which it is being prepared;
- Identify the key elements of the evidence base which has been used to develop the Core Strategy, in particular:
 - Information, studies and research about the Borough, its economy, its population and its environment;
 - Information, studies and research about national and regional trends and forecasts; and
 - National, regional and local policies and strategies that will influence the content of the Core Strategy.

The Context

Rochdale borough is changing. With a billion pounds of public and private sector investment over the next five years, we are transforming the borough into an exciting, thriving and progressive place. Rochdale is also set to play an ambitious role in the Manchester City Region, strategically located between the vibrant city centre and the rural beauty of the Pennines. How we plan the future development of the borough will be influenced by national, environmental, economic and planning policy, by the North West Regional Spatial Strategy, by the Manchester City Region growth agenda and by our own ambitions and strategies and those of our partner agencies. We need to look ahead and decide now what kind of place we want to live, work and raise our children in. We will have some difficult choices to make and it is the role of the Local Development Framework to develop our spatial planning policies, to promote, guide and manage future growth and development.

What is the Local Development Framework?

The Planning and Compulsory Purchase Act (2004) introduced by central Government changed the way the Council will plan for the future development of the borough. We currently base our decisions on planning applications on a borough wide plan called the Rochdale Unitary Development Plan (UDP), which was adopted in 2006. Changing circumstances, the need to meet the requirements of a new Regional Spatial Strategy, and changing national and local priorities means that this plan is in need of review. The UDP will be replaced by a new style development plan, the Rochdale Local Development Framework (LDF). This new plan is likely to bring forward major changes for how the borough will develop over the next fifteen years.

In essence, the LDF is a portfolio or folder of different documents, which deal with the development and use of land, the movement of people, and the nature of places and how they function. That means that it deals with issues

such as; the scale and distribution of new housing and employment uses; the role of town centres; areas that need to be protected or conserved etc. and the interrelationships between all of these issues.

It cannot directly deal with non-spatial issues such as the achievement of educational, health and employment targets and standards, but it will be the spatial representation of many local social, economic and environmental policies. The overall goal for the LDF is to achieve sustainable development.

The Core Strategy

The Core Strategy is a key element of the Local Development Framework. It is a Development Plan Document that sets out an overall spatial vision along with policies, spatial objectives and indicators and targets to guide development in the borough until 2021.

The purpose of this paper is to set out the context against which the Core Strategy must be prepared, including factors that will influence spatial planning, i.e. needs and requirements, national and regional policy and the evidence base that will be used.

2. ABOUT THE LOCAL DEVELOPMENT FRAMEWORK AND THE CORE STRATEGY

A Local Development Framework (LDF) is the spatial planning strategy for a borough or District. It was introduced by the Planning and Compensation Act 2004. Rochdale Council's LDF will, over time, replace the Rochdale Borough Unitary Development Plan adopted in June 2006.

The new system introduced by the Act replaces a single development plan with a portfolio of policy documents, called Development Plan Documents (DPD), which is aimed at addressing planning issues or physical in an area as and when they are needed. Supplementary Planning Documents will support policies in DPDs by further expanding, explaining and providing guidance on how policies should be interpreted.

Traditionally, development plan policies have been based on a more regulatory planning approach which focussed on the use of land. However, LDF policies are expected to take a wider 'spatial planning' approach to ensure:

- land-use and development is better integrated spatially;
- development is co-ordinated with vital infrastructure and services;
- development is better geared to meeting the community's needs and issues of health, education, crime, deprivation, sustainability and accessibility; and
- development can be delivered through collaborative and partnerships working.

Local Development Frameworks are also expected to involve stakeholders and the community more at early stages in the preparation of documents.

In summary, the Local Development Framework will comprise the following elements:

A Local Development Scheme (LDS). This is the project plan for the LDF and explains what will be produced and when. This paper is a good starting point to understand what the different parts of the LDF will be. The LDS will be revised as necessary to keep it up-to-date.

A Statement of Community Involvement (SCI) explains how we will involve the local community and other interested bodies and land owners when producing Local Development Framework documents and when determining major planning applications. This will be adopted in November 2007.

The **Core Strategy** is the lead element of Local Development Framework. It sets out the overall direction of growth in the borough over the next 15 years, setting out what the overall scale of development needs to be and broadly where it should be focussed within the borough. The Core Strategy must conform to the Regional Spatial Strategy and all other LDF documents must conform to the Core Strategy. The Core Strategy needs to set out how, in physical and spatial terms it will support the local Community Strategy 'Pride

of Place'. It will also support existing and inform new strategies and initiatives. Its relationship with national regional and local policy is shown in the diagram below.

It terms of content, it will include:

- a spatial portrait;
- a vision;
- strategic objectives;
- a spatial strategy, including strategic land allocations and designations;
- core policies (including generic policies to management development¹); and
- a monitoring and implementation framework

The Council expects to finish and adopt the Core Strategy in 2010, and it will then have formal status to guide spatial planning, regeneration and decisions on planning applications up to 2025.

The Core Strategy sets out the strategic direction and criteria against which decisions about the use of land can be planned. It will set the general policies that planning applications need to be determined against. As a formal 'Development Plan Document' it will carry considerable weight in the determination of planning applications and other spatial planning decisions. It will also set the framework for all other Local Development Documents prepared as part of the Local Development Framework.

It will be prepared alongside a process of sustainability appraisal and public consultation and it will need to be tested for 'soundness' by an Independent Inspector before it can be adopted.

Other Development Plan Documents (DPD) These will be identified in the Council's Local Development Scheme.

Supplementary Planning Documents (SPD) work alongside Development Plan Documents to expand and provide more detailed information on policies within them. They will show how policies can be taken forward into practice. They will be prepared to expand on and explain policies in the Core Strategy and other DPDs in relation to types of developments, specific areas and major sites.

Supporting documents including Sustainability Appraisals and Statements of Consultation etc. will begin at an early stage of the Core Strategy and will continue throughout its preparation.

An **Annual Monitoring Report (AMR)** which sets out the progress of producing development documents and implementing policies in line with the timetable set out in the SCI

¹ It is possible, that some development management policies in the UDP will be 'saved' if it is more appropriate to review them at a later time or through another Development Plan Document.

3. WHAT ARE THE STEPS WE NEED TO TAKE TO PRODUCE THE CORE STRATEGY?

The Government has prescribed the process that we need to follow when we start to draw up the new planning policies, this is summarised in table 2 (below). First, the foundations for the Core Strategy need to be established. This involves considering the current state of the borough or 'evidence gathering' and identifying the key issues. This report is the first stage in this process and seeks to identify the key issues for the new plan to address. The following table outlines the stages involved in drawing up Rochdale's Core Strategy Development Plan Document

Stage	Relevant Government Regulation	The Process	What will be produced at the end of the process?	Timescale
1		Evidence gathering, establishing the baseline and initial identification of key issues. Internal / targeted consultation and events	Key Issues Discussion Paper	Oct/Nov 07
2	Reg 25	Refinement of issues and the identification of alternative options for tackling those issues. These 'Issues' and 'Options' are published for wider formal consultation before the Council identifies its preferred approach.	Core Strategy Issues and Options Report	September / October 08
3	Reg 25	Public / stakeholder consultation on Issues and Options Report	Representations to will be considered by the Council.	October - 08
4	Reg 25	Development of preferred options and policy directions	Preferred Options approved by Council's Cabinet for consultation	February – April 2009
5	Reg 25	Further consultation with stakeholders and the local community	Representations to be considered by Council	August / September 2009
6	Reg 27	Preparation of a 'pre-submission' Core Strategy	Approval of Pre-Submission Core Strategy by Council's Cabinet and publication for formal consultation	October 2009
7		Consider representations and identify minor changes	Approval of Core Strategy by Council's cabinet for submission to Secretary of State.	February 2010

Stage	Relevant government Regulation	The Process	What will be produced at the end of the process?	Timescale
8	Reg 32	Submission of Core Strategy and supporting documents to Secretary of State		March 2010
9		Hold Pre Examination meeting	Agreement to format and draft timetable for Examination in Public	June 2010
10		Independent examination of representations	Binding Inspector's Report	October 2010
11		Council formally adopts Core Strategy in line with Inspector's report.	Adopted Core Strategy	December 2010

4. SPATIAL PORTRAIT

This spatial portrait of the borough provides a description of the borough and its characteristics, problems, needs and opportunities. It provides the background for identifying the issues and considering the options for the future of the borough.

Location and Setting

The borough of Rochdale forms part of the Greater Manchester conurbation and is located centrally in the “Northern Way” which is the strategic growth corridor that connects Liverpool, Manchester, Hull and Newcastle. Rochdale is part of the Manchester City Region, which is the economic centre of the north-west and represents over a fifth of the north of England’s economy.

Manchester Airport in the south of the city region is a key economic and transport hub accessed from the borough via the M60.

Location and Setting Fact Box
Current population stands at 206,500
The borough covers an area of 62 square miles
Manchester city centre is 12 miles to the south west of Rochdale
Middleton is only 6 miles from Manchester city centre
Manchester is accessible by train in 13 minutes
The borough has four townships – Heywood, Middleton, Pennines and Rochdale

The regional centre, Manchester city centre, is to the south-west of the borough and attracts residents as a major destination for shopping, leisure and employment.

Manchester city centre is easily accessible from the borough by road, rail and bus with a Metrolink extension into the borough to be operating by 2012.

The borough has boundaries with the West Yorkshire district of Calderdale to the east, the Lancashire district of Rossendale to the north and with three of the other Greater Manchester districts:

Oldham to the south, Manchester to the south-west and Bury to the west (see page 14).

Rochdale town centre is located equidistant between Oldham and Bury, both only about 6 miles away. The area that Rochdale town centre serves covers all of Rochdale borough, some of Oldham and the peripheral areas of Calderdale and Rossendale.

Rochdale is the second largest in area of the ten districts that make up Greater Manchester, but it has the second smallest population.

Two thirds of the borough is non-urban land made up of green belt and protected open land, comprising river valleys and the South Pennine foothills and Moors. The Roch Valley and other smaller water corridors are key features of the urban area.

The borough's main urban settlements are Rochdale, Heywood, Middleton, Littleborough and Milnrow, and are separated from each other, and from the neighbouring towns of Oldham, Bury and Manchester, by narrow areas of countryside (designated as Green Belt). Littleborough is physically connected to Rochdale by ribbon development along the A58 but is otherwise surrounded by countryside. The borough's rural population is small but there are some notable settlements in the green belt, including Wardle and Ogden.

The four townships in the borough (Rochdale, Middleton, Heywood and Pennines – see map on page 13) each have their own distinctive character and identity. This township dimension and their democratic structure are one of the borough's key strengths.

Rochdale is the largest of the townships with nearly half of the borough's total population. It is the main centre for shopping, services and employment and it forms the major part of the urban area.

Middleton is situated halfway between Rochdale and Manchester and is more closely related economically and socially to the latter. It is next largest township at half the size of Rochdale and contains a large social housing estate at Langley.

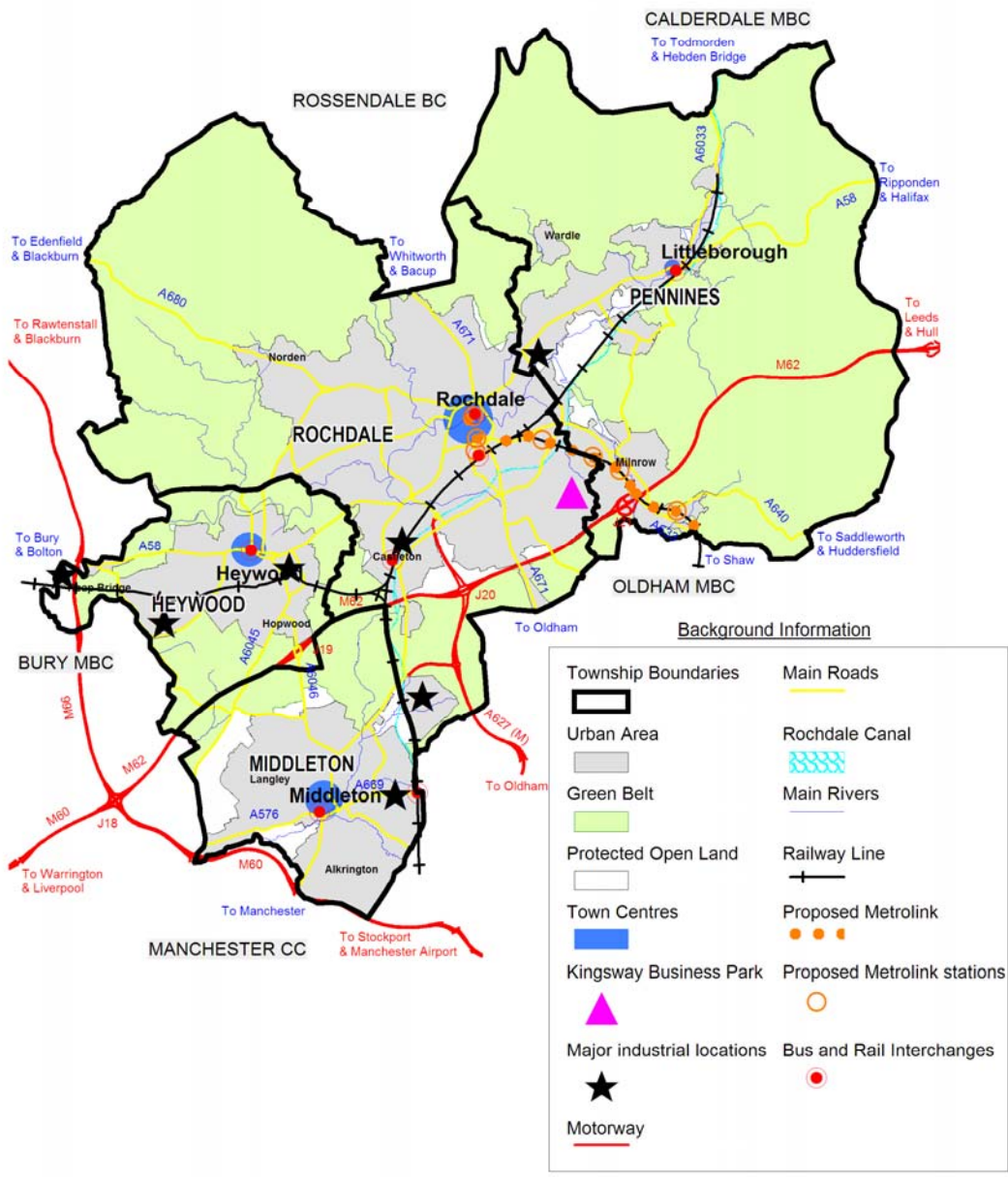
Heywood is located midway between Rochdale and Bury town centres and accesses both towns for employment, retail, services and leisure opportunities. It has the smallest population and is surrounded by green belt and attractive rural landscapes made up of river valleys and moorland to the north and agricultural land to the south.

The Pennines township is made up of several settlements the largest of which is Littleborough followed by Milnrow, Newhey Smithy Bridge and Wardle. Pennines township has the smallest urban area, the second smallest in population and the largest area of countryside.

There is a more detailed description of the townships at the end of this Spatial Portrait.

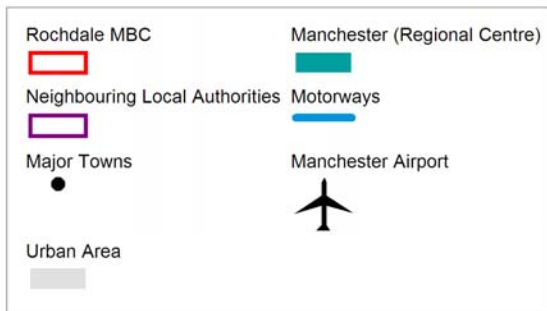
The maps on pages 13, 14 and 15 show the borough's location in the sub region, its key characteristics and the existing constraints on development respectively.

Setting the Scene



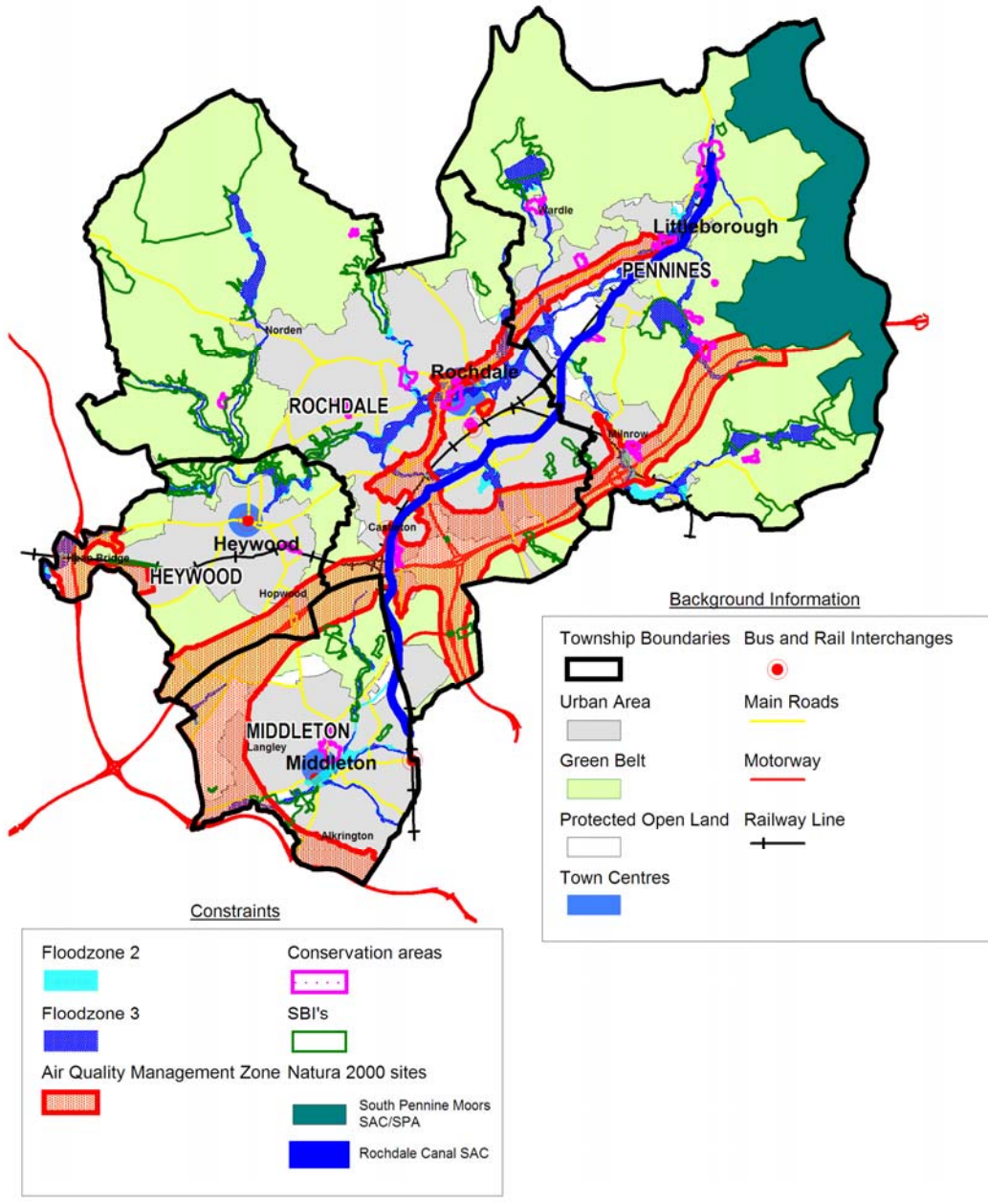
© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

Sub Regional Context



© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:400,000

Constraints



© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

Economy

Rochdale's local economy has been identified as underperforming in comparison to Greater Manchester and the rest of the north west. Its performance has tracked the trends that have been seen in the national economy but there is little evidence that the gap between the two is being closed.

In comparison with the national average, the borough's local economy has an over concentration of manufacturing industries whose employees are low skilled and on low wages. This sector has been contracting and restructuring over the last two decades. There is an under-representation of financial and business services within the borough.

Economic forecasts show a further likely decline in the manufacturing sector. 35% of the manufacturing businesses located in the borough are involved in exports, making them vulnerable to international trade fluctuations and their survival rates are lower in comparison to the rest of the north-west and the United Kingdom as a whole. The Council has sought to address the decline in manufacturing, and through the LDF and Borough Masterplan, it is looking to identify 21st century employment sites to support local industry.

The manufacturing industries have left a legacy of old commercial properties which are not suitable for modern industrial needs, have inappropriate facilities and are in poor locations. Three quarters of industrial premises date from before 1970 and as a result are unattractive and outdated for potential occupiers. This is limiting the opportunities local businesses have to develop further.

In recent years there has been a decline in farming, and overall the rural economy is not a significant source of employment.

Employment within the borough is predominantly in small and medium sized firms, so there is no over reliance on a few large firms. These businesses employ nearly three quarters of the borough's workforce.

Economy Fact Box
Unemployment rate is 3.7% - higher than the national and Greater Manchester rates
20.7% of the working population claim out of work benefits
76,259 jobs were available in 2005
19.5% of workers are employed in manufacturing compared to 11% nationally
5000 jobs are forecast to be lost in manufacturing over the next ten years
50% of the borough's businesses are medium sized and account for 72% of all employment
A further 3,000 people need to enter employment in order to close the gap between the borough and the national employment rates

The proportion of the population in employment has risen over recent years but it still remains below the national average. In order to help address this, and the general underperformance of the local and regional economy, the Kingsway Business Park is being developed.

Kingsway is a site of regional importance and will create major opportunities for inward investment into the local and regional economy. The site to be developed for business covers 110 hectares and is the largest employment site in the borough and will be one of the biggest business parks in the United Kingdom. It is located on a strategic greenfield site to the south east of the Rochdale township adjacent to and accessed directly from, J21 of the M62. It will employ in excess of 7,000 people in a mixed-use development when complete.

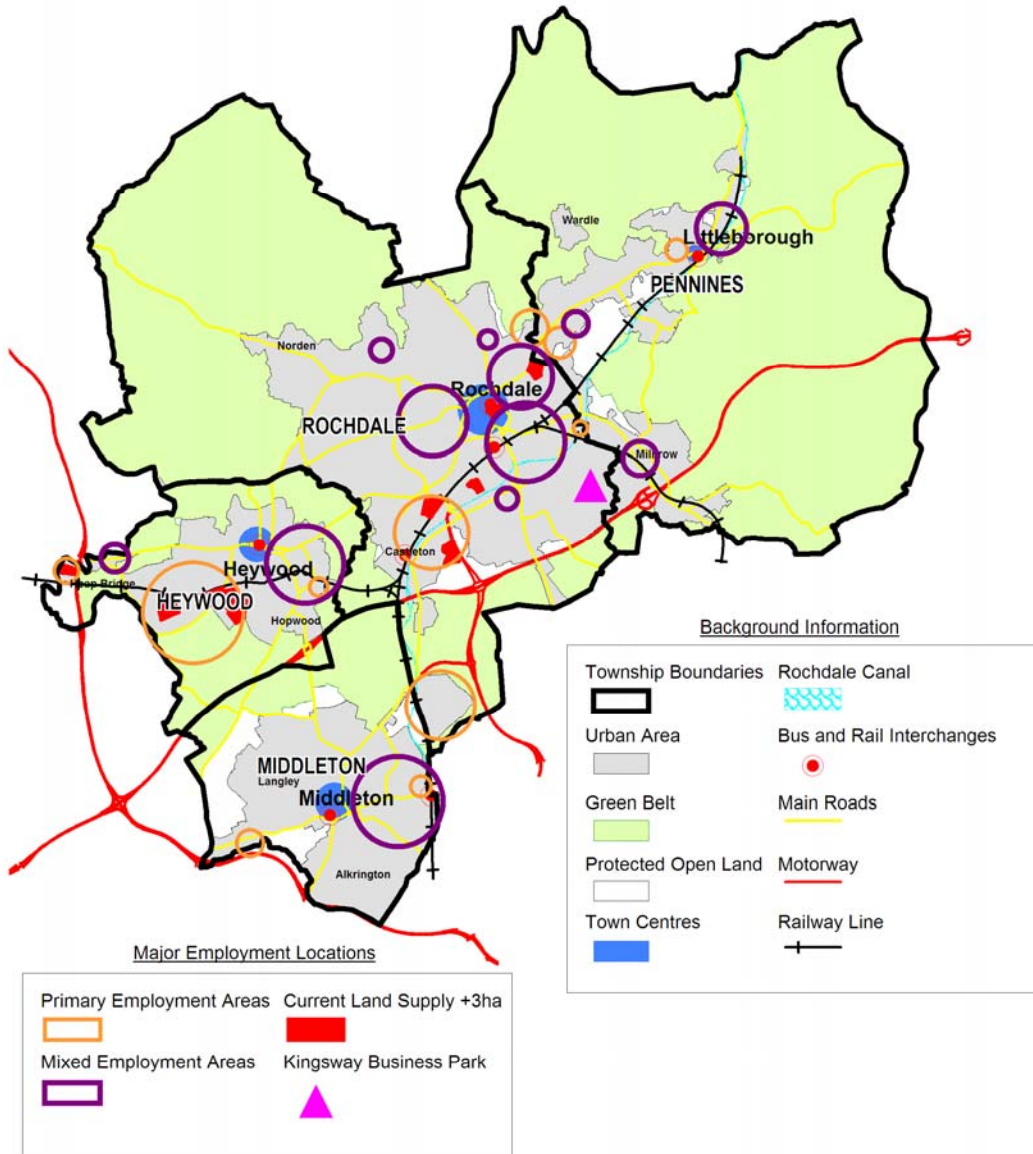
Other large employment sites in the borough can be found at Heywood Distribution Park to the south of Heywood and Stakehill Industrial Estate in the north east of Middleton (See map on page 18). The total good quality employment land supply currently available is 180 hectares and this includes Kingsway.

Previous under-investment in town and district centres has meant that the retail offer of the borough does not compare well with competing towns and that all the centres are underperforming. Rochdale is the largest of the town centres in the borough, followed by Middleton, Heywood and then Littleborough with one district centre at Milnrow in the Pennines township. Rochdale town centre is a sub-regional shopping centre and is the borough's main focus for retail, commercial, employment, social, community and civic activities. It has a large number of multiple national retailers.

Heywood, Middleton and Littleborough also perform town centre functions and serve the needs of their local residents. People in Heywood look to both Bury and Rochdale for further shopping choice but residents of Middleton depend more on Manchester city centre than they do on Rochdale. Both Littleborough town centre and Milnrow district centre contain small convenience stores and a limited range of independent comparison shops and have smaller catchment populations than the other town centres.

There are 38 local centres of varying size scattered around the borough that serve the day-to-day needs of their local 'walk in' catchment's population, with Castleton being the largest. The majority of the borough's population lives within five hundred metres of a town, district or local centre.

Major Employment Locations



© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

Housing

The borough is made up of distinct housing market areas with very different housing issues. They can be generally categorised as inner urban areas of Heywood, Middleton and Rochdale, socially rented suburban areas (e.g. Langley, Kirkholt and Darnhill) and outer suburban areas (e.g. Norden, Bamford and Alkrington) and key examples of these areas are shown on the

Housing Fact Box
The average house price in the borough is £123,508
39% of the borough's housing stock is terraced properties
29% of these terraced houses are considered unfit for human habitation
5.1% of all private stock is considered unfit for human habitation
Regional Spatial Strategy (RSS) requires an additional 400 houses per year
Owner occupation in the borough is at 66.4% which is lower than the national average
The Pennines township will have the largest proportion of household growth – 57.8% of the borough's total growth

Major Housing Areas map (page 21). The existence of such distinct housing areas means that there is a polarisation in the character and quality of residential areas within the borough.

Much of the inner urban area shows the characteristics of a weak housing market and high levels of deprivation, including low house prices, poor quality housing, a dominance of terraced properties, overcrowding and neighbourhood problems such as high crime levels. The inner urban areas of the borough also have their own distinct demographic characteristics. Inner Rochdale has a large Asian population whereas inner Heywood and Middleton have a large proportion of elderly people.

The socially rented suburban areas, often located next to the

inner urban areas, are made up of large rented estates from the 1950's, 60s and 70s which are predominantly of a single tenure and suffer from low demand coupled with a high rate of turnover. Problems of high levels of deprivation in these estates are deep rooted and it is accepted that public intervention has been, and will be, the way to solve these issues. A large proportion of the socially rented properties currently available are unsuitable for the needs of today's residents.

The character of the outer suburban areas of the borough completely contrasts with the inner and socially rented suburban areas. In these areas the house prices are higher, the turnover is lower and the environment is of a better quality. These areas are considered more desirable places to live containing sought after properties and a better quality of life. Outer suburban areas experience demand outstripping supply and there is a clear shortage of affordable housing. However, there are still pockets of deprivation within some outer suburban areas due partly to them being home to a large proportion of the borough's elderly population.

The borough does not have enough housing of the right size, type, tenure and quality to meet current demand or the anticipated increased demand which will come from the forecast 11.5% per cent rise in the number of households between 2008 and 2026.

The population has changing needs and aspirations that need to be accommodated. There is a great cultural diversity in the borough and the needs of different groups are not well reflected in the current housing supply. Communities are not mixed in nature and there are problems with the segregation of ethnic groups in both urban and semi rural settlements.

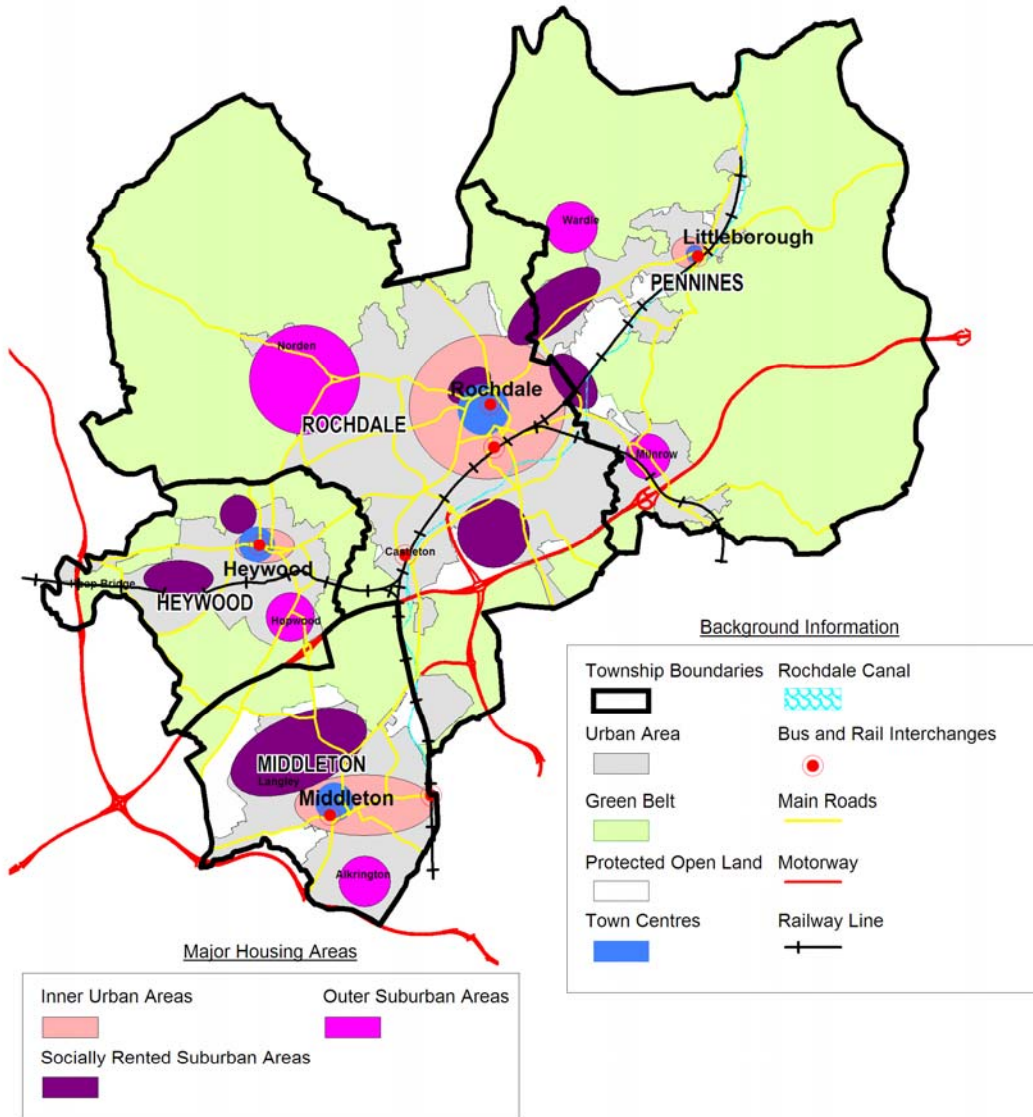
The housing stock in the borough is made up predominantly of terraced properties with nearly a quarter of all houses dating from before 1919. Most of the terraced properties are located in the inner urban area where there is currently an oversupply. Over 5% of the properties in the borough are considered to be unfit for human habitation or seriously defective and this is reflected in the lower than national average house prices.

Despite relatively low house prices, affordability has become a real issue across the borough as a result of increases in house prices relative to incomes. A large proportion of households in the borough have low incomes and are therefore now struggling to find appropriate and affordable housing.

There is also an issue with the lack of higher value homes across the borough. The more affluent areas with higher value houses are mainly in the Pennines, north and west Rochdale, and south Middleton but elsewhere there is generally a lack of supply.

The Council currently operates one site for travellers off Chichester Street, close to Rochdale town centre.

Major Housing Areas



© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

Quality of Place

The quality of places within the Borough varies significantly and impacts on the quality of life, health and image of the Borough. The built environment of the borough has been shaped by industrialisation, the expansion of settlements along the River Roch and its tributaries, more recent housing expansion, the development of peripheral industrial estates and the influence of the motorways.

The decline of traditional industries in the borough has left behind inappropriate land use patterns. Vacant and underused sites in both urban and rural locations are frequently difficult to redevelop or re-use due to physical constraints (e.g. contamination), coupled with a lack of investment. In the urban area they are generally smaller, scattered former industrial sites. In the urban fringe and rural areas derelict land includes former industrial land, railway land and former quarries and tips. In rural locations, past activities or general lack of investment has meant that the landscape has suffered. But reclamation programmes have led to many sites being re-used whilst some have been regenerated naturally.

Quality of Place Fact Box
The borough has 21 Conservation Areas (with 5 proposed extensions) and 334 listed buildings.
There are 4 Grade II* listed buildings in the Borough which are on the English Heritage Buildings at Risk Register 2008
Tourism was worth an estimated £268 million to the local economy in 2006 and supported some 4,200 jobs.
The day visitor market dominates the local tourism sector with these constituting 93% of all visits in 2006

Within the urban area, the conflicts between uses in the largely 19th century dense mixed employment and housing of the inner areas, and the problems of the socially rented suburban estates results in many areas with a poor quality of place (see Economy and Housing). In town centres inappropriate development from the 1960's and 70's, for example the bus station in Rochdale, has detracted from the environment and quality of place. Key gateways and some main transport corridors have a poor environment and image. The quality of the rural environment is described under Green Infrastructure.

Views are an important part of the borough's character. From a number of places in the borough there are views towards the centre of Rochdale as well as out to the Pennine hills and moors. The greenery and open spaces of the urban area, the river valleys and its Pennine Edge landscapes are valued and distinctive features. Approaching Rochdale from the south, views down into the Roch Valley with the Pennine Hills in the distance to the north show the quality of the borough's setting.

The Roch Valley is the most significant visible feature which has defined the pattern and history of development within Heywood, Rochdale, and Littleborough. The valley defines much of the borough's character and is a

major asset, providing not only an attractive setting but an environmental and recreational resource. The Rochdale Canal also runs through much of the borough, and has created an industrial corridor that has problems of poor environments, obsolete buildings and difficult access, but also massive opportunities for regeneration, recreation and conservation.

The borough has a strong heritage that is reflected in a variety of notable buildings, such as Rochdale Town Hall, Middleton Parish Church and the Old Middleton Grammar School. Heritage has been used successfully to promote regeneration and improve image, to provide attractions and lift design quality. However, some parts of the borough lack character and diversity and need a new image.

Whilst the borough does have problems of a poor image and quality of place in some areas, its heritage, countryside facilities and setting mean that it already has a thriving visitor economy that has the potential to increase.

Climate Change, Pollution and Natural Resources

The borough's natural environment is one of its strongest assets. There is a great variety of countryside type, topography and a range of water bodies. These resources support biodiversity and economic activity but are under pressure from a variety of developments and activities.

Water bodies in the borough include rivers, lakes and reservoirs. Whilst these have recreational potential, significant areas of the borough are potentially at risk from flooding and are designated as flood zones 2 or 3 on the Environment Agency Flood Map (see map on page 62). These areas include east central Rochdale and significant areas of Littleborough. This flooding danger could increase with climate change and inappropriate developments.

The area straddling the borough's motorways, the A58 and the A664 have been designated as an Air Quality Management Zone, where air pollution is likely to exceed national objectives due to road traffic (see map on page 15). Industry and its pollution is no longer a significant problem within the borough; however it has left a legacy of contamination on many sites.

There is significant potential in the borough for the development of renewable energy schemes based on a number of technologies with a variety of scales of operation. The most notable renewable energy scheme is the Scout Moor wind farm which is located on moorland between Rochdale and Rossendale. When complete it will be the largest onshore wind power station in the United Kingdom to date.

There may be pressure for other stand-alone wind power schemes in the borough to help meet regional targets for renewable energy. Much of the borough's moorland is underlain with peat which acts as an important carbon sink, and creates an important landscape for biodiversity, landscape character, local distinctiveness and recreation. It is a key challenge to promote

Climate Change, Pollution and Natural Resources Fact Box
In 2005, the amount of CO ₂ produced in the borough was 6.1 tonnes per capita.
Over 60% of the pollution emissions that lead to the exceeding of health based standards are from transport
69% of waste in Rochdale borough is sent to landfill (2006)
Approximately 4% of the borough is within the highest risk Flood Zones 2 and 3 (Greater Manchester Strategic Flood Risk Assessment 2008).
Approximately 10,000 sites affected by past contamination have been identified.
In 2006, 43,740 kWh of energy was produced in the borough from renewable sources.
Around 11% of the borough is high quality agricultural land of Grade 3 classification. This is largely grade 3b land and there is no land classified as Grades 1 or 2.

sustainable and renewable energy sources whilst also protecting fragile and important landscapes from inappropriate development and harm. Apart from the Scout Moor wind-power scheme, there is limited renewable energy generation at present, largely comprising demonstration installations by social housing providers and public institutions as well as a limited number by private households. However, there may be scope for biomass production in some areas.

In the borough there are significant areas to the south of Rochdale and around Heywood and Middleton that are underlain by sand, whilst there are sandstone/gritstone outcrops from the Pennine hills to the east and on higher ground north of Heywood and Rochdale. Historically, shales in the coal measures have been worked for brick making at Shawclough, Newhey and Summit and coal was extensively mined. Whilst the

current level of extraction within the borough is low, and reserves within Greater Manchester as a whole sufficient, significant changes may occur in supply and demand patterns over the next 15 years. Economic benefits from extraction may have potential environmental and social costs.

Recycling rates in the borough are currently about 25% of household waste and are rising due to newly introduced waste collection systems including an increase in the types of materials collected.

Accessibility and Sustainable Transport

The M62, the main strategic route across the country passes through the borough offering access east to Leeds and the Humber Ports and west to Manchester and Liverpool. Access to the borough is at junctions 19 south of Heywood, 20 south of Rochdale via the A627 and 21 south east of Milnrow which also serves Kingsway Business Park.

At J18 the M62 connects with the M60 and M66 west of Middleton just outside the borough. The M60 Manchester Orbital Motorway passes south west of the borough with two junctions serving Middleton. It also provides a strategic link to other Greater Manchester authorities to the south and west as well as Manchester Airport which is a key transport and economic hub.

The M66 runs to the west of the borough into Lancashire. Heywood is served by two junctions off the route providing another access to Rochdale via the A680.

Car ownership rates in Rochdale borough are lower than in Greater Manchester and England and Wales yet the proportion of journeys to work in the borough made by car is higher than the national and Greater Manchester averages. Travel to work by train or tram is much lower than the national average reflecting the need for Metrolink and improved access to, and capacity of, the rail network serving the borough.

Accessibility And Sustainable Transport Fact Box
Borough car ownership levels are 66.5%, lower than the national and Greater Manchester averages
Good connections to the M60, M62 and M66 motorways
Rail services to Manchester, Oldham, Calderdale, Bradford and Leeds
East Lancashire Railway, a privately operated line runs through the borough
New bus station for Rochdale town centre as part of regeneration of the town centre
66.89% of employees travel to work by car, 10.59% by public transport and 11.93% walk or cycle

Bottlenecks at specific junctions and sections of the highway network inhibit its efficiency at peak times. Routes connecting Littleborough to the M62, Summit to Healey, Middleton to the A58 and Newhey to Rochdale town centre in particular suffer from peak time congestion.

There are frequent bus services between Rochdale and Manchester and to neighbouring centres (Oldham, Bury, Rawtenstall, Ashton and Halifax) as well as local communities within the borough. Services are focussed on Rochdale bus station, and travel by bus across the borough requires changing services, which incurs both time and financial costs to passengers.

This inhibits connectivity for workers coming from locations that require travel into and out of Rochdale to access employment opportunities, for example travelling from Heywood to Kingsway Business Park. There is the least public transport service coverage in the Heywood and Middleton townships where the proportion of non-car households is the highest (around 35%). These areas experience the greatest difficulty in accessing jobs and community services, emphasising the need for developments and key community services to be accessible by a choice of transport modes if the borough's regeneration, environmental, air quality, accessibility and social exclusion aspirations are to be achieved.

Rochdale railway station, the key station in the borough, is about half a mile south of the town centre. Other stations are at Littleborough, Smithy Bridge, Milnrow, Newhey, Castleton and Mills Hill, east of Middleton. The rail network offers a direct, quick and frequent service between the regional centre, Rochdale and West Yorkshire, however the quality and travel experience of local and commuter services is poor compared with other similar services to and from Manchester. A step change increase in strategic investment in infrastructure and rolling stock is required to address the poor experience and overcrowding on trains at peak times to meet passenger demand. Links from Manchester Victoria across the city region also need to be upgraded.

Access to Manchester Airport is a key issue for the borough's economy. Network Rail and the Northern Way partners have commissioned studies to develop business cases to enhance rail capacity and access across the regional centre as part of the "Manchester Hub" initiative. When implemented these measures will enhance links to and through the borough and between city regions.

The Oldham Loop heavy rail line, serving Milnrow and Newhey will be converted and linked into Greater Manchester's Metrolink Tram System. New stations will be constructed to serve Kingsway Business Park and Newbold. It is proposed to extend Metrolink from Rochdale railway station to the regenerated town centre, terminating at the new Rochdale Public Transport Interchange.

The Rochdale Canal extends from Calderdale at Summit, through Littleborough, Rochdale and Middleton into Oldham. It forms part of a Pennine ring of canals providing a circular route for broad boats across the north west linking to the Bridgewater, Leeds / Liverpool and Huddersfield Narrow canal navigations.

Green Infrastructure

Around three quarters of the land area in the borough is open space. The uplands provide a distinctive, prominent landscape setting for the borough, supporting important biodiversity and containing significant historic and archaeological interest. There are historic and current land uses and economic activity based on agriculture, recreation and tourism, renewable energy, water catchment, mineral extraction and power transmission. The pressure of such activity on the quality and character of the landscape and its biodiversity and heritage assets can be significant. The moorland fringe to the north east and east of Littleborough, Milnrow and Newhey includes part of the South Pennine Moors Special Protection Area (SPA) for Birds and Special Area of Conservation (SAC).

The Pennine Way and Pennine Bridleway National Trails pass through the uplands to the north and east of the borough and there are substantial areas of open access land and urban common. Hollingworth Lake Country Park in Littleborough is the major countryside facility in the borough and other

significant locations include Watergrove Reservoir, Ogden and Piethorne Reservoirs, Healey Dell Local Nature Reserve and the Ashworth Valley. The principal river valley is the Roch Valley and other significant valleys include the Ashworth, Beal, Irk, and Spodden valleys. Although recreational access within the countryside is generally good, connections with the

Green Infrastructure Fact Box
3% of borough woodland, primarily located in the river valleys and reservoir catchments
43 Sites of Biological Importance (SBI) cover around 15% of the total land area
2 European protected ecological sites – the Rochdale Canal SAC and South Pennine Moors SAC/SPA
3 Local Nature Reserves – Alkrington Woods, Healey Dell and Hopwood Woods
20 reservoirs – 14 are Sites of Biological Importance (SBI)
Natural greenspace assessment in priority urban neighbourhoods (14,000 households) shows only 38% of household have good access
5 parks currently with Green Flag Award status
Approximately ¾ of borough’s land area is rural
Borough includes more than 80% of Greater Manchester’s blanket bog in the south Pennine fringe

countryside and natural environment from many urban neighbourhoods are poor, especially inner urban neighbourhoods with high levels of poor health and economic disadvantage.

Woodland in the borough is limited and heavily concentrated in the urban fringe river valleys and reservoir catchments.

The traditional agricultural base in rural areas is declining. This will bring new challenges to the protection and enhancement of the landscape resource.

The Rochdale Canal and its corridor are important features of local industrial heritage and today is managed as a recreational asset based on narrow boating, angling, walking and cycling. It is also designated as a Special Area of Conservation over much of its length in the borough supporting significant European Protected Species.

Urban areas in the borough contain a mix of open spaces both formal and informal and of varied size,

function and location. Whilst there are areas with good access to the countryside and well managed urban recreational open spaces, there are some parts of the borough where access to the countryside or to good quality recreational open space both formal and informal or ‘natural’ is poor and in need of significant improvement. This is the case particularly in and around the inner urban areas of Heywood, Middleton and Rochdale and larger areas of social housing. In some urban fringe river valley locations, inappropriate development and a legacy of derelict and neglected industrial land has reduced environmental quality and connectivity.

People and Community

The population in the borough is expected to grow over the next 15 years, with the largest increases set to be in the south Asian population. There is a strong representation of young Pakistani and Bangladeshi communities in parts of the borough, who typically have larger numbers in their families and larger proportion of the population under the age of 16 compared to the national average. When this group in the population move into adulthood and have families it will lead to an increase in the population.

A smaller proportion of the population are currently aged over 75 than the national average, which can be partially attributed to a lower life expectancy in the borough. This population group however is expected to increase as the disproportionately large number of young people gets older. The Pennines township currently has the lowest number of elderly and young people.

The majority of the population across the borough is white British; however, in some central wards of the Rochdale township the white British population is in the minority due to large Pakistani and Bangladeshi communities. There is also a relatively large Pakistani community in the Pennines township. In recent years there has also been an increase in the number of eastern European migrants moving into the borough in line with national trends. These migrants are in need of employment, housing and health care.

It is expected that due to an increase in the proportion of the south Asians, and ageing populations, the Pennines and Rochdale townships can be expected to see the greatest rise in the predicted population by 2021. This is backed up by evidence from the household projections which show that Pennines is set to have the largest increase in numbers of households followed by Rochdale.

Rochdale borough has one of the highest levels of overall deprivation compared to the rest of England. Almost a third of the population are living in

People And Community Fact Box	
	The population is expected to rise to 217,000 by 2021
	22.8% of population aged under 16, higher than the national average and 6.5% aged over 75, lower than the national average
	86% of total population white British
	Over 90% population in Heywood, Middleton and Pennines white British but only 75% in Rochdale township
	15% in Rochdale township Pakistani and 2.5% Bangladeshi
	35 out of 135 small output areas amongst 10% most deprived in England. 30% of borough's population live in these areas
	Borough between 12th and 46th most deprived at district level in the Index of Multiple Deprivation
	Life expectancy lower than national average for both men and women
	38 local centres in the borough which provide local services and facilities

parts of the borough which are classed as among the most deprived in the country. The high levels of deprivation across the borough are shown in the Indices of Multiple Deprivation map (page 31) and these are in the problem housing areas (see section on Housing). The low ranking (meaning high deprivation) in some areas is attributable to the large number of residents claiming benefits or who are employed on relatively low pay in the manufacturing sector. There are a large number of young people who live in the most deprived areas who have few or no formal qualifications and have little aspiration to get any. Education is undervalued and this perpetuates a trend of low aspirations, with poor GCSE results and most students leaving school at 16. Post-16 results are poor with a majority of students choosing to study outside the borough. Only 14% have a degree or higher qualification which shows that a low proportion of people over the age of 16 are choosing to enter higher education.

There is poor health across the borough, but in the most deprived areas physical and mental health is very poor, coupled with some of the highest levels of early death. This makes Rochdale one of the boroughs with the highest levels of poor health in the region. Within the most deprived areas, people are not living long in comparison to the national average, with men having lower life expectancy rates than women. The number of the borough's residents who see themselves as having 'good general health' is also below the national average. Locations in the borough such as Bamford, which have a population with a life expectancy of ten years longer than places such as Spotland and Wardleworth, have a need for increased healthcare provision and homes suitable for the elderly.

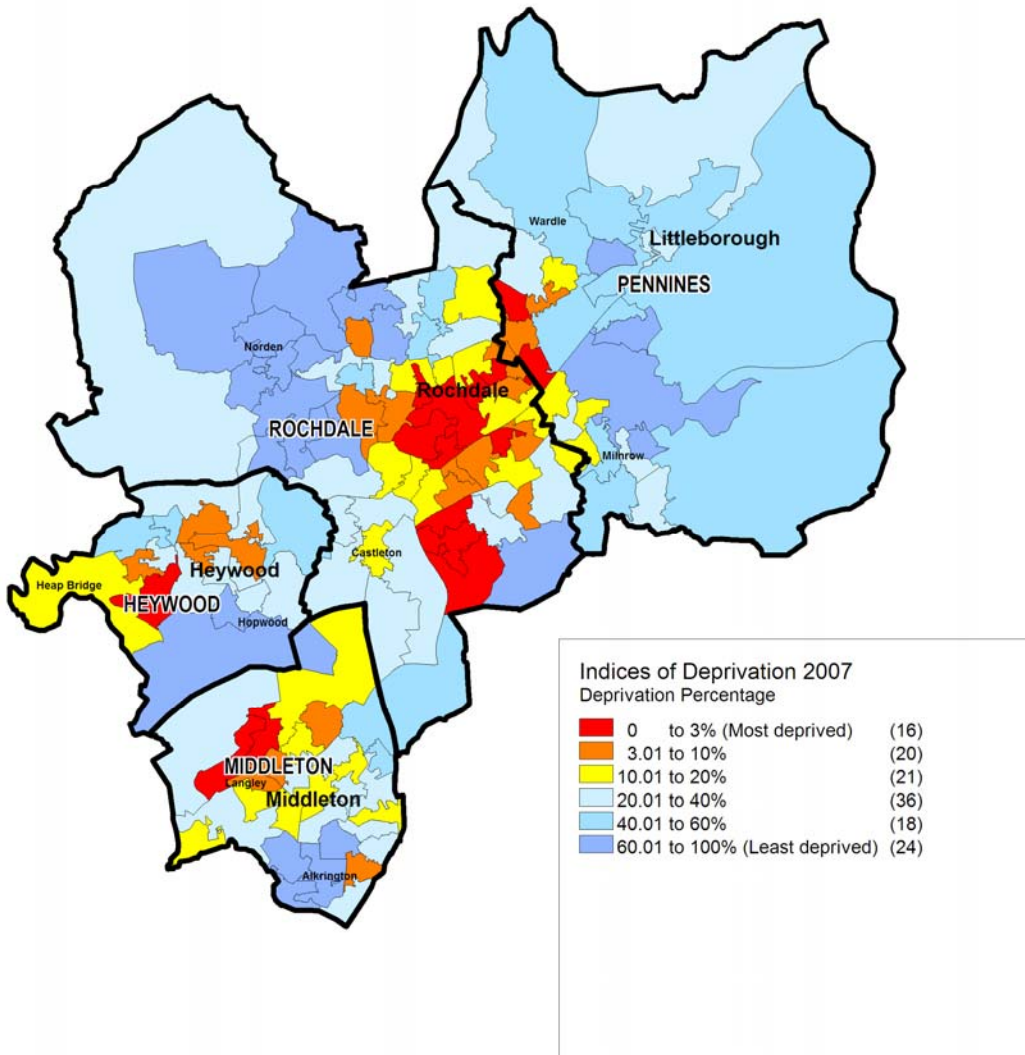
The area with the highest number of people with good general health is in Norden and the highest proportion of the population with general health that is classified as being 'not good' is in west Middleton. Adult obesity is currently lower than the national average but this picture is subject to change and, on average, obesity in childhood within the borough is just slightly lower than the regional picture.

Rochdale borough is beginning to see major development and regeneration. However alongside investment in new homes, transport and commercial property, investment in community infrastructure is central to improving the lives of both existing and future residents of the borough and creating and maintaining sustainable communities. Thus the provision of adequate community infrastructure is an important part of the overall Local Development Framework.

Community infrastructure includes: education, health, social care, child care, recreation, community centres, village halls; places of worship; libraries; and shops etc. Such facilities need to be provided in accessible locations that meet need with a minimum need to travel by private car; facilitate social inclusion, and reinforce the hierarchy of town and local centres. There are presently 38 local centres in the borough which differ in size, facilities, character and condition with many other facilities scattered across the borough outside these centres.

The number of recorded domestic burglaries and vehicle crime has fallen although this could be due to fewer crimes reported to the police and officially registered. The fear of crime remains high and has not fallen in line with the actual figures that are recorded. Within each of the townships there is a higher crime rate in the areas with larger populations such as the town centres.

IMD 2007 - Overall Ranking



The key shows the level of deprivation in areas of the Borough, known as Lower Super Output Areas (LSOAs), as a percentage of the total of all LSOAs in England. Those areas of the Borough which fall within the worst 3% nationally are in red (i.e. most deprived), and those which fall in the worst 60.01 to 100% of areas nationally are in dark blue (i.e. least deprived).

© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
Scale 1:100,000

The Townships

As mentioned earlier the borough has four townships, which have their own strong identity and character. The following table sets out the key statistics for each of the townships, followed by a description of their defining characteristics.

The Townships Fact Box				
	Heywood	Middleton	Pennines	Rochdale
Land areas as % of borough	22%	13%	22%	43%
Population size	30,000	47,500	32,400	99,100
Number of households	12,000	19,400	16,310	35,700
Population under age of 16	23%	22%	22%	24%
Population over age of 75	7%	7%	6%	6%
% of properties which are terraced	46%	38%	39%	36%
% of population white British	95%	95%	93%	76%
Largest ethnic minority group in township	White Irish 1.5%	White Irish 1.6%	Pakistani 2.6%	Pakistani 15%
% of population with good general health	66%	65%	67%	66%
Township unemployment rate	4%	4%	3%	4%
Township JSA claimant rate	3.53%	3.36%	3.45%	5.11%
Most common work destination	Heywood	GM (not borough)	Rochdale	Rochdale
A* to C GCSEs obtained	49%	60%	56%	47%
A* to G GCSEs obtained	88%	93%	93%	92%
% of households with at least one car	63%	63%	74%	67%

Heywood

The centre of Heywood is located between and only three miles from both Rochdale and Bury town centres. Heywood is the only township in the

borough that is completely surrounded by green belt, which gives the town good access to an attractive landscape. This landscape is characterised by the valleys of the Roch, Ashworth and Cheesden rivers, moorland to the north and areas of flat farmland to the south. There is however, in places, a poor connection between the urban and rural communities who live within the township.

The high proportion of terraced properties in the township reflects its industrial legacy. As discussed previously in this spatial portrait, the condition of many of these terraced properties is poor and there is considerable potential for improvement in the quality of homes available in Heywood.

Heywood Distribution Park is a major business location for the township, borough and Greater Manchester, located to the south of the town centre. The distribution park is home to many international companies. There is large amount of land within and close to the site available for employment development. There is also a large employment area around Green Lane and underused employment sites for example at Crimble, Hooley Bridge and Mutual Mills.

The M62 runs to the south of the township, connecting directly to the M60 Manchester Orbital motorway, and the M66 through the western tip of the township. The East Lancashire Railway extends into the township from Bury. This is a privately owned line but the feasibility is being explored of connecting it with Network Rail lines which will help to provide commuter as well as further leisure and tourism trips and improve connectivity.

There is poor quality access to the M62 and the M66, with heavy goods vehicles impacting on the town centre causing environmental and amenity problems.

New retail development has boosted the town centre in recent years and the services that are now available can provide for most of the needs of the local population. Despite this many of the residents look to Rochdale, and in particular Bury, town centres for leisure, retail and employment opportunities. Heywood town centre needs many more improvements to its retail and employment offer to compete with those centres.

New regeneration strategies are being prepared for the Heywood township and its town centre with housing regeneration and intervention schemes in selected areas. The Heywood New Deal for Communities Partnership was awarded £52 million in 2001. This partnership brings together residents, voluntary organisations and public agencies to deliver better outcomes for Heywood residents through jobs, training and learning, health, well being, young people, neighbourhood management and community safety.

In Heywood the main housing areas (mentioned in the housing section) are the inner urban areas around the town centre, socially rented suburban area to the north at the Back o' th' Moss and Darnhill to the south west and outer suburban areas at Hopwood In the south.

Middleton

Middleton, is separated from Heywood by green belt and the M62 but is physically connected to north Manchester around the M66, and to Chadderton, within Oldham. It has strong connections with Manchester in relation to jobs, leisure, culture and shopping but it still has connections with Oldham as well as Rochdale.

To the west, open land wraps around the town separating Middleton from Bury. Open land immediately adjoining the urban edge is currently protected from development but does not perform a green belt role. An important greenspace corridor into the borough can be found at Alkrington Woods, a large site of geological and ecological importance to the south west of the township.

Housing types and environments in Middleton are mixed, with the higher end of the market housing in suburban Alkrington, and inner urban areas with terraced housing in east Middleton. The environment of some of these terraced areas is in need of improvement.

Langley, a large social housing estate and neighbourhood renewal area, is in the process of being regenerated through the Housing Market Renewal Pathfinder as the estate suffers from a poor residential environment with a mismatch of type and tenure. Connectivity to the rest of the township needs to be enhanced. There are other socially rented estates in the township (e.g. Hollin).

In terms of life expectancy, four out of five wards fall within the worst fifth in England. Lung cancer is more common in Middleton than in the rest of the borough and coronary heart disease is worse in the Middleton North and Middleton West areas than elsewhere in the borough.

There is a need within Middleton to increase local employment opportunities as a significant proportion of the workforce currently travels outside of the township for work. Employment in the township is concentrated in and around the town centre, east Middleton and the Stakehill Industrial Park, a large industrial estate to the north east of the town.

Middleton has excellent motorway linkages which allow for easy commuting to elsewhere in the borough as well as to the rest of Greater Manchester and the north west.

There is a well used rail service running from Mills Hill which connects Middleton with Rochdale and Calderdale to the north and Manchester city centre in the south. With improved facilities and services this station has further potential to reduce car trips into Manchester.

Middleton town centre has been losing trade to Manchester in recent years but a new bus station, planned retail and other developments, including a new

superstore, civic centre and leisure centre now underway will considerably improve the centre.

Pennines

The Pennines township includes the small town of Littleborough (11,800) as well as the villages of Milnrow and Newhey (11,700) and Smithy Bridge and Wardle (8,900). Milnrow is adjacent to Junction 21 of the M62 and the major Kingsway Business Park. The proposed Metrolink corridor also passes through Milnrow.

Wardle is physically separate from the main urban settlement, surrounded by green belt, whereas the other larger settlements are joined. Littleborough is connected to Rochdale by development along the A58 corridor but the Roch Valley creates some open separation between the towns. There are also some small rural hamlets, such as Rakewood and Ogden. The Roch Valley corridor has a multifunctional value for recreation, farming, wildlife, flood management and as a landscape feature.

There are extensive areas of countryside to the north and east of the township, which include moorland reservoirs, hills, wooded valleys and important natural habitats. The nature of the landscape is much more varied and less managed than that to the south and west of the borough.

There is a major visitor attraction at Hollingworth Lake, near Littleborough and other countryside gateways (e.g. Watergrove Reservoir at Wardle), which also offer public informal recreation alongside a nature conservation attraction. Both of these locations provide visitors with access to the Pennine Hills, including stretches of both the Pennine Way and Bridleway. The Township Committee promotes better access to the countryside and sustainable tourism, with the gateways, rural attractions and canal corridor providing further potential.

The housing areas of Pennines comprise a mixture socially rented suburban areas, particularly where it adjoins Rochdale, and outer suburban areas. The population of the Pennines is a mixture of those who are more affluent and those who are less so and therefore, there is a need for both up market housing as well as a provision of affordable housing because of the high levels of need within the township.

There are high levels of people with low incomes in the Smallbridge and Firgrove, Wardle and Littleborough wards, which fall within the worst fifth nationally in terms of life expectancy.

The main employment areas in the township are in Littleborough, with smaller pockets in Milnrow and Newhey, however, most residents commute to jobs in Rochdale and elsewhere. Littleborough town centre's retail offer and leisure facilities are in need of updating as it cannot compete with the larger centres

and facilities elsewhere. Most of the residents of the Pennines township rely on Rochdale town centre for their retail and leisure needs.

Rochdale

The Rochdale township is centrally located in the borough extending to the north and north west of the borough boundary. The township is predominantly urban but there are large areas of green belt land extending to the north.

The township has very good road, rail and bus connections. The A627(M) motorway runs from the south of the town connecting with the M62 and on to Oldham. There is a planned Metrolink extension which will run right into the town centre, providing access to Oldham and Manchester city centre as well as other areas in Greater Manchester. There will continue to be a direct rail service to Manchester city centre as well as services to Calderdale, Bradford and Leeds from Rochdale Railway Station.

Half the borough's population lives within the town, which is also the centre for shopping, services, leisure, local government and employment. A major redevelopment is proposed in the east of Rochdale town centre with new retail and office development planned to bring an extra 1,766 jobs to the borough. The scheme is proposed to improve the shopping provision in the town to help it compete with adjoining towns such as Oldham and Bury. At present the town centre does not provide sufficient quality and choice and consequently there is a large leakage of retail expenditure out of the borough.

There is a large South Asian population in the Rochdale township, particularly in the wards of Central Rochdale, and Milkstone and Deeplish which have less than 50% of the population who classify themselves as White British. Elsewhere in the borough this figure does not fall below 70%. This larger representation of different ethnicities in the township means that there is a great deal of cultural diversity and varying needs that must be catered for.

Examples of inner urban areas in Rochdale are around the town centre at Spathbottoms, Wardleworth, Milkstone and Deeplish. Socially rented suburban areas can be found at Falinge, Kirkholt and Newbold and outer suburban areas at Norden, Bamford and Balderstone.

Six of the wards in the township fall into the worst fifth nationally in terms of life expectancy and there are large areas of housing that need updating as they are currently sub standard.

The area in the east of the town centre is the focus for housing market renewal schemes and is currently undergoing large scale regeneration. These schemes are focused around Wardleworth and Hamer.

5. TOPIC AREAS

This section provides background statistical information on the topic areas that are covered in the Issues and Options Paper as part of the Core Strategy document. It is designed to provide a thorough basis to aid the decision making process in selecting key issues, objectives and options and highlights how problems have been identified.

The following statistics have been included to supplement the Spatial Portrait and should be read in conjunction with it.

The topics that will be covered in this background paper are:

- Economy
- Housing
- Quality of Place
- Climate Change, Pollution and Natural Resources
- Accessibility and Sustainable Transport
- Green Infrastructure (open space and countryside)
- People and Community

Some of the topic areas do not have a lot of statistical information associated with them and so some parts of this section are understandably slimmer than others.

5.1 Economy

– see Spatial Portrait pages 16-18

The economy is moderately weak with a GVA (Gross Value Added) per person below the city region average, low business start up levels and growth rates, a poor commercial property offer, over-dependence on manufacturing, below GM average economic activity levels and above GM average unemployment rates. Average earnings in the borough in 2006 were similar to the average for the north-west region, but 11% less than those for the rest of England and Wales.

In the 1990s over a third of local manufacturing jobs disappeared, however, 18.8% of jobs still remain in manufacturing, compared to the national average of 12.8%.

The number of VAT registered businesses per 10,000 working age population in Rochdale borough has been consistently lower than both the Greater Manchester and England average figures. Year on year fluctuations seen at borough level have mirrored both Greater Manchester and National trends.

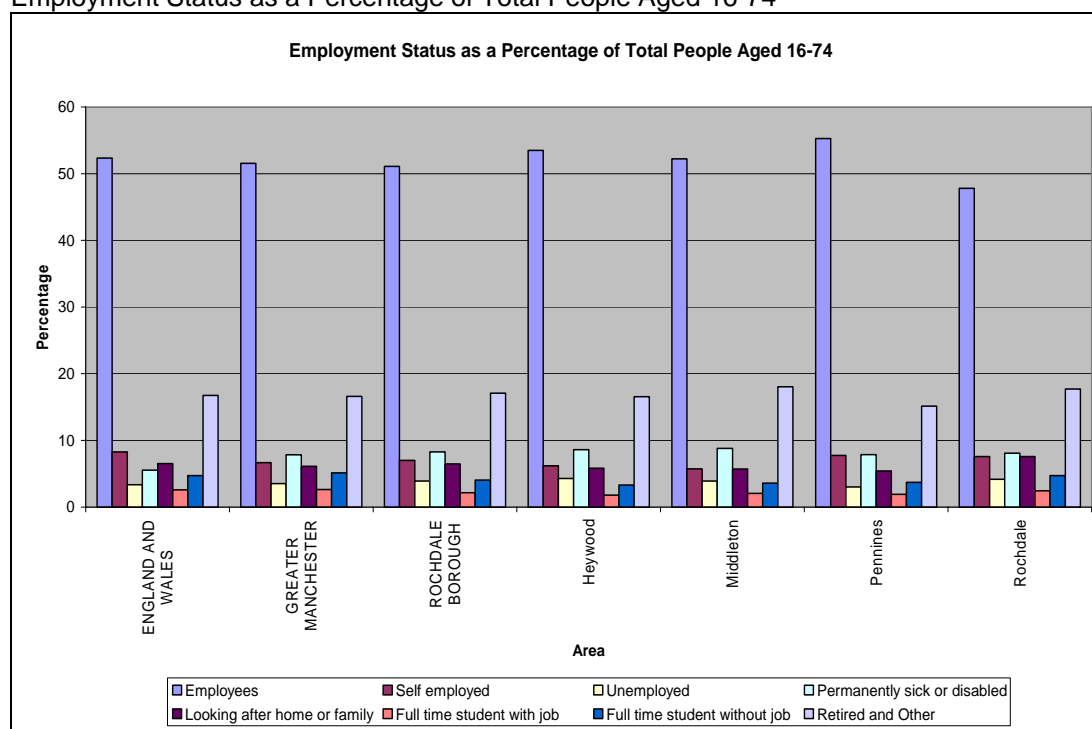
Employment Status

Employment Status as a Percentage of Total People Aged 16-74

	England & Wales	Gtr M'cr	Roch Borough	Heywood	Middleton	Pennines	Rochdale
Total Population Aged 16-74	37,607,438	1,781,882	145,068	-	-	-	-
Employees	52.33	51.56	51.09	53.49	52.22	55.27	47.81
Self employed	8.28	6.65	7.00	6.18	5.72	7.74	7.57
Unemployed	3.35	3.52	3.89	4.29	3.92	3.00	4.15
Permanently sick or disabled	5.52	7.84	8.26	8.61	8.79	7.86	8.06
Looking after home or family	6.51	6.09	6.48	5.81	5.69	5.42	7.59
Full time student with job	2.57	2.63	2.15	1.79	2.05	1.91	2.42
Full time student without job	4.7	5.11	4.04	3.30	3.59	3.70	4.72
Retired & Other	16.73	16.59	17.09	16.54	18.03	15.12	17.69

Source: Census 2001

Employment Status as a Percentage of Total People Aged 16-74



Rochdale borough has just below the national and Greater Manchester average level of employees due to the much lower level of employees in Rochdale township. The borough and all the townships have a higher proportion than the national and GM average of the working population who are permanently sick or disabled. The Pennines Township has the highest

proportion of employees in the working population of all the townships, and higher than the England and Wales and Greater Manchester averages. Middleton has the highest percentage of retired people.

Employment Sector

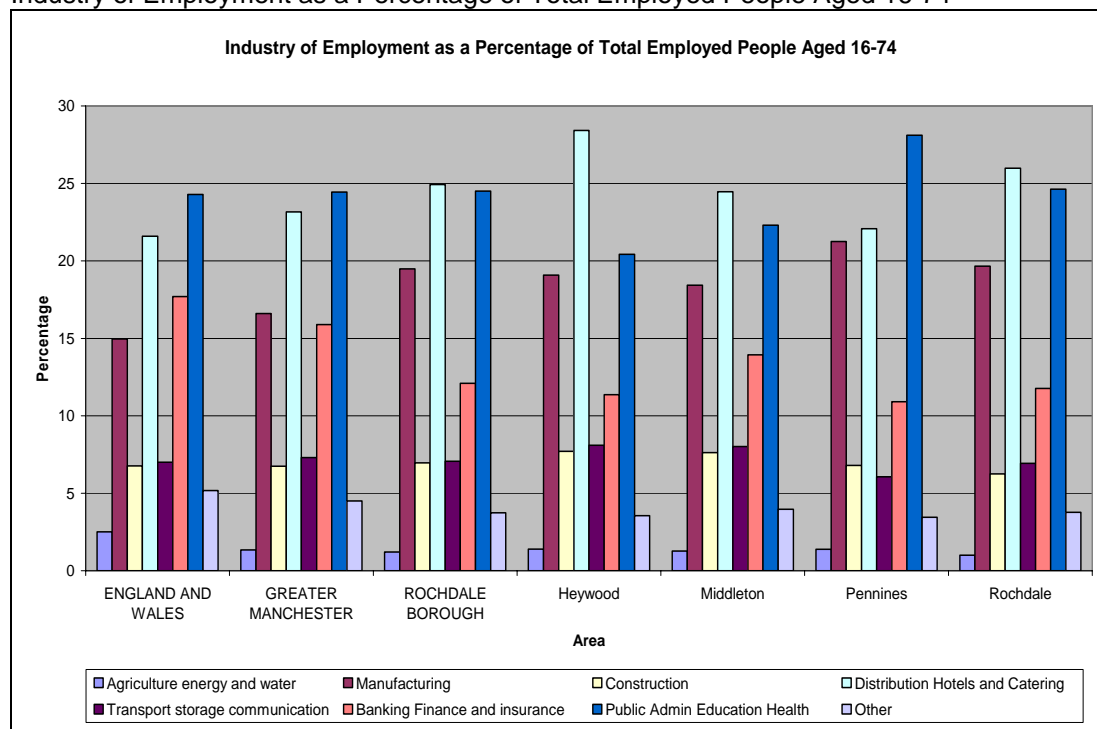
The sectors residents of the borough are employed in are shown in the table and diagram below.

Industry of Employment as a Percentage of Total Employed People Aged 16-74

	England & Wales	Gtr M'cr	Roch Borough	Heywood	Middleton	Pennines	Rochdale
Total Employed Population Aged 16-74	23,627,754	1,077,347	86,867				
Agriculture energy and water	2.51	1.35	1.21	1.39	1.28	1.38	1.01
Manufacturing	14.96	16.6	19.48	19.07	18.43	21.25	19.66
Construction	6.77	6.74	6.97	7.70	7.63	6.79	6.25
Distribution Hotels and Catering	21.59	23.16	24.92	28.42	24.47	22.07	25.98
Transport storage communication	7.01	7.31	7.07	8.10	8.01	6.06	6.94
Banking Finance and insurance	17.7	15.89	12.09	11.36	13.93	10.91	11.77
Public Admin Education Health	24.29	24.44	24.5	20.42	22.29	28.10	24.62
Other	5.18	4.5	3.74	3.55	3.97	3.44	3.77

Source: Census 2001

Industry of Employment as a Percentage of Total Employed People Aged 16-74



The industry with the highest percentage of total working population in England and Wales and Greater Manchester is Public Admin, Education and Health and this is also the case in the Pennines township. However in Rochdale borough and the other three townships the industry with the highest percentage of working population is Distribution, Hotels and Catering. The Pennines township has the highest percentage of workers in Manufacturing industry, and all the townships have a higher level of employment in manufacturing than in Greater Manchester and England and Wales.

Employment Rate

The employment rate in the borough according to the Annual Population Survey 2006 is 72.9%, below the national rate of 74.1. The employment rate for the borough is marginally higher than that of the whole of Greater Manchester. There is no information available for the townships.

Employment Rate

Location	Employment Rate
England & Wales	74.1%
Gtr M'cr	72.6%
Roch borough	72.9%

Source: Annual Population Survey 2006

Work Destinations

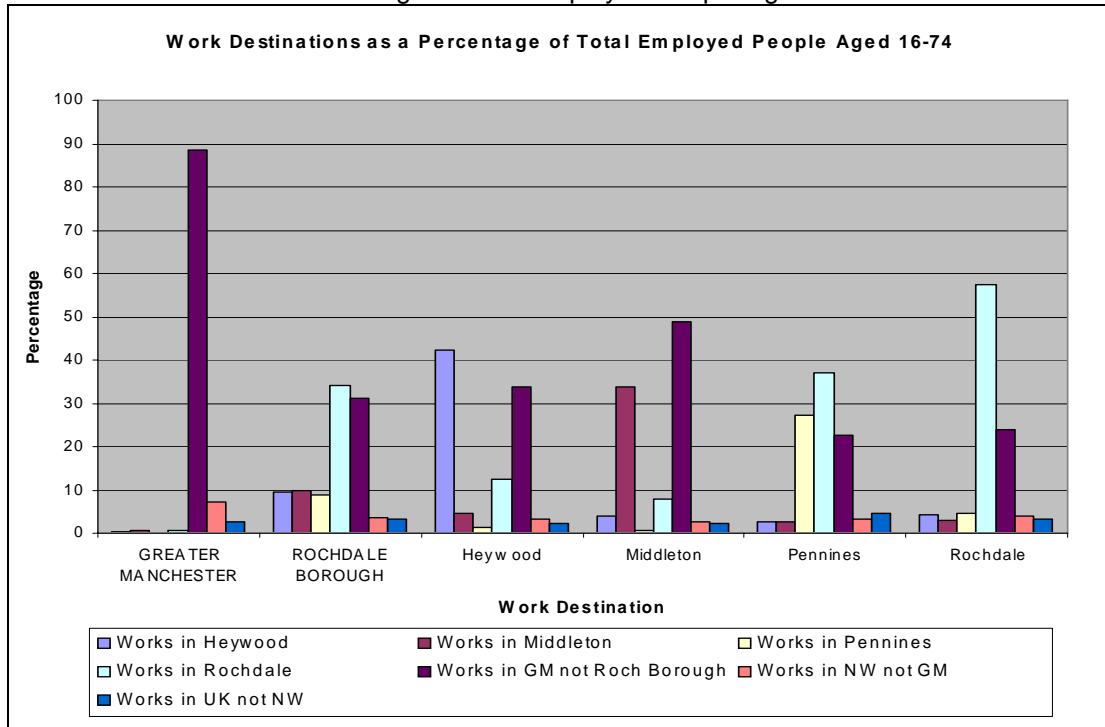
The following table and graph show the work destination of the borough's residents against the township they live in. The highest proportion of the resident working population in Heywood and Rochdale works in the township they live in. In Pennines the largest proportion of the population works in Rochdale township, and in Middleton nearly half of the working population travel to elsewhere in Greater Manchester for work. Rochdale is the township with the largest proportion of its residents that work within it. For the borough as a whole, the largest proportion of the population work in the Rochdale township, followed by working elsewhere in Greater Manchester. In terms of residents from Greater Manchester, less than one percent works in any of the townships, with the majority working elsewhere in Greater Manchester.

Work Destinations as a Percentage of Total Employed People Aged 16-74

Resident In:	Works in Heywood	Works in Middleton	Works in Pennines	Works in Rochdale	Works in GM not Roch borough	Works in NW not GM	Works in UK not NW
Gtr M'cr	0.32	0.51	0.14	0.62	88.51	7.26	2.64
Roch Borough	9.44	9.84	8.76	34.04	31.13	3.54	3.24
Heywood	42.34	4.71	1.35	12.38	33.79	3.30	2.14
Middleton	3.98	33.74	0.58	7.75	49.00	2.74	2.20
Pennines	2.78	2.53	27.19	37.13	22.63	3.20	4.55
Rochdale	4.16	2.93	4.71	57.35	23.90	3.79	3.17

Source: Census 2001

Work Destinations as a Percentage of Total Employed People Aged 16-74



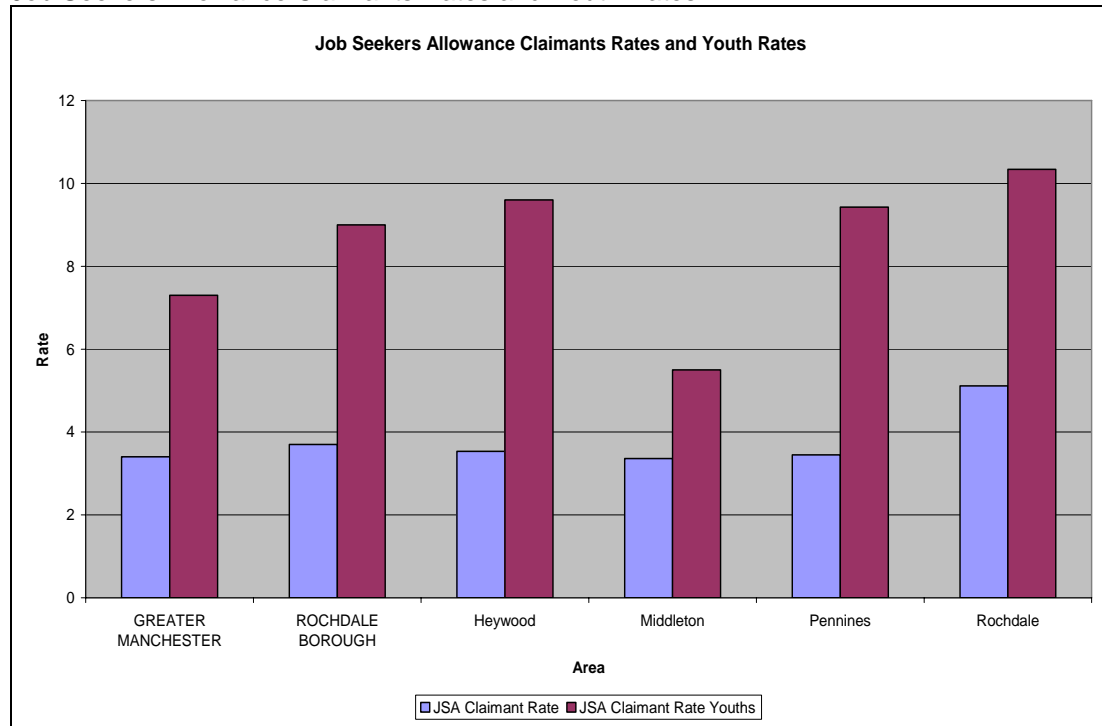
Job Seekers Allowance

Job Seekers Allowance as Rates

	JSA Claimant Rate	Proportion on Long Term JSA	JSA Claimant Rate Youths
Gtr M'cr	3.4	10.6	7.3
Roch Borough	3.7	10.2	9
Heywood	3.53	9.37	9.60
Middleton	3.36	8.10	5.50
Pennines	3.45	11.33	9.43
Rochdale	5.11	9.49	10.34

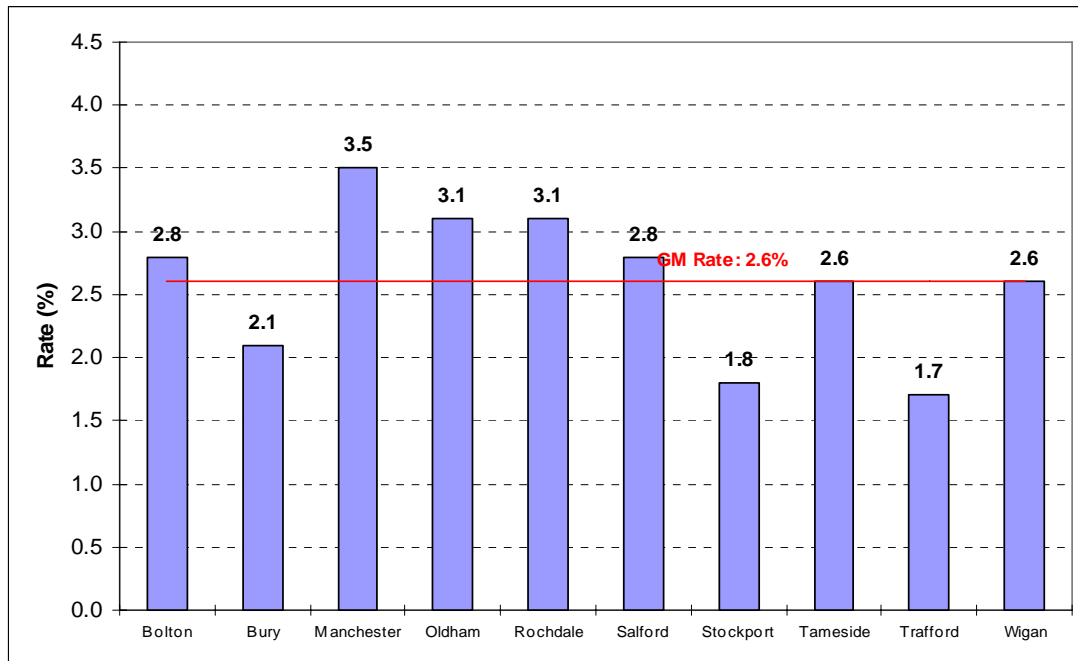
Source: Census 2001

Job Seekers Allowance Claimants Rates and Youth Rates

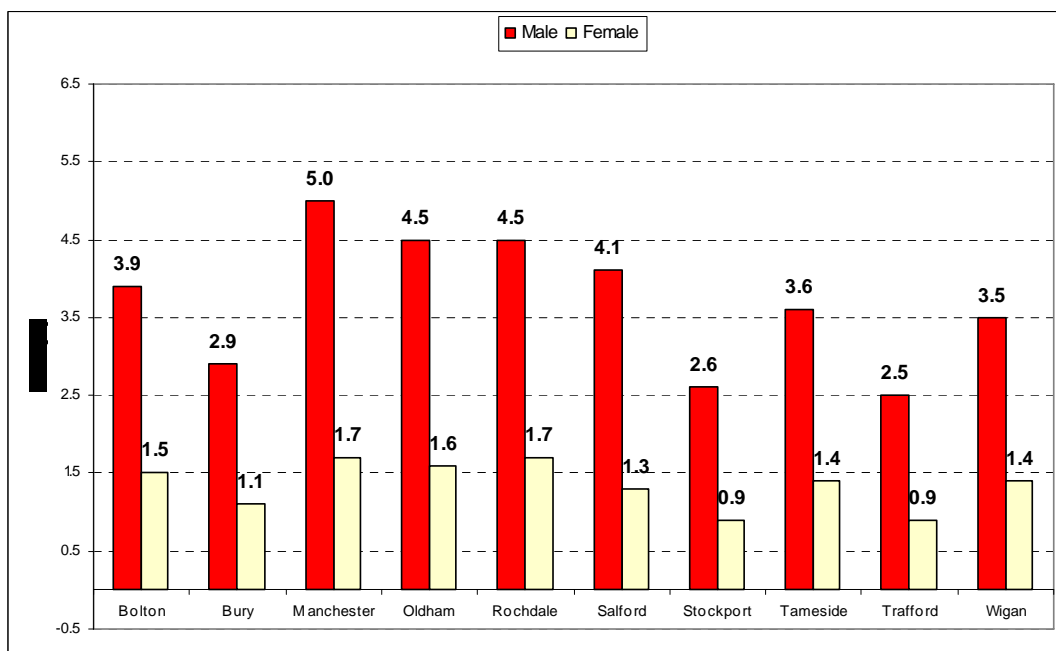


As this graph shows, the average Job Seekers Allowance rate for the borough and three out of the four townships was very similar to the average for Greater Manchester in 2001. The only township with a noticeably different rate is Rochdale township. In terms of the youth Job Seekers Allowance claimant rate, Rochdale borough has a higher rate than that of Greater Manchester. Only one of the four townships, Middleton, had a rate that was lower than the Greater Manchester average. The township with the highest rate is again Rochdale township. The above GM average unemployment rate for Rochdale borough is a consistent pattern.

The following graph shows the Job Seekers Allowance Claimant rate across the whole of Greater Manchester in July 2008 (source Manchester Enterprises and ONS). Manchester (3.5%), Oldham and Rochdale (both 3.1%) had the highest levels of unemployment.



The following graph shows the Job Seekers Allowance Claimant rate by gender across the whole of Greater Manchester in July 2008 (source Manchester Enterprises and ONS). Male unemployment was highest in Manchester (5.1%), Oldham and Rochdale (both 4.5%). Female unemployment deviations between districts are smaller. The highest levels were in Manchester and Rochdale (both 1.7%).



Economic Activity and Prosperity

Rochdale as a borough is one of the most deprived boroughs in England based on the Index of Multiple Deprivation 2007 which assesses deprivation across six district level measures. In terms of employment deprivation 15 (lower super output) areas are in the 3% most deprived in the country and 14 areas in terms of income deprivation (see maps on pages 47 and 48). See also People and Community.

In order to address the economic problems of the borough a number of sectors key to the future economic prosperity of the borough have been identified in the revised Rochdale Economic Development Strategy, these are:

- Manufacturing: Food and drink / Chemicals / Technical textile / Advanced engineering/ Environmental services / technologies
- Logistics
- Financial and professional services
- Creative, cultural and media
- Business administration
- ICT and digital
- Hospitality and tourism
- Retail
- Public sector, health and social care
- Construction

These are based on important existing sectors, such as manufacturing, and sectors which are growing in the wider economy. It is important that these sectors can be further developed in, and attracted to, the borough.

Retailing and town centres

Under-investment in the past has meant that town centres in the borough have lagged behind town centres outside the borough in terms of the range and choice of retail and leisure facilities resulting in a high level of leakage of expenditure outside the borough. More information on this is available from the Rochdale Retail Study.

The map on page 49 shows the town centres and retail locations across the borough.

Employment land supply

The current supply of employment land that is of sufficient quality to attract potential investors is around 182 hectares, a large part of which (about 110 hectares) is on Kingsway Business Park. There are a total of 182,000 sq m of office space of which 10.2% is vacant and 2,631,000 sq m of industrial / warehouse floorspace of which 13% is vacant.

Projections using an economic model, based on past trends in employment in various sectors, indicate an overall decline in the need for employment land, with a major decrease in land for manufacturing and slight growth in the land needed for offices and distribution.

Based on the past rate of development of employment land, which has averaged 9.28 hectares per annum, a simple annual projection suggests a need for a total of 139.2 hectares of land for new development for the 15 year plan period to 2026.

A detailed analysis in the Rochdale Employment Land Study (June 2008) of the overall supply and demand concludes that there may be a further 25 -30 hectares of land to satisfy demand in the plan period.

Tourism

The tourism industry is worth an estimated £76 billion and accounts for 4.4% of the UK's economy, supporting 1.4million jobs nationally and 7% of all employed people. In the north west the visitor economy is significant and contributes over £3 billion to the region's economy, providing jobs for one in ten people. The north west is becoming a key destination within the United Kingdom.

Tourism is not one of Rochdale's traditional industries; however it is still a significant contributor to the local economy, which in 2006 was worth an estimated £268 million supporting 4,200 jobs. Visitor numbers in the borough are increasing, with an average of 7.5 million visiting each year.

Rochdale has a strong visitor offer as a result of its accessibility to the Regional Centre, its heritage and stunning natural landscapes in the south Pennines. There is still great potential for growth in both the holiday and business tourism sectors as the borough is not currently realising its full potential and Rochdale is not identified as a tourist destination outside of the borough. The borough needs to promote a positive image of the area as it is vital to the visitor economy. One of the key challenges is to promote the borough's accessibility cultural heritage, natural assets, particularly the south Pennines, and the water-based attractions of the lakes, rivers and the Rochdale Canal.

The Rural Economy

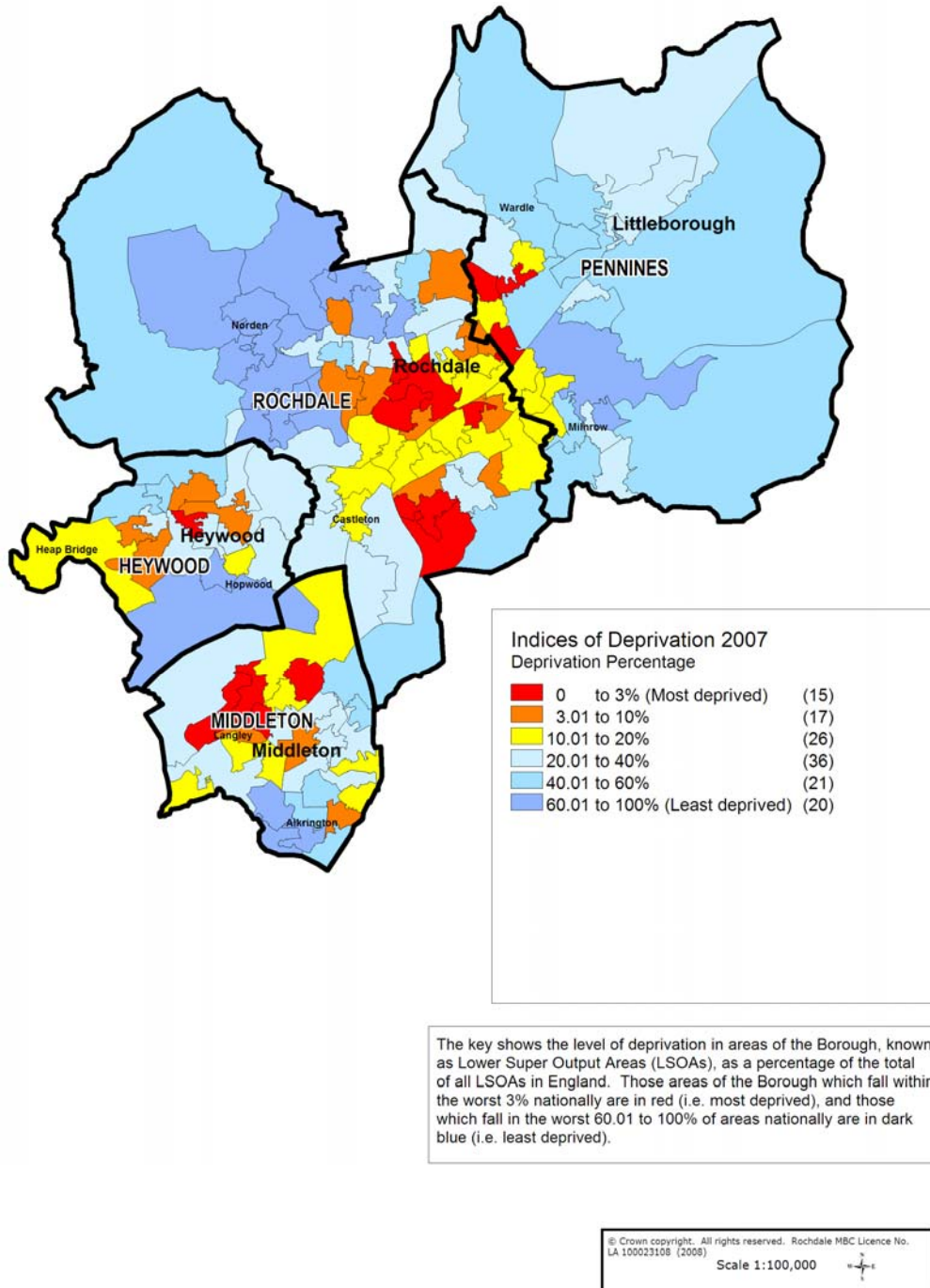
Within Rochdale, the rural population is small and dispersed. Approximately, 1.6% of the population or 3288 residents are classed as rural. Of these approximately 58% are classed as dispersed rural (i.e.: not resident in rural towns or villages).

Traditional rural economic activities such as agriculture, mining and forestry are not a major source of employment within the borough. Similar to the rest of Greater Manchester, the majority of farm holdings within the borough are

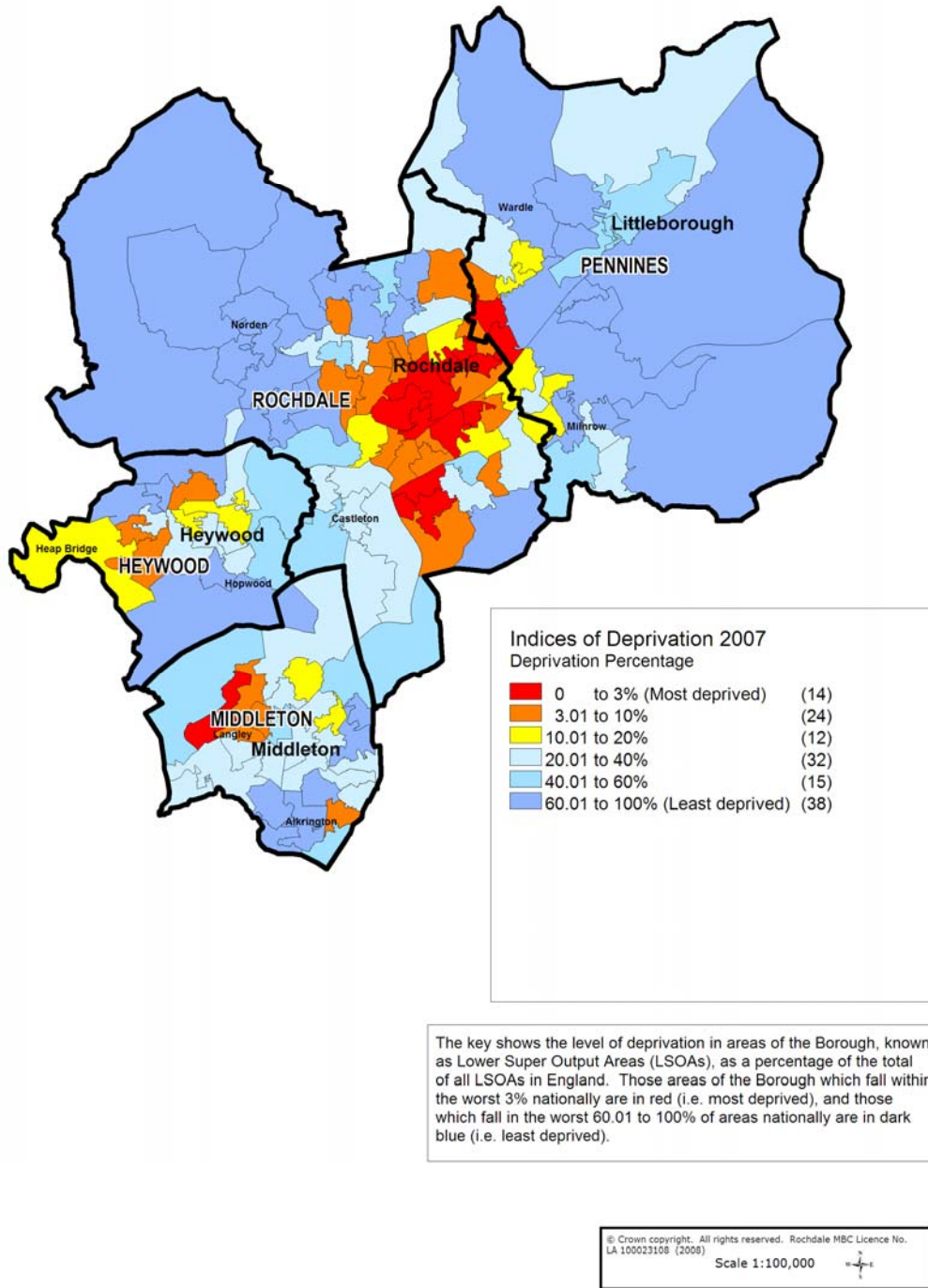
registered small holdings of less than 20 ha with the result that farming tends to be a part time, low income occupation. In addition to traditional rural economic activities there are opportunities for increasing tourism and leisure, food and drink and professional and creative activity utilising assets such as long distance walks, biodiversity, cultural heritage and accessible recreational facilities and assets. Rural incomes within the borough are low, 8% lower than the average for the North West.

The maps on pages 47 and 48 show the level of employment and income deprivation across the borough in terms of the Indices of Multiple Deprivation.

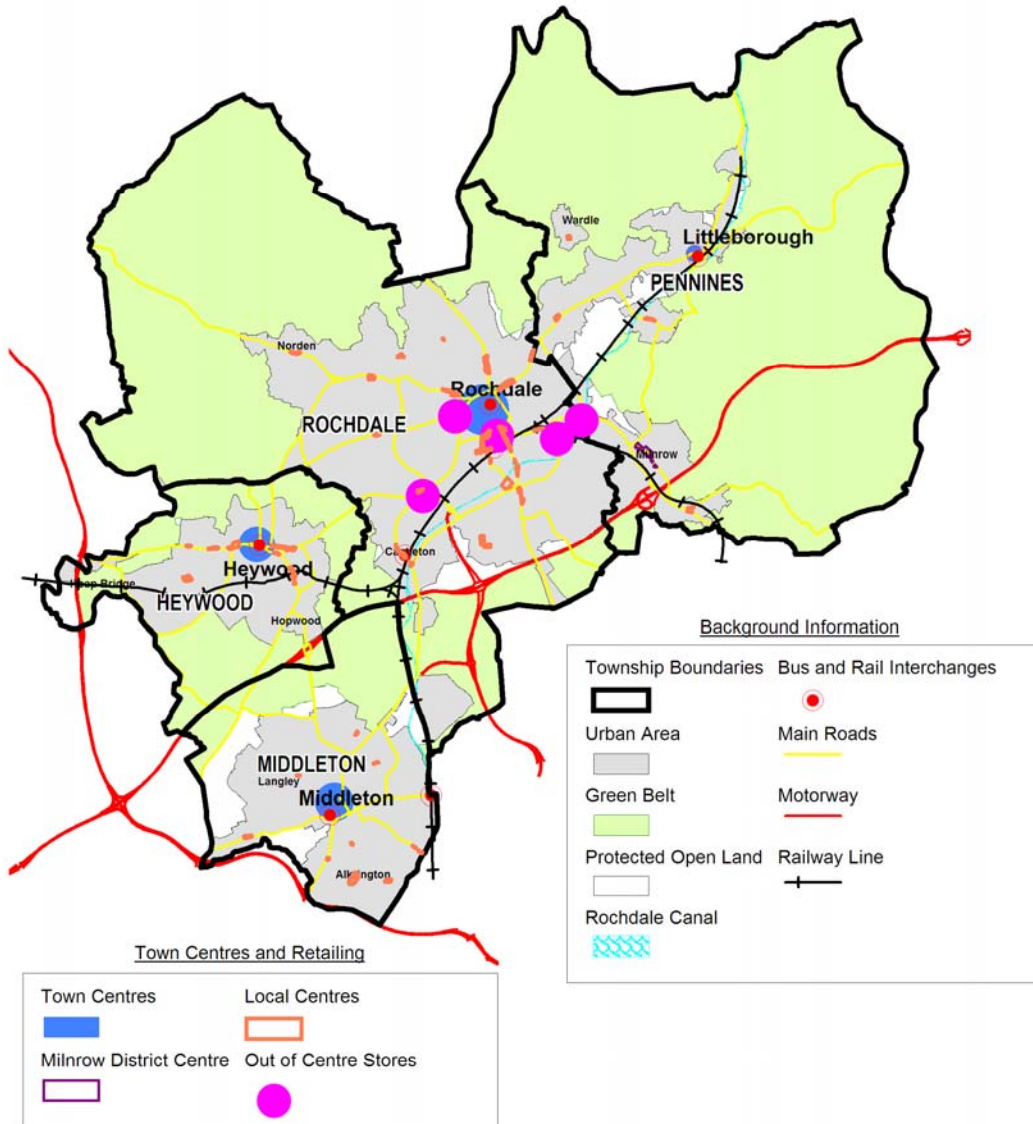
IMD 2007 - Employment Deprivation



IMD 2007 - Income Deprivation



Town Centres and Retailing



© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

5.1 Housing

- see Spatial Portrait pages 19-21

There is a recognised need in the borough to create sustainable neighbourhoods that ensure harmony between ethnic groups, provide good housing and allow residents good access to public transport. There also needs to be a provision of nearby available schools, shops, and leisure and employment opportunities. It is important that communities feel empowered to influence decisions that are made concerning their neighbourhoods and wider community.

Types of Accommodation

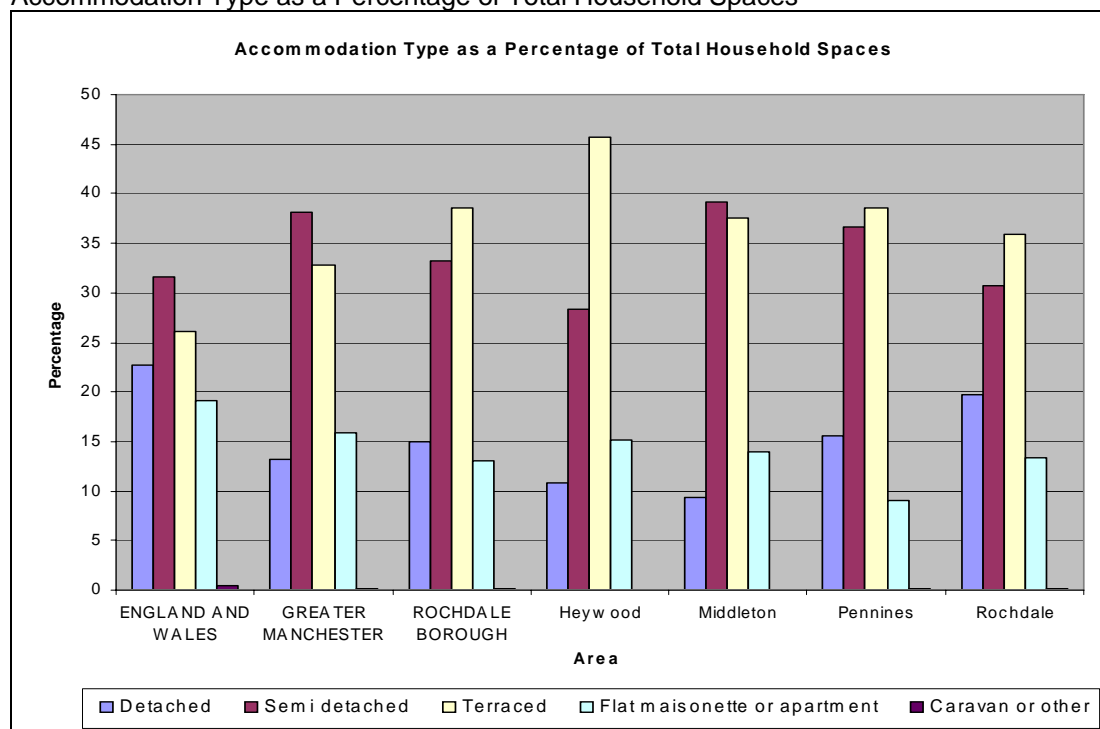
As shown below, the dominant house type in the borough is terraced, followed by semi-detached, detached and then flat, maisonette or apartment. Less than one percent of properties in the borough are classed as being a caravan or other. In Middleton the dominant house type is semi-detached and in Heywood there is nearly one a half times as many terraced properties as there are semi-detached. In both Heywood and Middleton there are a higher proportion of flats or apartments than detached properties, which is also the case in Greater Manchester.

Accommodation Type as a Percentage of Total Household Spaces

	Total Households	Detached (%)	Semi detached (%)	Terraced (%)	Flat maisonette or apartment (%)	Caravan or other (%)
England & Wales	21,660,475	22.77	31.58	26.04	19.19	0.42
Gtr M'cr	1,040,231	13.23	38.07	32.73	15.88	0.09
Roch Borough	83,452	14.93	33.27	38.56	13.11	0.13
Heywood		10.84	28.32	45.62	15.08	0.07
Middleton		9.36	39.18	37.60	14.00	0.03
Pennines		15.64	36.69	38.54	9.12	0.14
Rochdale		19.79	30.75	35.93	13.37	0.20

Source: Census 2001

Accommodation Type as a Percentage of Total Household Spaces



Household Structure

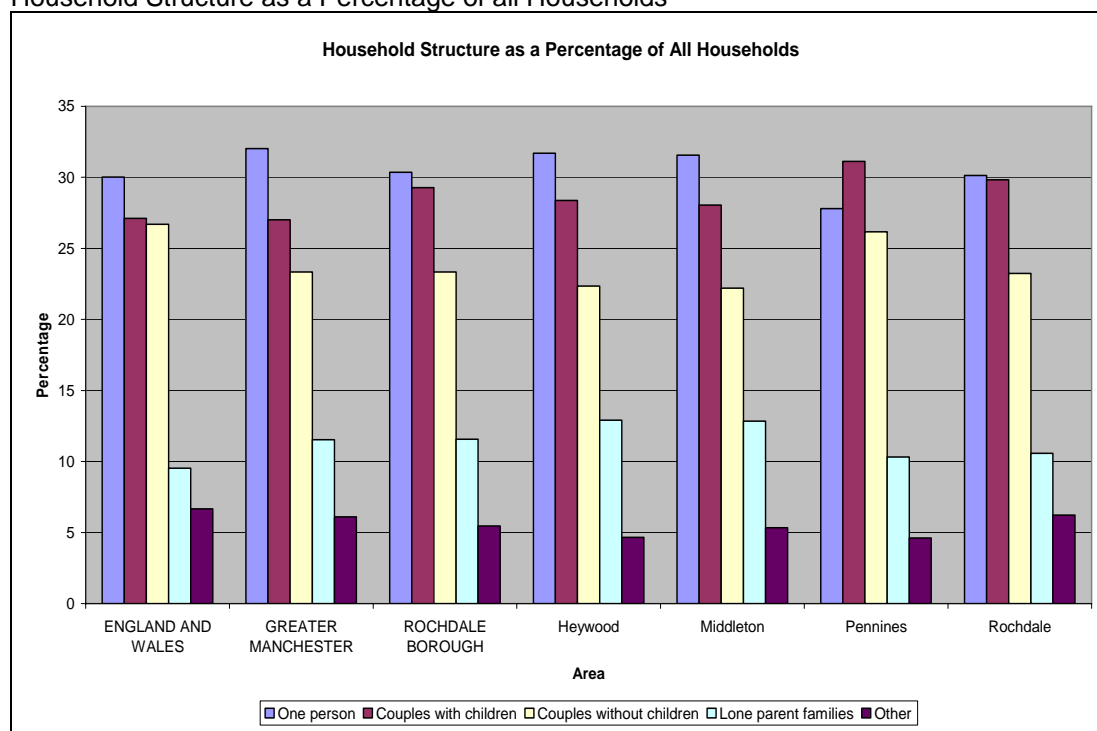
In England and Wales, Greater Manchester and Rochdale borough the highest proportion of households are one person households, followed by couples with children, couples without children, lone parent families and then other compositions. The only place where this is not the case is in the Pennines township where the dominant household composition is couples with children. In the Rochdale township there is only a difference of 0.3% between the numbers of households made up of one person and those of couples with children.

Household Structure as a Percentage of all Households

	Total Households	One person (%)	Couples with children (%)	Couples without children (%)	Lone parent families (%)	Other (%)
England & Wales	21,660,475	30.02	27.11	26.69	9.53	6.66
Gtr M'cr	1,040,231	32.03	27	23.34	11.53	6.11
Roch Borough	83,452	30.36	29.27	23.34	11.56	5.46
Heywood		31.70	28.38	22.35	12.91	4.65
Middleton		31.57	28.05	22.21	12.85	5.34
Pennines		27.79	31.11	26.17	10.32	4.61
Rochdale		30.13	29.83	23.23	10.58	6.23

Source: Census 2001

Household Structure as a Percentage of all Households



Tenure

In terms of tenure, the greatest percentage of properties in all areas is owner occupied. Rochdale borough as a whole has a higher percentage of properties that are rented from the Council in comparison to England and Wales and Greater Manchester.

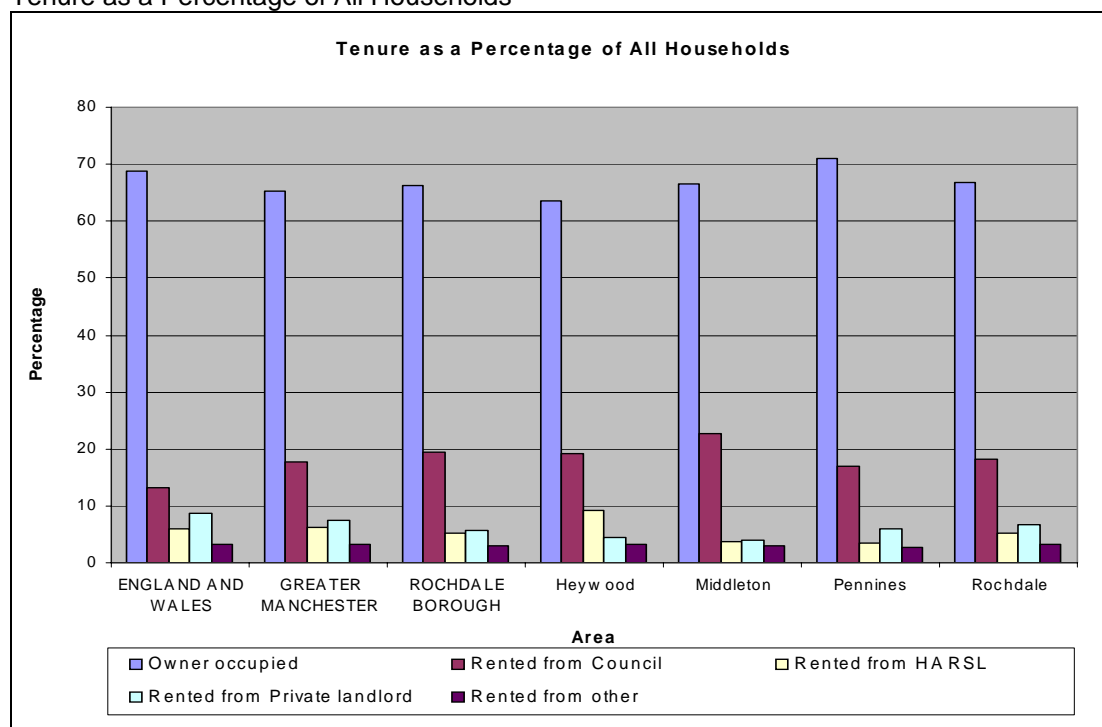
Tenure as a Percentage of All Households

	Total Households	Owner occupied	Rented from Council	Rented from HA/RSL ²	Rented from Private landlord	Rented from other
England & Wales	21,660,475	68.86	13.24	5.95	8.72	3.22
Gtr M'cr	1,040,231	65.4	17.71	6.19	7.58	3.13
Roch Borough	83,452	66.41	19.54	5.32	5.67	3.06
Heywood		63.62	19.14	9.33	4.59	3.32
Middleton		66.59	22.62	3.75	4.09	2.96
Pennines		70.91	16.95	3.39	6.02	2.75
Rochdale		66.68	18.17	5.24	6.74	3.16

Source: Census 2001

² Housing Association or Rented Social Landlord

Tenure as a Percentage of All Households



The Middleton township has the highest percentage of properties rented from the Council, followed by Heywood, which has more properties rented from Housing Associations and Rented Social Landlords than England and Wales, Greater Manchester, the whole of Rochdale borough and any of the other townships.

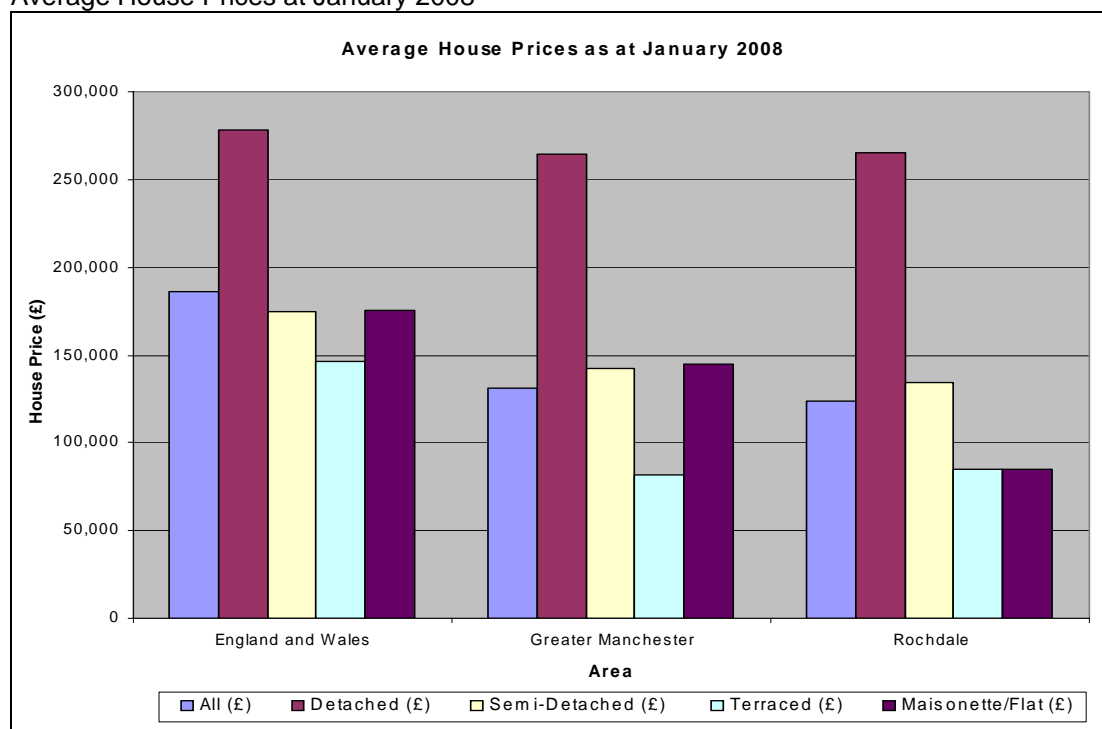
House Prices

The average house price in Rochdale is lower than England and Wales and Greater Manchester.

Average House Prices at January 2008

	Detached (£)	Semi-Detached (£)	Terraced (£)	Maisonette/Flat (£)	All (£)
England & Wales	278,362	174,691	146,127	175,712	186,045
Gtr M'cr	264,216	142,598	81,328	144,766	130,748
Roch Borough	264,829	133,964	84,795	84,560	123,508

Average House Prices at January 2008



In terms of prices for terraced properties the average price in Rochdale borough is lower than that over the rest of England and Wales but is higher than the average price in Greater Manchester. In fact, terraced properties in Rochdale are marginally more expensive than maisonettes or flats, which is not the case in the rest of the country or Greater Manchester. Data is not available for the borough split by townships.

Affordable Housing

Recent increases in house prices on national and local levels have meant that affordability has become a key issue when delivering new housing. House prices in the borough are lower than the national average however the fact that a large proportion of households in Rochdale have a low income means that residents are still struggling to find housing that is appropriate to their needs that are affordable to them.

To answer the problem of housing affordability, the Unitary Development Plan contained a policy requiring a contribution to providing affordable housing on all sites over the size of 1 hectare or those with over 25 dwellings. Further to this, detail on the implementation of the policy is included in a Supplementary Planning Document (SPD) which was adopted in March 2008. The SPD is based on the 2006 Housing Needs Study Update (2007), and as a consequence of this as well as guidance given in Planning Policy Statement 3 (PPS3) the threshold for when affordable housing will be sorted on a site has been lowered to 15 dwellings, which has been in place since May 2007.

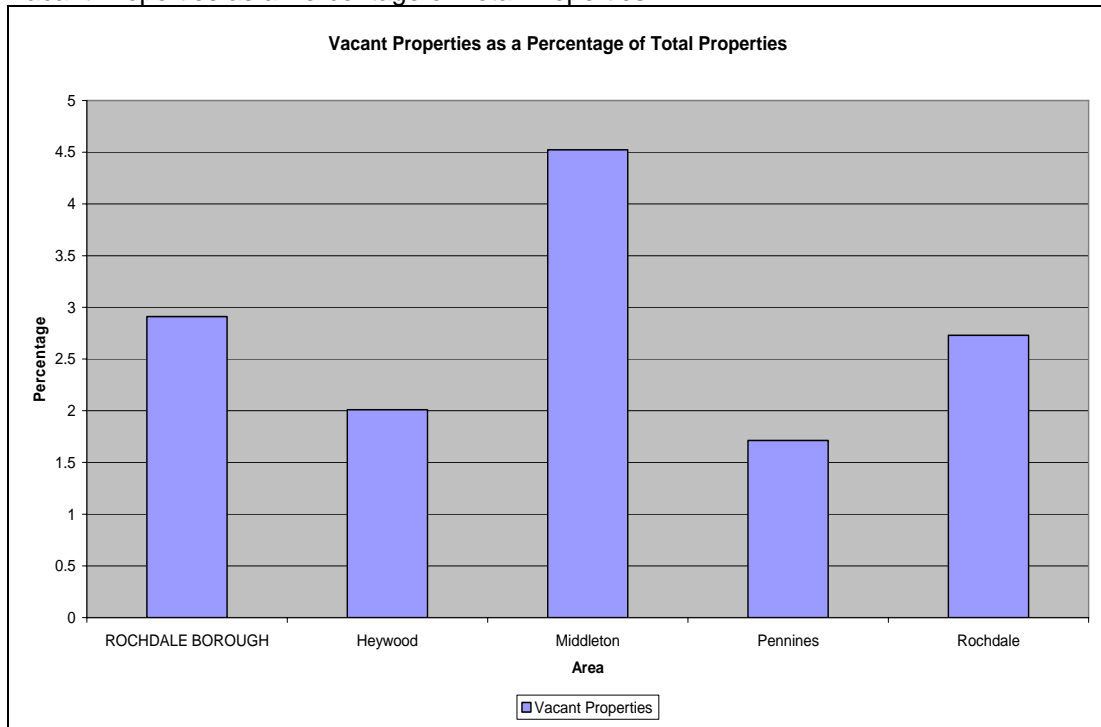
Vacant properties

Vacant Properties as a Percentage of Total Properties

Area	Vacant Properties
Roch Borough	2.91
Heywood	2.01
Middleton	4.52
Pennines	1.71
Rochdale	2.73

Source: Census 2001

Vacant Properties as a Percentage of Total Properties



Middleton has almost twice as many vacant properties as any of the other townships or the borough average, which can be attributed to the Langley Estate which is, and has been for some time, undergoing a regeneration programme. Therefore these vacant properties will be as a result of people being moved out of the area to make way for demolitions and improvements.

Housing Benefits

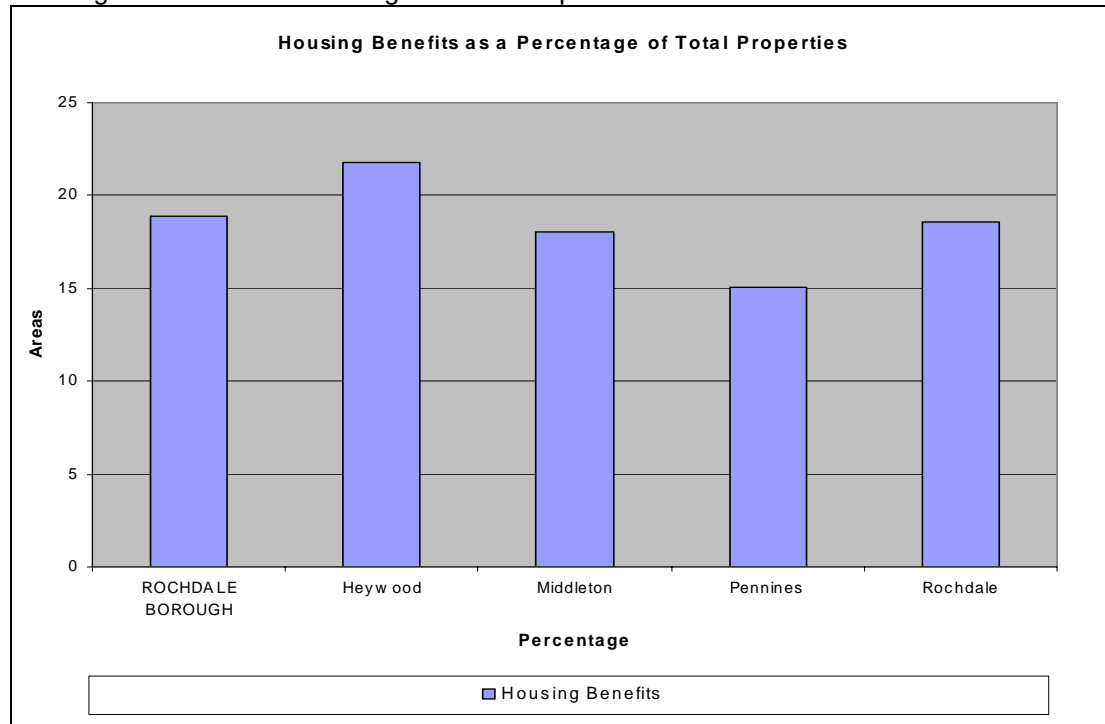
As shown here the township with the largest percentage of total properties claiming housing benefit is Heywood. Pennines is the township claiming the fewest housing benefits. All townships other than Heywood are claiming fewer housing benefits than the borough average.

Housing Benefits as a Percentage of Total Properties

Area	Housing Benefits
Roch Borough	18.92
Heywood	21.80
Middleton	18.03
Pennines	15.03
Rochdale	18.59

Source: Census 2001

Housing Benefits as a Percentage of Total Properties



Household Growth

The township with the greatest increase in the proportion of households is Pennines, where there is a projected growth of 22.4% over the period 2006-2021. This accounts for 57.8% of total household growth in the borough over the period. The township with the lowest level of projected growth is Heywood which is expected to see only a 0.8% increase in the number of households.

Household Projections for 2006-2021

Area	Projected Increase in Number of Households	Increase as a Percentage of Total borough Increase
Roch Borough	7.9%	100%
Heywood	0.8%	1.3%
Middleton	6.7%	19.7%
Pennines	22.4%	57.8%
Rochdale	3.9%	21.2%

Housing Provision

The requirement within the existing Regional Planning Guidance for the North West (RPG 13) is for an additional 240 dwellings to be constructed per year within the borough. A replacement Regional Spatial Strategy (RSS) was published early in 2008, which will replace the RPG 13. It showed that an additional 400 dwellings per year need to be built. This RSS covers the period from 2003 up to 2021. This figure is supported by the Council as it reflects figures from the Urban Potential Study (2005) as well as the need there is within the borough to provide adequate numbers of housing to deliver the objectives of the Housing Market Renewal (HMR) programme.

Given the advanced stage of the replacement RSS, the existing and potential supply of new housing and the need to deliver HMR it is considered more appropriate to work towards the higher of the two figures, therefore to provide 400 new houses per annum.

Strategic Housing Land Availability Assessment

The Strategic Housing Land Availability Assessment (SHLAA) supports the delivery of sufficient housing by identifying land with potential for housing, assessing its potential and assessing when it is likely to be developed. The SHLAA should demonstrate a 15 year supply of housing from the adoption of the Core Strategy. The SHLAA is expected to be completed by Autumn 2008 and will be reviewed and updated regularly. Key stakeholders will be consulted throughout the process of carrying out the assessment:

The outputs of the SHLAA are:

- A list of sites, cross referenced to maps showing locations and boundaries of specific sites,
- An assessment of the deliverability/developability of each of the identified sites in terms of its suitability, availability and achievability, to determine when an identified site is expected to be developed,
- The potential quantity of housing that could be delivered on each of the identified sites, within broad locations or on windfall sites and
- Any constraints there may be on the delivery of identified sites and recommendations on how and when they could be overcome.

Current housing supply in the borough as at March 2008 is:
4190 dwellings with outstanding planning permission
849 dwellings which are currently under construction

5.3 Quality of Place

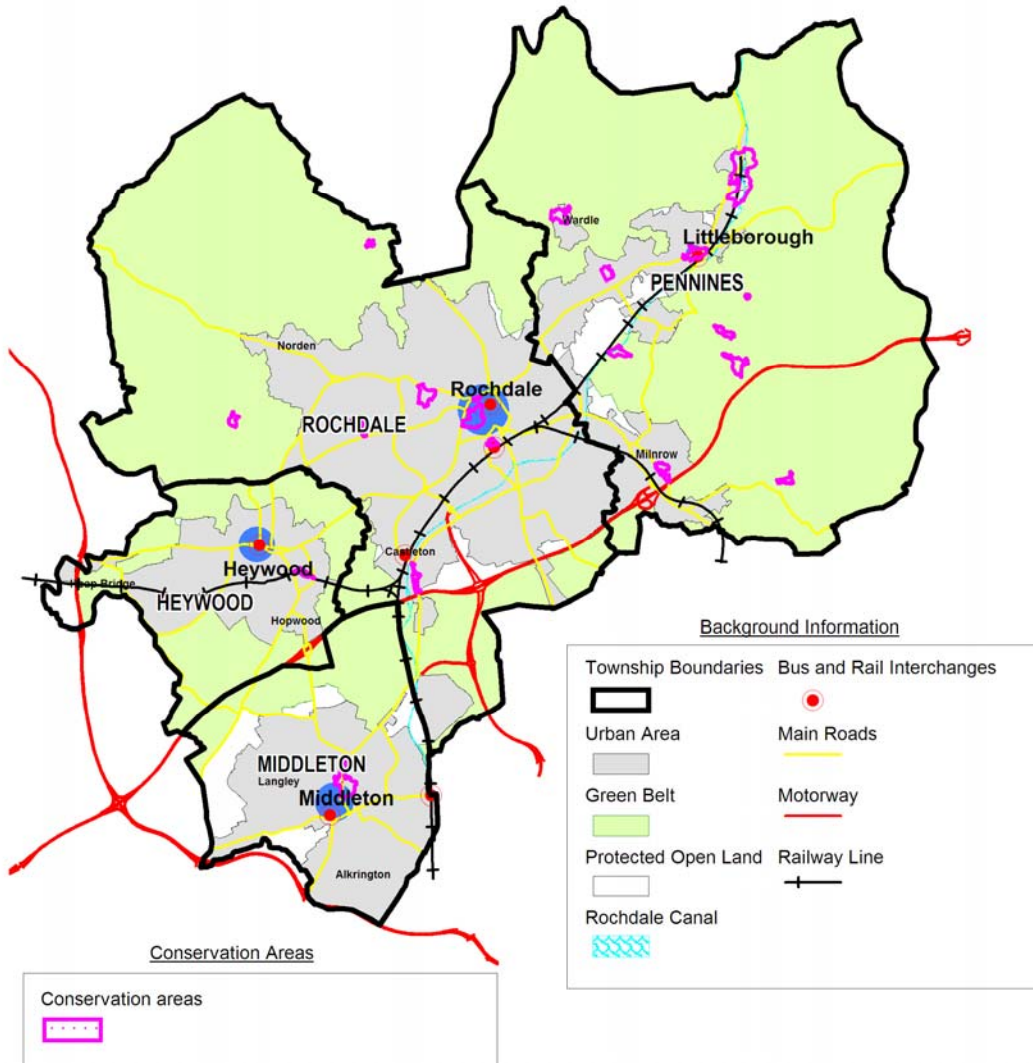
- see Spatial Portrait pages 22-23

Addressing 'Quality of Place' is a key priority of the LAA. Quality of Place is determined by a number of factors: design and layout, the extent to which buildings and spaces are fit for purpose and the overall interaction between people and the physical environment. Little recorded data exists on the quality of the built environment although some assessments have been carried out in some masterplanning exercises. More information does exist on the character of some areas e.g., Housing Market Renewal Areas, landscape character assessment, Littleborough Town Design Statement and Heritage Appraisal, Conservation Area Appraisals. A current issue – arisen through recent proposals for town centre and other redevelopment proposals - is what level of protection is appropriate for heritage features and to what extent can the built heritage help or hinder regeneration? Design quality is a big issue locally and the Council has worked with Oldham Council to provide robust, locally relevant design guidance which the Core Strategy will need to support and build upon. The Borough Masterplan has 'Design and Image' as a key theme in addressing the physical regeneration of the Borough and work is progressing to assess where the focus should be in seeking to improve the image of the Borough to visitors and investors. The Core Strategy needs to explore options for tackling these issues, but at a strategic level.

Listed Buildings and Conservation Areas

Just over half of the listed buildings in the area are within the rural environments of the borough. A quarter of the listed buildings are currently at risk through a lack of occupancy or structural decline and they are in need of new uses and investment. There are slightly more conservation areas within the urban area. A conservation area is an area of special architectural or historic interest which is identified by the Council as an area where it is desirable to preserve and enhance the special character of that area. Conservation areas are shown on the following map (page 59).

Conservation Areas



5.4 Climate Change, Pollution and Natural Resources

- see Spatial Portrait pages 23-24

Renewable Energy

The amount of renewable energy generated in the borough is typical of an urban authority without embedded generation such as hydroelectric or wind power. Renewable energy generation is currently limited to demonstration installations by social housing providers and at public institutions. There are only a limited number that have been put in place by private householders. The largest scheme for renewable energy production in the borough is at the Scout Moor site which will be fully operational in late 2008. The scheme will provide 65 megawatts of power generation capacity.

The borough has a range of natural assets that provide a potential source for renewable energy technologies. Many parts of the uplands in the borough are sufficiently windy to enable wind power generation, particularly in the South Pennines area. There may also be the potential from using the boroughs natural water resources to generate hydro-electric power and develop other possible technologies.

Flood Risk

The Environment Agency keep information about flood risk areas and a Strategic Flood Risk Assessment is being prepared for Greater Manchester level commissioned by the Association for Greater Manchester Authorities. This will form the framework for more detailed area and site level assessment to follow which will inform and help ensure future regeneration and development proposals do not increase flood risk and are appropriately defended.

Flood zones within the borough are shown on the map on page 62 of this paper.

Pollution

Pollution can occur through the impact of new development including air, water, noise and light pollution. It can affect health and amenity throughout the borough although there are areas which are particularly affected, especially transport corridors and locations close to or including employment sites or contaminated land. Information on contaminated land and air quality can be found at the back of this paper in the local strategy summaries. Areas of significant pollution are shown on the map on page 63 of this paper.

Waste

Information on waste and minerals is contained in the evidence base for the Greater Manchester Joint Waste Development Plan Document. The Greater Manchester Geological Unit holds and manages that information which will be used to inform the plan.

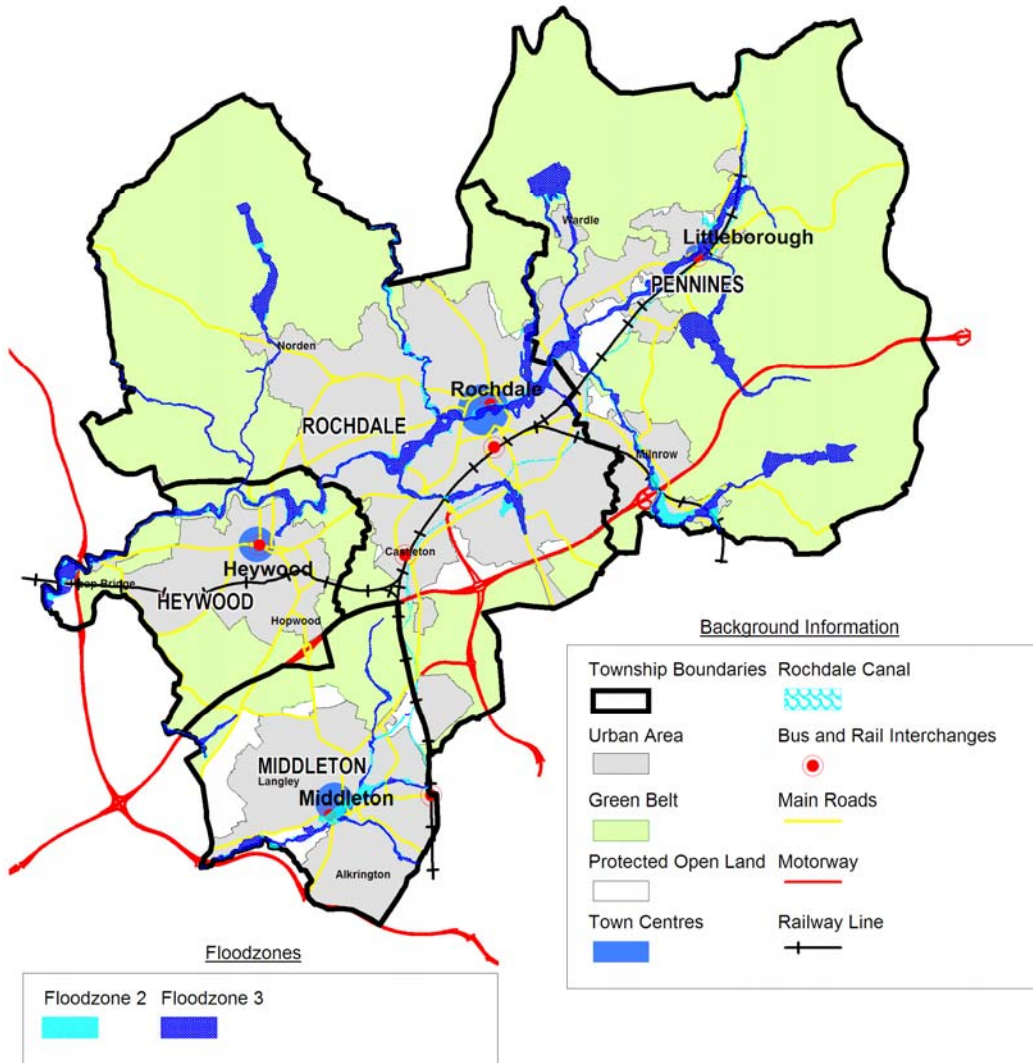
Minerals

Consideration is being given to the preparation of a Joint Minerals Development Plan Document for Greater Manchester. In addition to information provided in the Spatial Portrait, further information on need, supply and demand as well as monitoring of the policies for mineral working is available from the Greater Manchester Geological Unit.

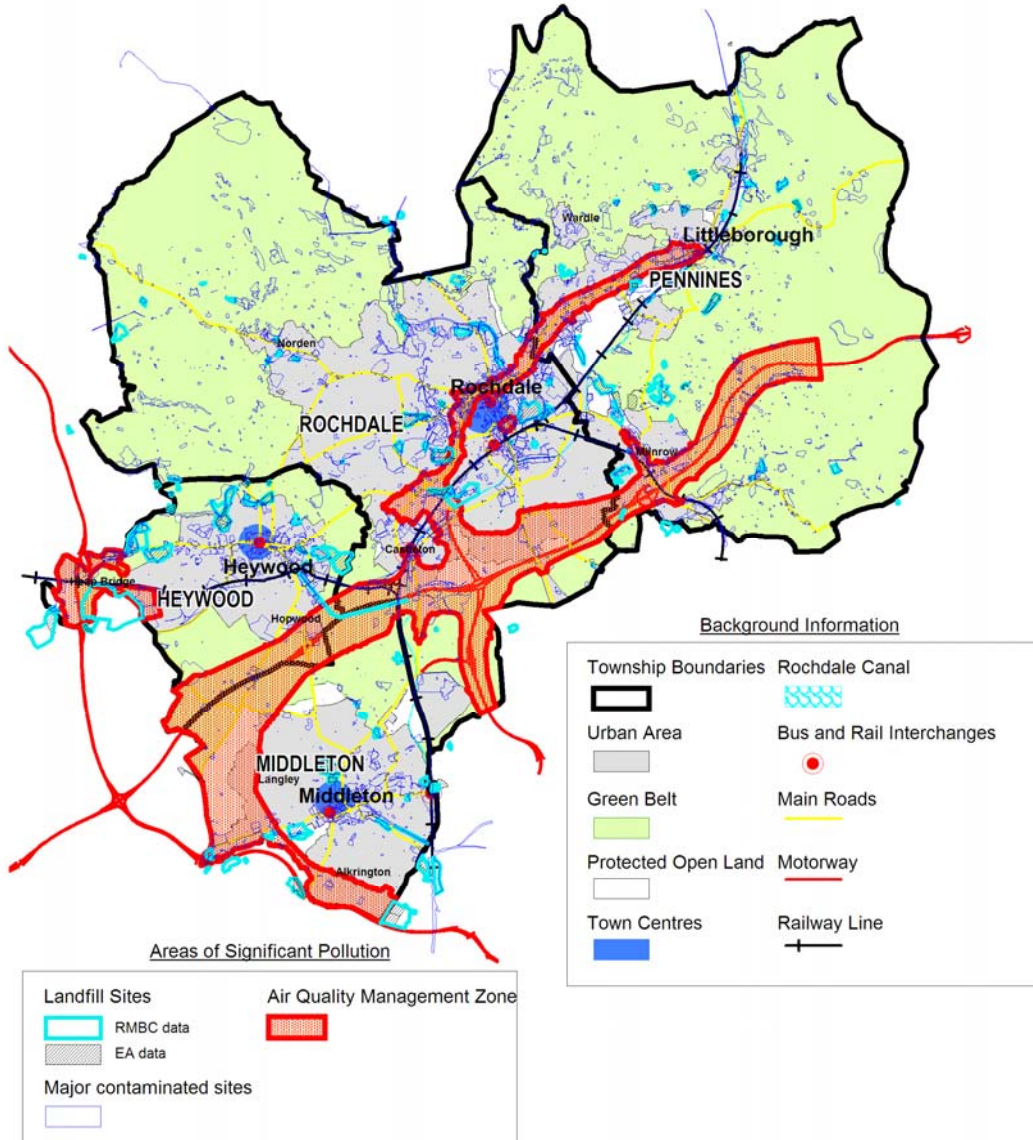
Natural Landscape

The borough does not currently have a detailed landscape assessment for the whole district. The landscape falls largely within two of Natural England's character areas, namely the south Pennines and Manchester Pennine fringe. A landscape character assessment of the South Pennines Character Area has been carried out by the standing conference of Southern Pennines Authorities (now Pennine Prospects). A broad landscape assessment of key landscape character types in the borough was carried out with the assistance of the Greater Manchester Archaeological and Ecology Units and included in the written statement of the Unitary Development Plan. Further, more detailed landscape character assessment will be carried out when resources permit.

Floodzones



Areas of Significant Pollution



© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

5.5 Accessibility and Sustainable Transport

- see Spatial Portrait pages 24-26

The borough has good road and rail connections with everywhere in the borough being less than three miles from a motorway junction. The Trans-Pennine railway and the West Coast Main Line provide rail coverage in the borough and Manchester Airport is just 45 minutes drive away.

There are problems with congestion in certain locations and issues with future demands on the network. Schemes to reduce congestion in line with the Greater Manchester Local Transport Plan are being implemented. The Metrolink is being extended into the borough to provide a direct link to Manchester City Centre and other areas all over Greater Manchester. Works to the Northern Orbital bus corridor are on schedule.

A Supplementary Planning Document on travel planning to encourage people not to rely on using their car to get to work amongst other initiatives is being prepared.

Key transport infrastructure within the borough is shown on the map on page 67.

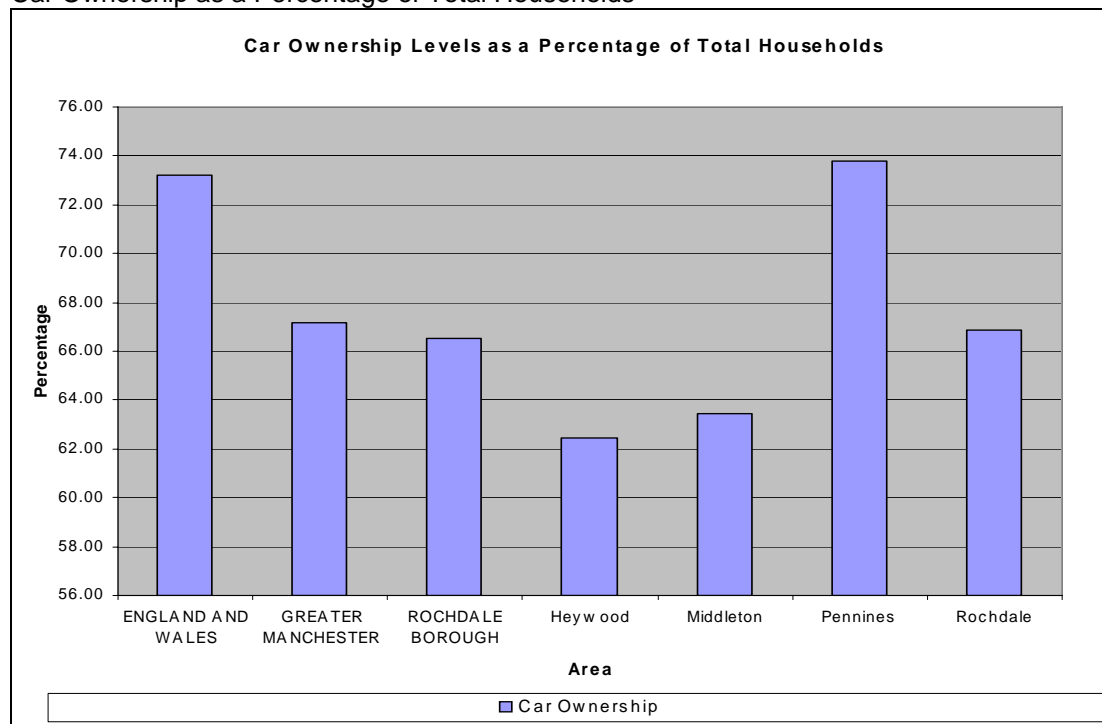
Car Ownership

Cars or Vans as a Percentage of Total Households

	Total Population	0 Cars or Vans	Car Ownership	1 Car or van	2 Cars or Vans	3 Cars or Vans	4 or more Cars or Vans
England & Wales	21,660,475	26.79	73.21	43.8	23.53	4.51	1.38
Gtr M'cr	1,040,231	32.81	67.19	43.02	20.09	3.23	0.84
Roch Borough	83,452	33.46	66.54	42.7	19.82	3.27	0.76
Heywood		37.52	62.48	42.51	16.61	2.55	0.82
Middleton		36.56	63.44	43.13	17.10	2.72	0.49
Pennines		26.24	73.77	44.51	24.10	4.22	0.93
Rochdale		33.13	66.87	41.77	20.84	3.41	0.85

Source: Census 2001

Car Ownership as a Percentage of Total Households



The above graph shows the level of car ownership in the borough in comparison to the national and Greater Manchester picture. Greater Manchester and the borough of Rochdale have nearly the same level of car ownership, which is lower than the national average. In terms of the four townships Heywood has the lowest level of car ownership, followed by Middleton and then Rochdale. Pennines has the highest level of car ownership, which is higher than the average ownership in England and Wales.

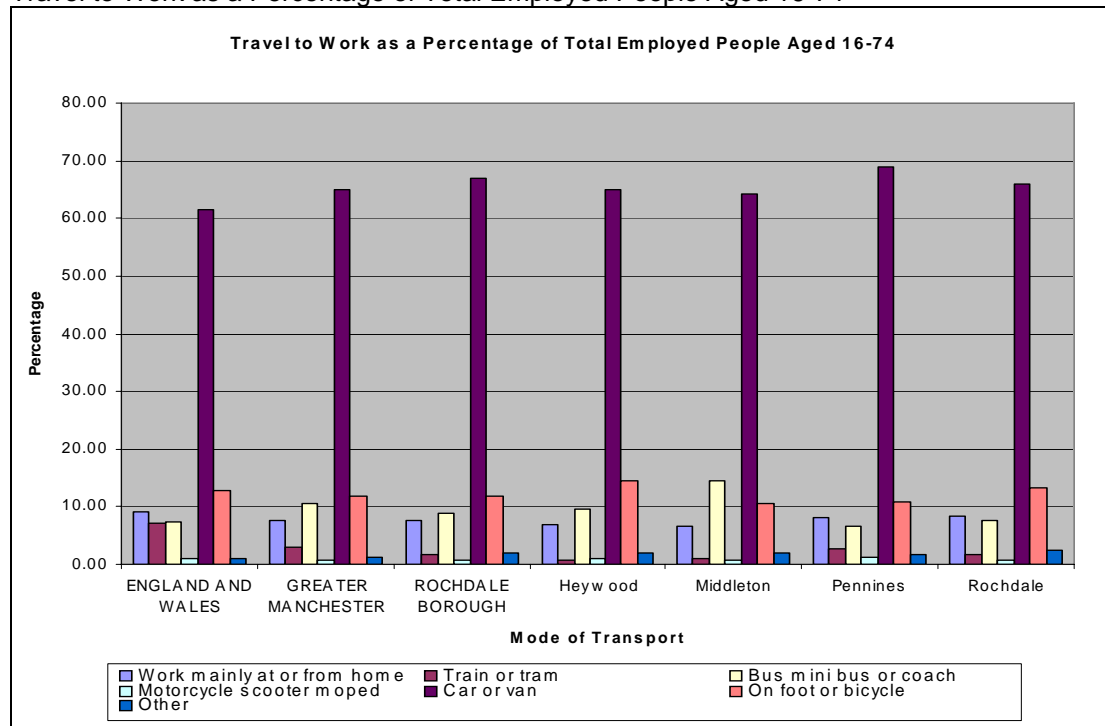
Travel to Work

Travel to Work as a Percentage of Total Employed People Aged 16-74

	Total Employed Population Aged 16-74	Work mainly at/from home	Train/ tram	Bus mini bus/ coach	Motorcycle scooter moped	Car/ van	On foot/ bicycle	Other
England & Wales	23,627,754	9.19	7.09	7.40	1.09	61.49	12.76	0.99
Gtr M'cr	1,077,347	7.74	2.85	10.67	0.82	64.95	11.74	1.23
Roch Borough	86,867	7.75	1.64	8.95	0.82	66.89	11.93	2.03
Heywood		6.94	0.80	9.59	0.88	65.06	14.64	2.09
Middleton		6.72	0.89	14.64	0.66	64.36	10.68	2.05
Pennines		8.01	2.75	6.75	1.13	68.95	10.80	1.62
Rochdale		8.30	1.67	7.62	0.68	66.05	13.17	2.52

Source: Census 2001

Travel to Work as a Percentage of Total Employed People Aged 16-74

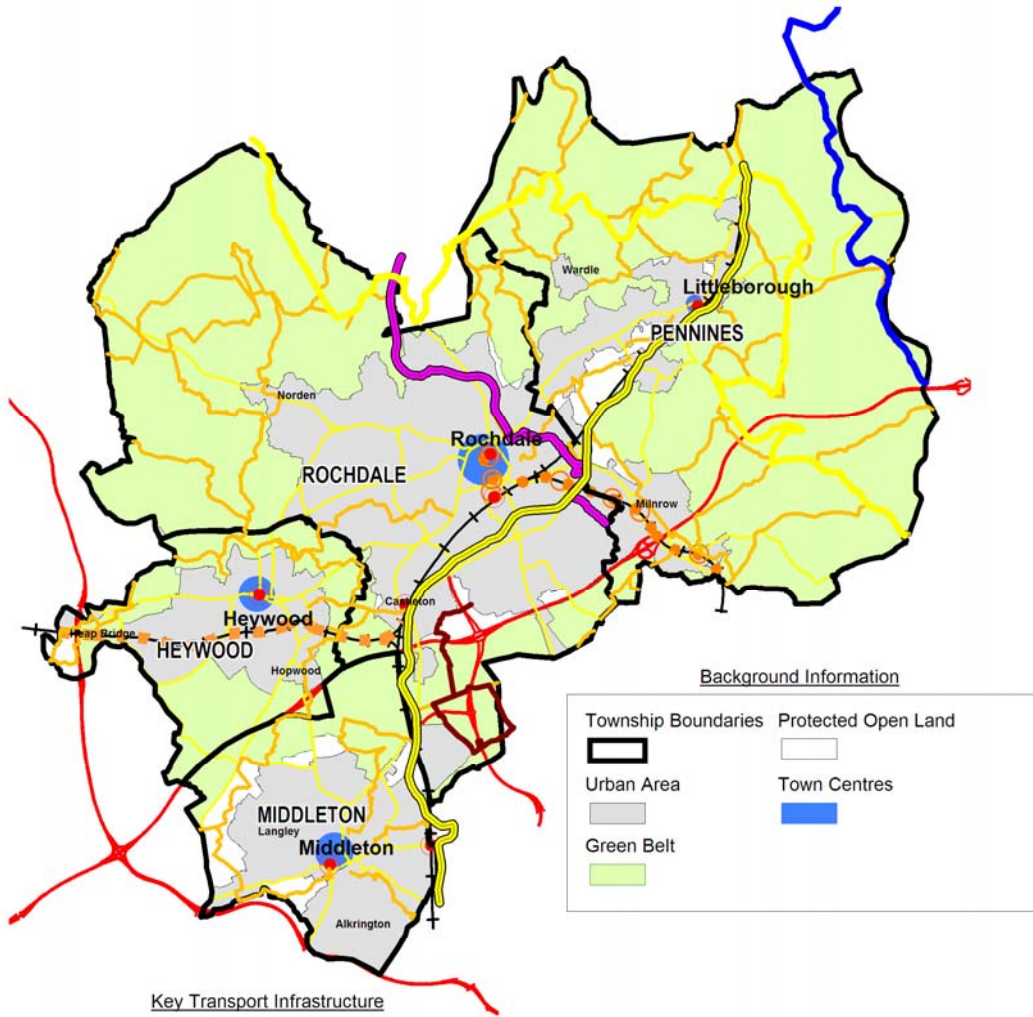


As is clearly shown here the most common method of travel to work is by car or van, which is reflected in national, regional and GM statistics. The percentage of people using this method in the borough is higher than the national or Greater Manchester average. The township with the highest level of car or van journeys to work is Pennines and the lowest is Middleton. The second most popular way of getting to work in the borough and all the townships, except for Middleton, is on foot or by bicycle. In Middleton using the bus, a mini bus or coach is the second most popular, reflecting the large proportion of residents who work in Manchester and low car ownership. Getting to work on foot or by bike is at the highest levels in Heywood and Rochdale townships, reflecting the higher proportion of residents who work locally.

Congestion

Traffic congestion and the effects it has are a problem in some parts of the borough, although this is less of an issue than in some parts of the conurbation core. The main problems can be found along the M62 and M60 corridor and the A58 corridor where the emission of nitrogen dioxide and fine particles are set to exceed government guideline standards. The air quality in general has improved in recent years due to industry being regulated and the tighter control of emission standards on vehicles. An Air Quality Management Area, as shown on the map on page 63, has been established in order to deal with the poor standards of air quality that are currently found in these areas of the borough's road networks.

Key Transport Infrastructure



Background Information

Township Boundaries	Protected Open Land
Urban Area	Town Centres
Green Belt	

Key Transport Infrastructure

Main Roads	Bus and Rail Interchanges
Motorway	Pennine Way
Rochdale Canal	Pennine Bridleway
Proposed Metrolink	Rochdale Canal Towpath
Proposed Metrolink stations	South Rochdale Forest Trail
Railway Line	National Cycle Route 92
East Lancs Railway (ELR)	Right of Ways

© Crown copyright. All rights reserved. Rochdale MBC Licence No. LA 100023108 (2008)
 Scale 1:100,000

5.6 Green Infrastructure (open space and countryside)

- see Spatial Portrait pages 26-38

Landscape

To the north east of the borough is landscape is dominated by the Pennine Hills which includes moorland, reservoirs, wooded valleys which are all home to important natural habitats. The landscape to the south west of the borough, around Middleton and Rochdale is made up of predominantly an urban environment.

Tree Cover

Tree planting as a part of the Pennine Edge Forest is helping to increase woodland cover although woodland cover still remains at a low 3%, which is significantly lower than the regional and national average.

Sites of Biological Importance

There are also a series of sites classed as being Sites of Biological Importance (SBIs) identified by the Greater Manchester Ecological Unit (GMEU) and approved by Rochdale Metropolitan Borough Council. There are 43 sites that are designated in this way and they cover a total land area of 2297 hectares. These designations are non statutory but in some cases they do overlap with designations which *are* statutory.

Biodiversity

A Biodiversity Action Plan has been produced for Greater Manchester for which a local statement for Rochdale will follow in 2008 following the completion of the review of the Greater Manchester Biodiversity Action Plan. The Rochdale Action Plan will identify local target species and beneficial actions for active conservation providing a future basis for improving the data available about local species of importance as well as the monitoring of the extent or quality of habitat and distribution of species. Updated habitat surveys have been completed in association with the Greater Manchester Ecology Unit as well as the voluntary sector to help provide good supporting information on species and habitats.

Nature Conservation

Rochdale borough contains a series of statutorily designated sites of nature conservation importance, for example part of the South Pennine Moors and the Rochdale Canal Sites of Special Scientific Interest. The quality of the conservation of such sites is monitored by Natural England who are consulted on proposals which may affect the special qualities they have. These sites are

also protected further by European legislation. There are three Local Nature Reserves in the borough and many other sites which are actively managed for their nature conservation interest.

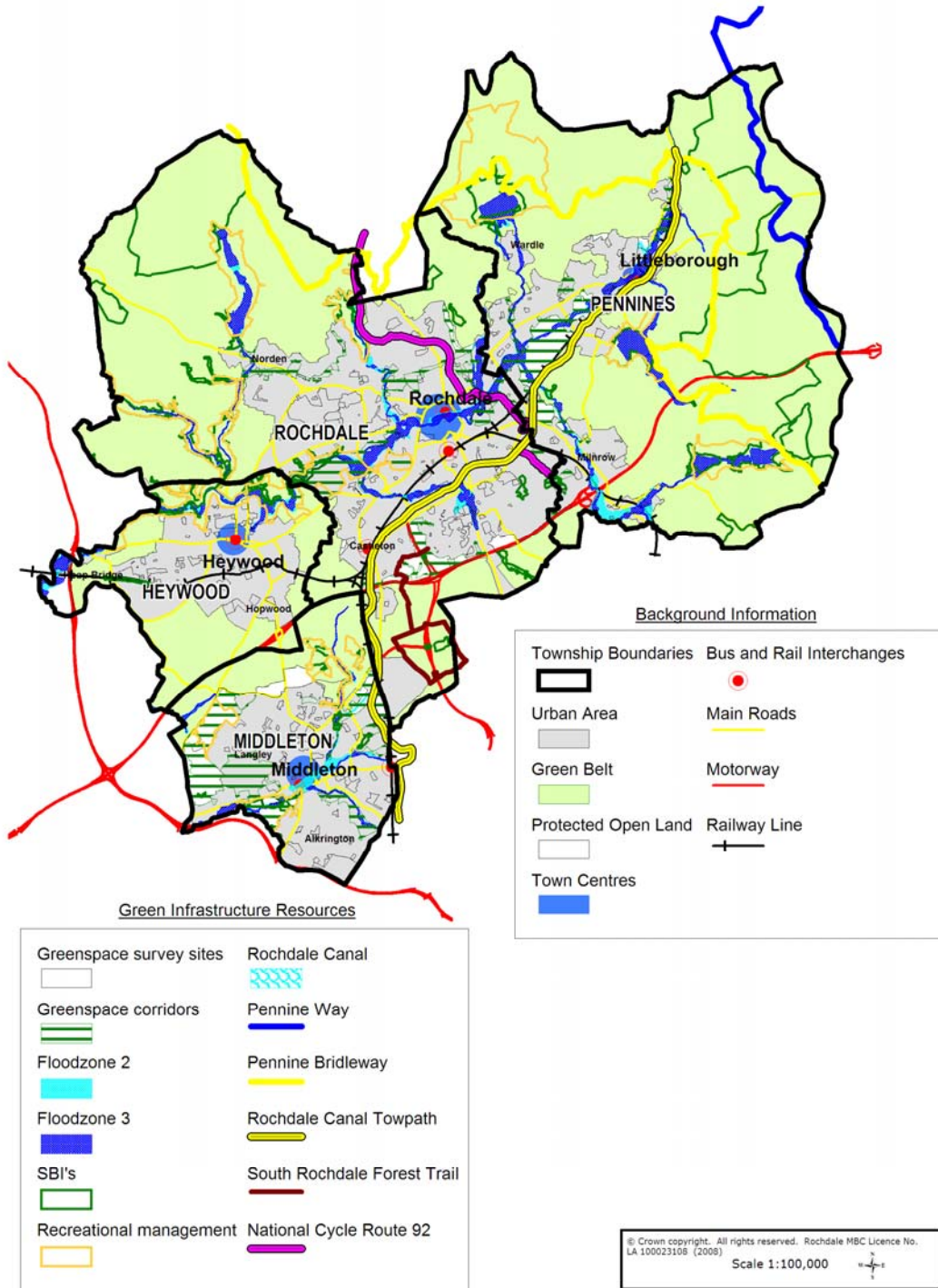
Quantitative and qualitative assessment of urban greenspace in Rochdale MBC

This assessment of the greenspaces in Rochdale surveyed 35% of the borough's open spaces. The open spaces that were assessed were considered to be the most significant open spaces in the borough. It showed that the average quality of these open spaces was 'fair' with only 37% of the open spaces classed as 'good' or 'very good'. Out of all of the townships in the borough Middleton had the best quality of open space with 55% of the spaces classed as 'good' or 'very good'. Pennines was the worst township with only 21% of the open spaces there classed as 'good' or 'very good'. The majority of the greenspaces in the borough are located in more urban areas. There are different varieties of greenspace; those with the highest scores in terms of quality are town parks, with green corridors receiving the lowest scores and on average being classed as 'poor'. Town parks are thought to be the highest in terms of quality as a result of them benefiting from recent funding and investment alongside a high level of voluntary service.

Benchmark sites in the borough are the town parks at Queens Park and Falinge Park; local parks at Denehurst Park and Bowlee Community Park; the playing fields at Balderstone Senior High school; the pocket park at Newbold Multicultural Pitch and the amenity green at Land off Cutgate Road.

The following map on page 70 shows the green infrastructure resources that are within the borough.

Green Infrastructure Resources



5.7 People and Community

- see Spatial Portrait pages 28-31

Population by Age

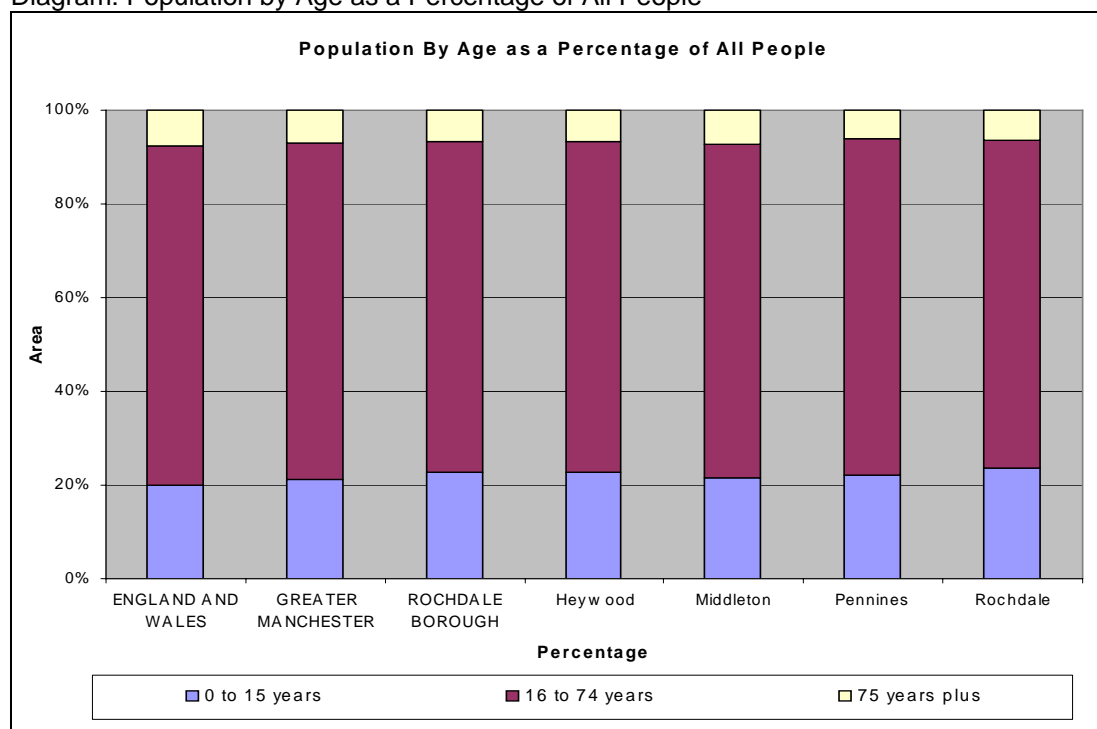
The borough has a young population, with more than one in five people aged under 16 years of age (22%), which is expected to fall to 20% in 2021.

Population by Age as a Percentage of All People

	Total Population	0 to 15 years	16 to 74 years	75 years plus
England & Wales	52,041,916	20.15	72.27	7.58
Gtr M'cr	2,482,328	21.24	71.78	6.98
Roch Borough	205,357	22.83	70.64	6.53
Heywood		22.7	70.67	6.63
Middleton		21.59	71.25	7.16
Pennines		22.15	71.66	6.2
Rochdale		23.57	70.09	6.35

Source: Census 2001

Diagram: Population by Age as a Percentage of All People



As can be seen here there are no massive differences between the percentage of population that fall into different age groups across England and Wales, Greater Manchester, the borough as a whole and the townships. As the graph shows there is a slightly higher percentage that falls into the 0-15 years age category in Rochdale than in England and Wales and Greater Manchester. In the townships there is a higher proportion of 0-15 year olds in Rochdale than any of the others. In terms of the 75 years and over category, the proportion in England and Wales is higher than Greater Manchester, the borough and any of the townships. The township with the highest proportion of this older age group is Middleton.

Population by Gender

Total Population by Gender

Gender	Total	% of Total Population
Male (all ages)	101.4	49
Female (all ages)	105.3	51

Source: ONS Mid-Year Estimates 2005

There are slightly more females (50.9%) than males (49.1%) in the borough. This is also the case across all four townships, with Middleton township having the highest proportion of female residents with 51.5%.

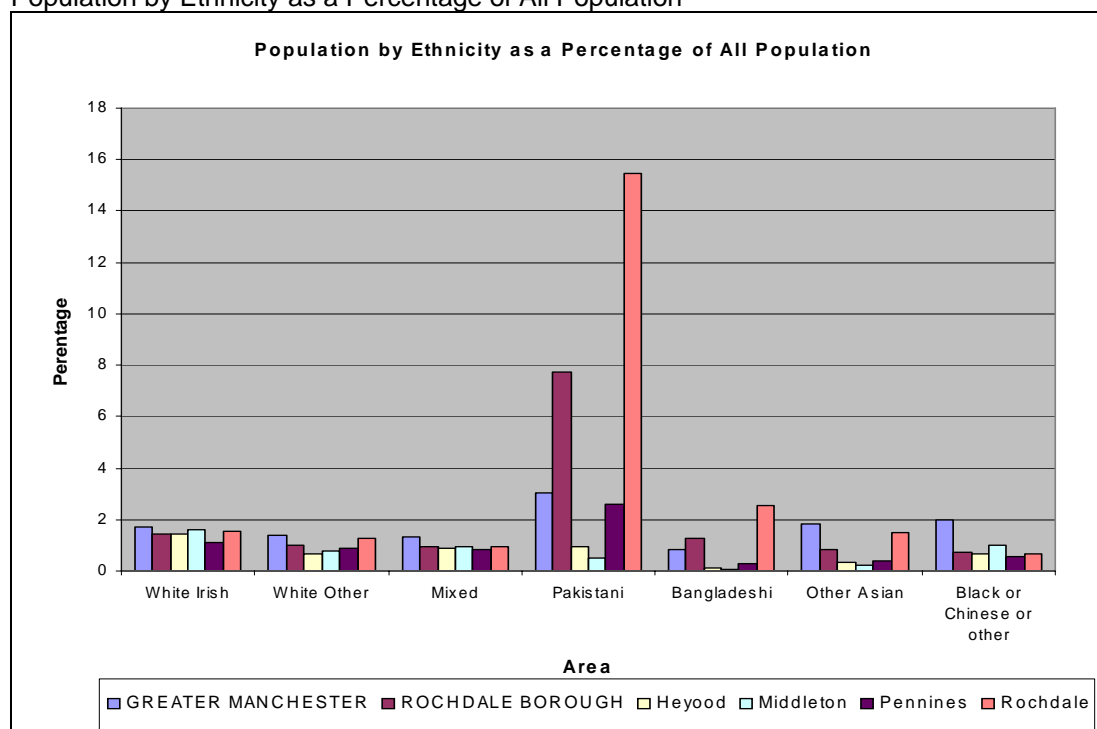
Population by Ethnicity

Population by Ethnicity as a Percentage of All People

	Total Population	White British	White Irish	White Other	Mixed	Pakistani	Bangladeshi	Other Asian	Black or Chinese or other
Gtr M'cr	2,482,328	87.95	1.72	1.4	1.33	3.03	0.81	1.8	1.97
Roch Borough	205,357	86.09	1.46	1.02	0.93	7.71	1.26	0.83	0.7
Heywood		94.98	1.45	0.69	0.89	0.92	0.08	0.31	0.68
Middleton		94.87	1.59	0.77	0.96	0.52	0.07	0.23	1.00
Pennines		93.37	1.10	0.91	0.82	2.59	0.29	0.40	0.54
Rochdale		76.00	1.55	1.30	0.96	15.46	2.53	1.52	0.67

Source: Census 2001

Population by Ethnicity as a Percentage of All Population



As clearly shown above the ethnic minority group with the largest number of residents across the borough and Greater Manchester is Pakistani. The township of Rochdale has the highest proportion of Pakistani residents within the borough. The second most represented ethnic minority in the borough, Bangladeshi, is also found in its highest numbers in the Rochdale township. In contrast to this there are a negligible proportion of Bangladeshi residents in both Heywood and Middleton.

86% of the population describe themselves as being White British, 7.7% as Pakistani and 1.3% as Bangladeshi. By 2021 it is expected that 79.7% of the population will be White British with 17% having South Asian origins (Bangladeshi, Indian or Pakistani). The majority of people who live in the borough are born locally.

Indices of Multiple Deprivation

Rochdale, as a borough, is ranked between 12th and 46th most deprived in the Indices of Multiple Deprivation across six district level measures. This means that it is one of the most deprived boroughs in the country. One in four (55,000) of the borough's residents live in the super output areas that fall within the 10% most deprived. 39 of Rochdale's 135 Super Output Areas are within the worst 10% on a national level. The scale of deprivation and the challenge we face in transforming the quality of life for our residents is considerable. This ranking is influenced by a large number of residents being benefit dependent or employed in low or unskilled work on relatively low pay in vulnerable sectors, such as manufacturing, which are shrinking. There are a number of young people in our most deprived areas who have no formal qualifications, suffer from low personal self esteem and lack aspiration.

General Health

Health in the borough is poor compared with the rest of England and Wales, which can be attributed to our industrial heritage and levels of deprivation. In some wards life expectancy is ten years less than in other parts of the borough. We have particular challenges in our most deprived neighbourhoods. The borough's population suffers from very poor oral health.

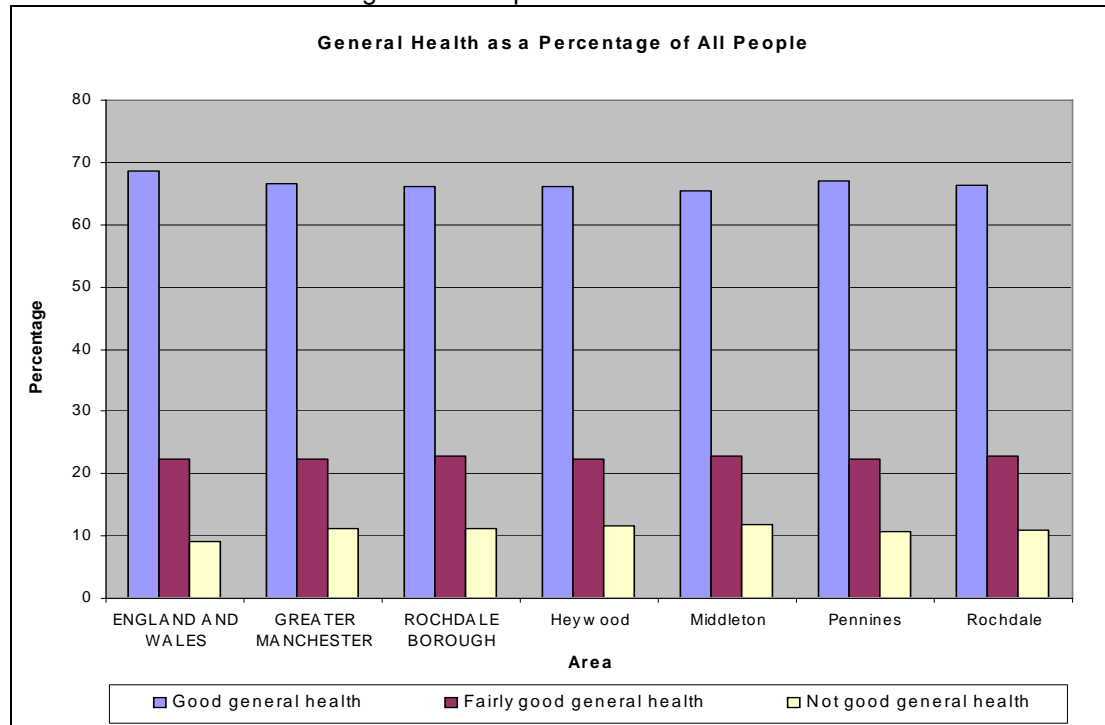
General Health as a Percentage of All People

	Total Population	Good general health	Fairly good general health	Not good general health
England & Wales	52,041,916	68.55	22.23	9.22
Gtr M'cr	2,482,328	66.45	22.45	11.11
Roch Borough	205,357	66.1	22.68	11.22
Heywood		65.99	22.44	11.57
Middleton		65.36	22.81	11.84
Pennines		66.91	22.28	10.81
Rochdale		66.36	22.79	10.85

Source: Census 2001

As shown, the proportion of population in the borough with 'good' general health is lower than the England and Wales and Greater Manchester averages. The township with the greatest proportion of residents with 'good' general health is Pennines, followed by Rochdale. There are more residents with 'not good' general health in the borough compared to England and Wales and marginally more than in Greater Manchester. The township with the highest levels of "not good general health" is Middleton, closely followed by Heywood.

General Health as a Percentage of All People



The map on page 76 of this document shows the health and disability deprivation across the borough.

Life Expectancy

Life expectancy is improving but men are still expected to live on average 1.8 years less than the average man in England and Wales and women 1.7 years less than the average woman nationally.

Life Expectancy as Rates

	Male	Female
England & Wales	75.88	80.57
Gtr M'cr	73.9	79
Rochdale Borough	74	78.8

Source: Census 2001

Obesity

Adult and Childhood Obesity as a Percentage of the Adult and Childhood Populations Respectively

	Percentage of Adult Obesity	Percentage of Childhood Obesity
Roch Borough	9.2*	12.0**
North West	-	13.0**
England	23.0	-

Source: Heywood, Middleton and Rochdale PCT

*Data should be treated with caution; this data is likely to be an under-representation as datasets are still being populated. **Data should be treated with caution; the limitations of child obesity measures are outlined in the text

This shows at present, taking into account the limitations mentioned, that in terms of adult obesity, Rochdale has a lower percentage per adult population than the rest of England and Wales and in childhood obesity lower than the regional average. The level of childhood obesity is however not much lower than the regional average and so this is something that must be closely monitored.

Pennine Acute Hospitals NHS Trust

The Pennine Acute Hospitals NHS Trust is reconfiguring its services following the 'Healthy Futures' and 'Making it Better' consultation reports which were published in August 2007. Rochdale will be the location of a local hospital on the present Rochdale Infirmary site, which will provide an Urgent Care Centre for 85% of the current patients who attend Accident & Emergency.

For the 15% more seriously ill, arrangements will be made to stabilise and transfer or, with the ambulance service, for patients to be directed to associated Accident & Emergency Departments at Oldham and Bury. Women & Children's services, including maternity, will be provided at Oldham, Bury and North Manchester.

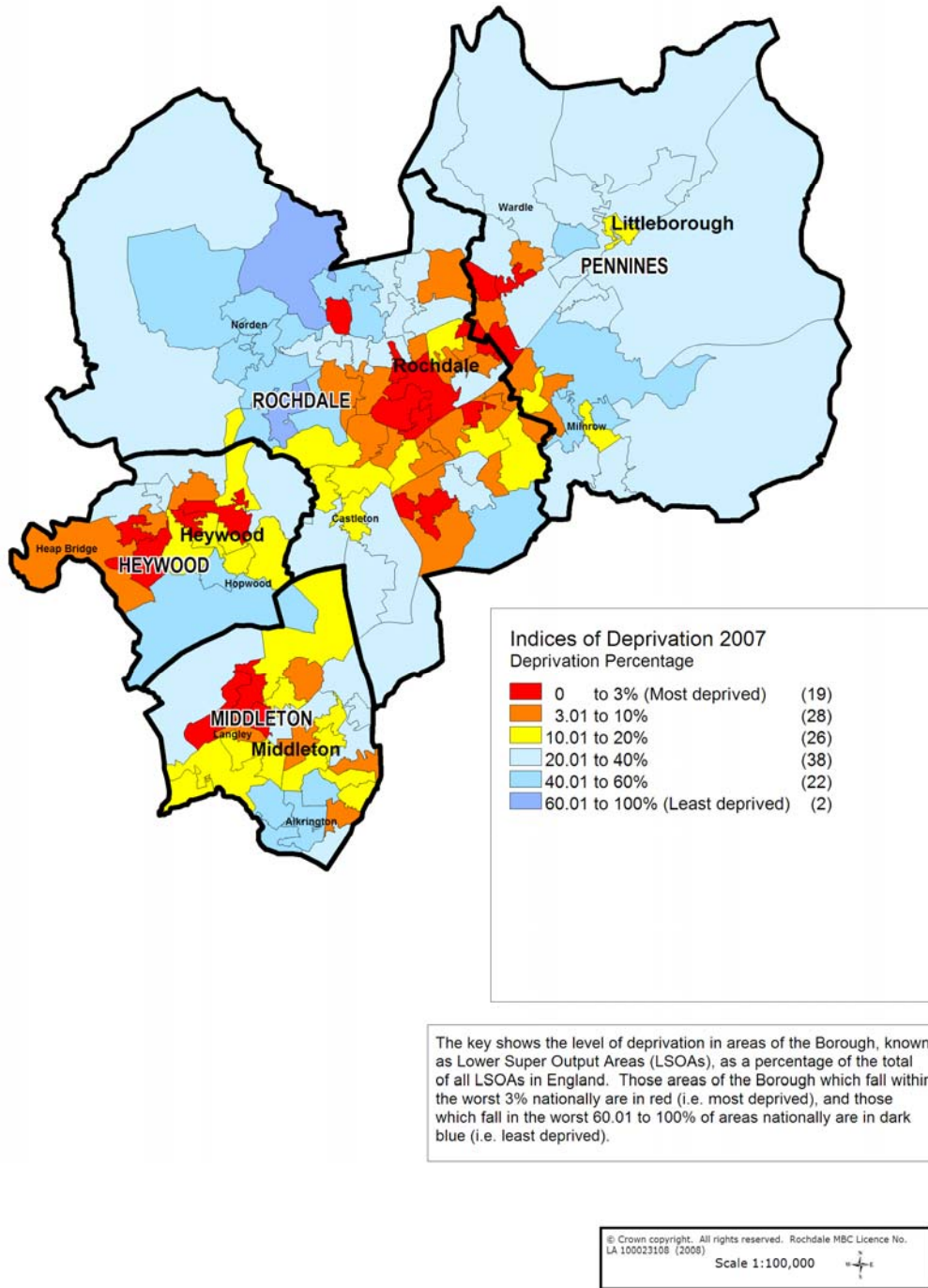
Plans for the Rochdale, Heywood, and Middleton Primary Care Trusts include:

- New LIFT* centres at Alkington, Deeplish and Hamer and Wardleworth with plans for additional (LIFT) centres across the borough
- 4 new GP's Surgery
- New Dental Access Scheme to improve dental access for NHS patients, as the first stage of the PCTs Dental Investment Plan.
- GP premises modernised

LIFT* Schemes

Local Improvement Finance Trust (LIFT) schemes are run by the NHS as a vehicle for improving and developing primary and community care facilities. The schemes allow Primary Care Trusts (PCTs) to invest in new, high quality and fit for purpose primary care premises in new locations. The following table show current and proposed locations for LIFT schemes within the Heywood and Middleton; and Rochdale PCTs.

IMD 2007 - Health Deprivation and Disability



Crime

Crime is a major concern, with many people feeling unsafe in their own homes or neighbourhood. Rochdale has high levels of crime deprivation. Crime is more concentrated in the most deprived areas of the borough and particularly in town centre locations. There is a poor educational attainment of the adult population, which undoubtedly influences the borough's ability to attract high-paying employers who require a skilled and well-qualified workforce.

Current data shows that Rochdale township has the highest crime rate, but that all townships experience higher crime rates in the more populous urban areas. Anti-Social Behaviour is a growing issue in the townships, with an increase in incidents over the past couple of years. This may be caused by an increase in reporting of these incidents.

The map of crime deprivation across the borough can be seen on page 80.

Skills and qualifications

In skills and employment terms, residents are less well qualified than the Greater Manchester and national average. Only 14% have a degree or higher qualification. Few have the qualifications to occupy senior or managerial positions. Education is greatly undervalued and this perpetuates a trend of low aspirations, with poor GCSE results and most students leaving school at 16. Post-16 results are poor with a majority of students choosing to study elsewhere. Progression into higher education by Rochdale students is actually falling, in contrast to the regional and national trends.

Skills levels and qualifications have a big impact on people's life chances, particularly in terms of employment, income and health. Success in exam results for young people has been steadily improving with 50.3% achieving 5 A*-C grades, which is still below the England average of 59.2%.

The borough has a high proportion of adults with a low level of skills. Nearly one in five adults of working age has no qualifications compared to 15% nationally. 59.6% of working age adults are qualified to level 2 or above (at least 5 A* to C GCSE's, NVQ level 2, 5 o-level passes, or equivalent) which is much lower than the national average of 65%. Older residents in the borough, particularly those in deprived neighbourhoods, are likely to have low skills level.

GCSEs Gained

In terms of the percentage of pupils gaining five A* to C GCSEs the borough average is below that of England and Wales. Middleton has a higher percentage of pupils gaining these grades than any of the townships, the borough as a whole and the whole of England and Wales. In terms of the percentage of pupils gaining five A* to G grades, there are no figures for the

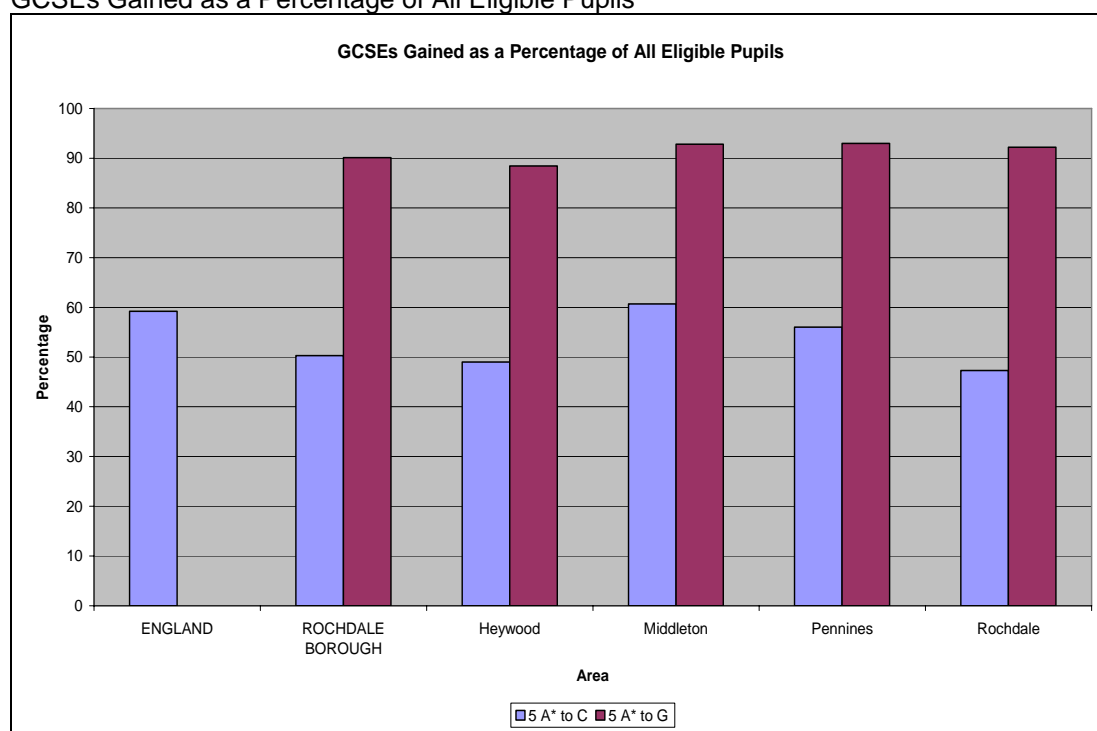
national picture. In terms of the townships, Pennines has the highest rate but this is only just higher than Middleton and Rochdale. Heywood has the lowest percentage of students gaining five A* to G grades at GCSE level.

GCSEs Gained as a Percentage of All Eligible Pupils

	5 A* to C	5 A* to G
England	59.2	
Roch Borough	50.3	90.12
Heywood	49.03	88.44
Middleton	60.67	92.83
Pennines	56.03	92.99
Rochdale	47.31	92.22

Source: Census 2001

GCSEs Gained as a Percentage of All Eligible Pupils



Higher and further education

Hopwood Hall College is in the early stages of developing a new and innovative accommodation strategy to completely rebuild its whole estate by 2011 to make way for improved new facilities.

A new Sixth Form Centre, that it is envisaged will stand on the Saint Mary's Gate site next to Hopwood Hall's new buildings. The erection of the Sixth Form Centre would see some college courses relocated to Middleton Campus, to be housed in a state-of-the-art skills centre planned for the site.

Schools

There have recently been 10 Primary School closures which were designed to remove surplus capacity from the system. By September 2008, when primary schools at Langley and Furrow amalgamate, there will be a surplus of 7.5% which is considered a good level across the board. This surplus provides some flexibility whilst also helping to save money on having too many empty places. Current projections indicate that there will be sufficient capacity for the next few years however there have been some shortages in certain areas. In the Pennines township and to the North of Rochdale, the majority of schools are consistently admitting their full quota of pupils and any significant developments in these areas would require a contribution for additional places.

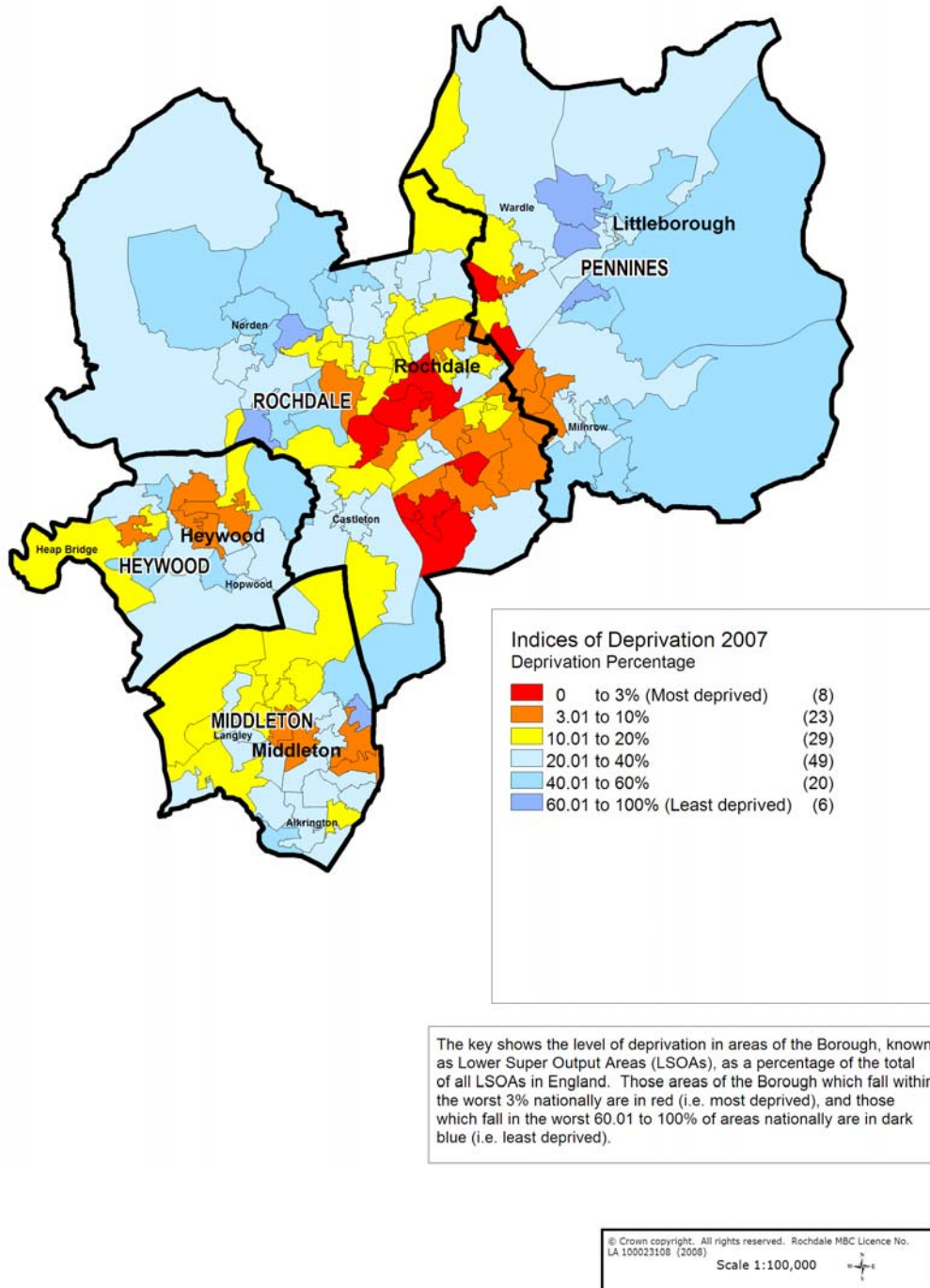
The Building for Schools Programme means there will be significant changes over the next few years in terms of Secondary Schools. Heywood Community High School will close in 2010 and Balderstone, in Kirkholt in 2013 with their sites becoming available for disposal with several other schools being rebuilt. These two closures will mean that the level of surplus capacity will be at around an acceptable 8% across the borough as a whole. Some areas will suffer from limited flexibility, notably in the Rochdale township, where all remaining schools are likely to be over subscribed.

Children and Young People's Plan 2006 – 2010

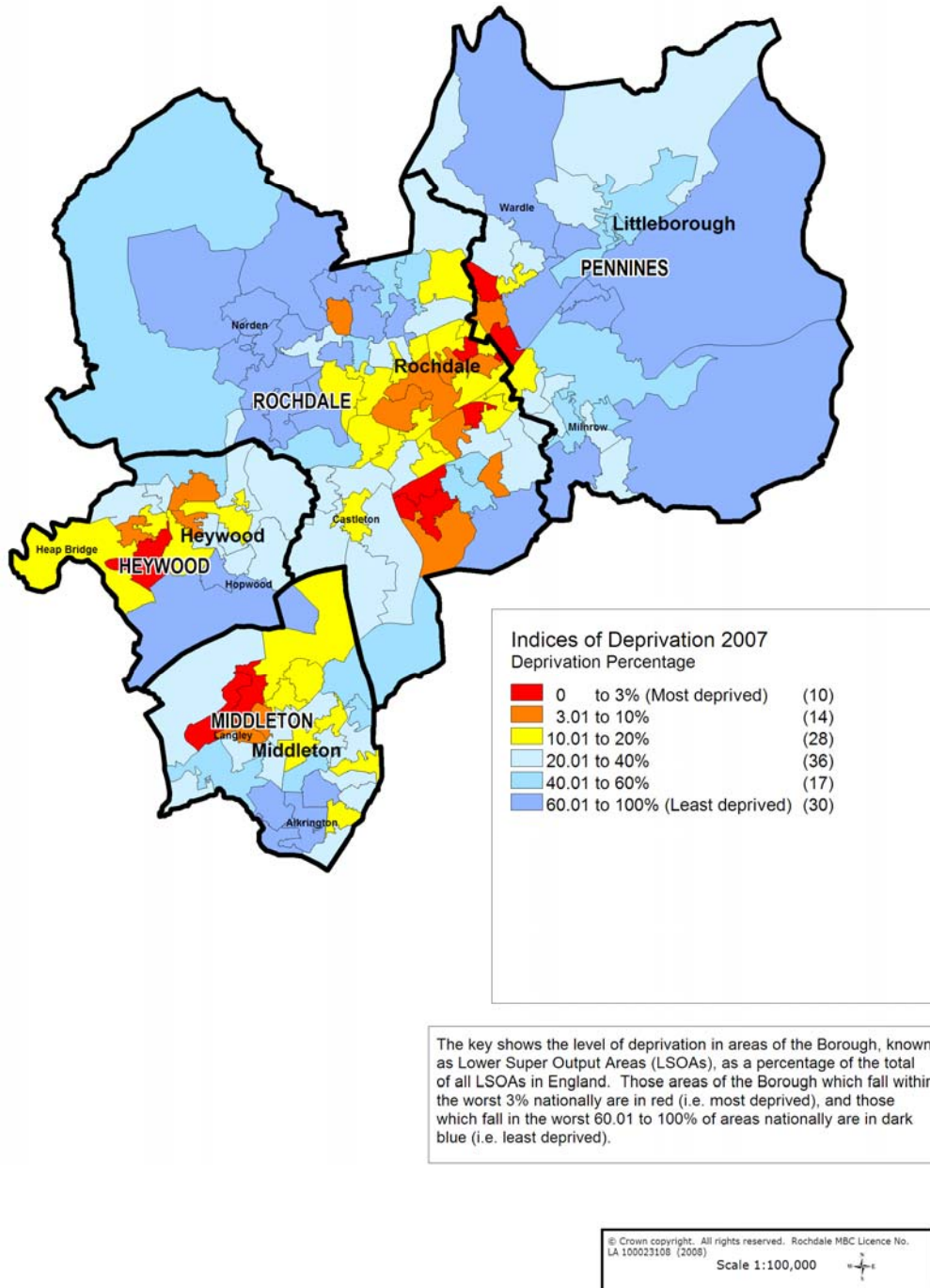
The strategy for education within Rochdale is set out in the Education Development Plan. With the exception of the Building Schools for the Future programme, no new schools are proposed, although additional accommodation may be required within some existing schools. Estimates of the future need for school places show that there will be more than 8% surplus capacity in schools in the borough. However, any significant new housing development or growth in population would require additional accommodation for schools which would be planned into any proposals in the future.

The education, training and skills deprivation across the borough can be seen on the map on page 81.

IMD 2007 - Crime Deprivation



IMD 2007 - Education, Skills and Training Deprivation



6. POLICY BACKGROUND – NATIONAL POLICY

6.1 Planning Policy Statements

National Planning guidance is set out in a number of policy guidance notes or statements. The relevance of current guidance to the borough is set out below:

Planning Policy Statement 1 (PPS1) – ‘Delivering Sustainable Development’ (2005): is a clear reflection that the principles of sustainable development are central to Government planning policy. It specifies that the aims of sustainable development should be pursued in an integrated way, creating a just society that promotes socially inclusive communities and personal well being and a strong, stable productive economy, whilst at the same time protecting and enhancing the physical and natural environment and ensuring the prudent use of natural resources. All new planning policies and new developments will need to take account of PPS1.

Planning Policy Statement - ‘Planning and Climate Change’ (Supplement to PPS1) (2007): aims to deliver sustainable development in a way that responds to climate change. The government believes that climate change is one of the greatest challenges we face today and therefore climate change is one of their principal concerns for sustainable development. Local Planning Authorities should be providing the highest viable resource, energy efficiency and reduction in emissions in terms of homes, jobs, services and infrastructure for communities. Patterns of growth should help secure sustainable transport and new development should shape places resilient to climate change. The Core Strategy should add to the Regional Spatial Strategy’s policies and inform local strategies on climate change, including the Sustainable Community Strategy.

Planning Policy Guidance 2 (PPG2) – ‘Green Belt’ (2001): gives the general intentions of green belt policy, including its contribution to sustainable development objectives. green belts must be protected as far as can be seen ahead and boundaries and safeguarded land for longer-term development needs should be identified. There is a presumption against inappropriate development and PPG2 refines the categories of appropriate development including providing for the future of existing major developed sites. The main aim of green belt policy is to prevent urban sprawl by keeping the land open to ensure that development takes place in the areas allocated in the development plan.

Planning Policy Statement 3 (PPS3) – ‘Housing’ (2006): sets out the national planning framework for delivering the Government’s housing objectives. In summary the guidance indicates that the planning system should deliver high quality housing that is well-designed and built to a high standard; a mix of housing, both market and affordable to support a wide variety of households in all areas; a sufficient quantity of housing taking into account need and demand and seeking to improve choice; housing developments in suitable locations, which offer a good range of community

facilities and with good access to jobs, key services and infrastructure; and a flexible, responsive supply of land, managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.

Planning Policy Guidance 4 (PPG4) – ‘Industrial, Commercial Development and Small Firms’ (1992): encourages the planning system to make provision for industrial and commercial development and to ensure that there are a variety of available sites to meet differing needs. Policies should provide for choice, flexibility and competition. They should aim to ensure that there is sufficient land available which is readily capable of development and well served by infrastructure. There needs to be a variety of sites available to meet differing needs, encourage sustainable economic development and encourage employment uses in locations which minimise the length and number of trips, especially by motor vehicle. Development plans should not seek to unreasonably restrict commercial and industrial activity of an appropriate scale in primarily residential areas where there would not be an adverse impact on residential amenity. Many urban areas contain large amounts of land, once used for industrial purposes that are now under-used or vacant. Getting this land back into beneficial use is important to the regeneration of towns and cities. This PPG is to be replaced in late 2008 with PPS4 which has only been published at the time of writing in draft form.

Planning Policy Statement 6 (PPS6) – ‘Planning for Town Centres’ (2005): sets out the Government key objective toward providing healthy and vibrant centres which build sustainable communities. The statement provides advice on guiding the growth, promotion and the enhancement of the services and facilities in city, town and village centres, ensuring that local services are accessible to all. The main emphasis of PPS6 is to focus town centre uses and future growth into existing town centres whilst seeking to ensure that any new development will not have an unacceptable impact on vitality and viability.

Planning Policy Statement 7 (PPS7) – ‘Sustainable Development in Rural Areas’ (2004): aims to raise the quality of life and improve the environment in rural areas through inclusive and sustainable communities. This needs to include decent places to live, a sustainable and diverse economy, good quality development that respects and enhances local distinctiveness and continuous protection of the open countryside. Sustainable patterns of development should be promoted through locating development in or next to existing settlements, preventing urban sprawl, restricting the use of Greenfield land and promoting farm diversification and sustainable and environmentally friendly agricultural development.

Planning Policy Guidance 8 (PPG8) – ‘Telecommunications’ (2001): gives guidance on planning for telecommunications development, to facilitate growth of new and existing systems whilst minimising and environmental impact. Great emphasis is placed on the continued protection of the countryside and urban areas. High priority should be given to safeguarding areas of particular environmental importance.

Planning Policy Statement 9 (PPS9) – ‘Biodiversity and Geological Conservation’ (2005): states that Development Plan policies need to be based on the most up-to-date information there is about the characteristics of areas. This should include biodiversity and geological resources and there needs to be an assessment of the potential there is to sustain and enhance them. Policies should aim to maintain, enhance, restore and add to biodiversity and geological conservation positively. Appropriate weight needs to be given to sites of international, national and local importance, protected species and the wider environment. Policies should promote opportunities for the incorporation of beneficial biodiversity and geological conservation within the design of development.

Planning Policy Statement 10 (PPS10) – ‘Planning for Sustainable Waste Management’ (2005): highlights why the planning system is key in providing adequate and timely new waste facilities. The planning system needs to provide appropriate strategies for growth, regeneration and the prudent use of resources as well as providing new facilities as and when they are required. Waste management should be driven up the agenda of sustainable development, provide a framework for communities to manage their own waste and to assist in implementing the national waste strategy. The Core Strategy should inform and be informed by any relevant waste management strategy.

Planning Policy Statement 12 (PPS12) – ‘Local Spatial Planning’ (2008): sets out the government’s policy on the different aspects of spatial planning and local development frameworks. This PPS reflects the lessons learned from the first three years of the new planning system in England and defines local spatial planning and how it benefits communities. It sets out key elements of local spatial planning and key government policies detailing their preparation.

Planning Policy Guidance Note 13 (PPG13) – ‘Transport’ (2001): provides guidance on how local authorities should integrate transport and land use planning in ways which help to reduce the number and length of motorised journeys and reduce reliance on the private car, in the interests of fulfilling sustainability objectives. Priorities for transport infrastructure investment and the accessibility of new development will be influenced by this document.

Planning Policy Guidance Note 14 (PPG14) – ‘Development on Unstable Land’ (1990): details the causes of unstable land and what the consequences of development on it may be. Local Planning Authorities need to take into account the possibility of ground instability. Development plan policies need to set out policies for the reclamation of unstable land. Opportunities should be set out for the use of unstable land in strategic policies. The stability of the ground should be identified as an important issue when creating development plans.

Planning Policy Guidance Note 15 (PPG15) – ‘Planning and the Historical Environment’ (1994): sets out the planning systems role in the protection of

historic buildings, conservation areas and other elements of the historic environment. Local Planning Authorities should include suitable policies to encourage the re-use of neglected historic buildings and here other factors may discourage re-use. Plans should include policies to help foster the economic regeneration of rundown areas, in particular to identify opportunities where the historic fabric of an area can provide a focus for regeneration. Local Planning Authorities should set out broad criteria for the designation of new conservation areas and the review of excising boundaries.

Planning Policy Guidance Note 16 (PPG16) – ‘Archaeology and Planning’ (1990): gives advice on the handling of archaeological remains and discoveries. Policies should be included that cover the protection, enhancement and preservation of sites of archaeological interest and their settings.

Planning Policy Guidance Note 17 (PPG17) – ‘Planning for Open Space, sport and Recreation’ (2002): provides guidance on how local authorities need to provide local networks of high quality, well managed and maintained open spaces and recreational facilities to help create attractive and safe urban environments and assist with nature conservation and biodiversity. Open spaces can contribute towards the quality of life of all those living in both urban and rural areas. Developments on existing open spaces should generally be resisted and efforts made to enhance and improve those spaces, with new developments being required to contribute towards the local open space and recreational networks. Open space, sports and recreational facilities should be easily accessible by walking and cycling and larger heavily used facilities should be well served by public transport.

Planning Policy Statement 22 (PPS22) – ‘Renewable Energy’ (2004): provides guidance on the target set by Government to generate 10% of UK electricity from renewable energy sources by 2010. The Government’s aspiration is to double that figure to 20% by 2020, with more renewable energy being needed beyond that date. Positive planning which facilitates renewable energy developments can contribute to all four elements of the Government’s sustainable development strategy. These are social progress by recognising the needs of everyone by contributing to the nation’s energy needs; effective protection of the environment by reducing greenhouse gas emissions; prudent use of natural resources by reducing the reliance on fossil fuels; maintaining high levels of economic growth and employment; and creating jobs directly related to renewable energy developments. In rural areas, renewable energy should be used to increase the diversification of economies. Renewable energy developments should be accommodated where the technology is viable and impacts are addressed adequately. Local Development Documents should contain policies that will promote and encourage renewable energy resources. There needs to be recognition of the full range of energy sources, their differing characteristics and location requirements.

Planning Policy Statement 23 (PPS23) – ‘Planning and Pollution Control (2004): Planning and pollution control policy aims to ensure the sustainable

and beneficial use of land, particularly brownfield land, and bring forward remediation. Planning and pollution control systems are complimentary, and there should be close co-ordination between planners and other bodies when planning applications are being considered. Development plans should set out the criteria against which applications for potentially polluting developments will be considered. They have a positive role to play in steering development onto previously developed land and should include appropriate policies for dealing with the potential for contamination. Where there are substantial concentrations of land affected by contamination, there should be more detailed attention, possibly through area action plans.

Planning Policy Guidance Note 24 (PPG24) – ‘Planning and Noise’ (1994): provides advice on how the planning system can minimise the adverse impact of noise without placing unreasonable restrictions on development. Development should be guided to the most appropriate locations, and where practical, noise sensitive developments should be kept separate from major noise sources. Development plans should provide a degree of certainty about areas that certain development types will be acceptable.

Planning Policy Statement 25 (PPS25) – ‘Development and Flood Risk’ (2006): aims to ensure that flood risk is taken into account at all stages in the planning process so that development in flood risk areas is appropriate and kept out of high risk areas. When new development is necessary in a flood risk area, policies must help to make sure that it is safe and does not simply direct the risk to another location. Local authorities are required to prepare and implement strategies that will help to deliver sustainable development by appraising, managing and reducing risk by way of a partnership approach.

6.2 The Northern Way

The Northern Way Growth Strategy identifies the city regions as the key way of reducing the disparities in the north of England. Manchester and Leeds have been picked as the two city regions with the greatest potential and "the momentum and capacity to develop most quickly into European-level competitive cities" (NWGS, B1.26). Therefore, particularly high levels of growth will be required in the Greater Manchester City Region to help drive the North forward as a whole. The future of Greater Manchester can be seen to be of immense strategic significance, both to the North of England and to the UK more generally. If the Northern Way Growth Strategy objective of closing the productivity gap between the North and the rest of the UK is to be realised, then high levels of growth will need to be secured within the Greater Manchester City Region over the period of the new Regional Spatial Strategy (RSS) (i.e. up to 2021). It will therefore be important to ensure that the sub-regional strategy for the city region supports that level of economic development, but in a way that is consistent with social and environmental objectives.

7. POLICY BACKGROUND – REGIONAL AND SUB-REGIONAL POLICY

7.1 North West Regional Economic Strategy 2006:

The Regional Economic Strategy is a rolling 20-year strategy that shapes the future economic direction of the north west. The latest strategy, published in 2006, has particular focus on activities between the years 2006 to 2009. At the heart of the Regional Economic Strategy is the concept of achieving sustainable development. The vision for the Region is:

“A dynamic, sustainable international economy, which competes on the basis of knowledge, advanced technology and an excellent quality of life for all where:

- Productivity and enterprise levels are high, driven by innovation, leadership excellence and high skills; and carbon emissions are low.
- Manchester and Liverpool are vibrant European Cities, and, with Preston, key drivers of city regional growth.
- Growth opportunities around Crewe, Chester, Warrington, Lancaster and Carlisle are fully developed.
- Key growth assets are fully utilised, (priority sectors, the high education and science base, port/airports, strategic regional sites, the natural environment especially the Lake District, and the rural economy).
- The economies of East Lancashire, Blackpool, Barrow and West Cumbria are regenerated.
- Employment rates are high and concentrations of low employment are eliminated.”

Three major drivers for improving the north west’s economic performance and achieving the overall goals of the vision are identified. These are improving productivity and growing the market, increasing the size and capability of the workforce and creating the right conditions for sustainable growth and private sector investment.

The Regional Economic Strategy divides the Region into a number of sub regions, with the Manchester City Region being the relevant one for Rochdale. The context to the Regional Economic Strategy lists what it considers to be the key assets and opportunities for the Manchester City Region. These are:

- A high concentration of high value activity in manufacturing, financial and professional services, media, creative and cultural industries.
- Strong potential for growth in life sciences, ICT/digital and communications.
- Manchester Airport’s role as the key international gateway to the North.
- High performing research and teaching institutions outside the Golden Triangle.
- Critical mass of cultural assets.
- Regional media hub.
- Dynamic private sector.

- Key business tourism on destinations.

Five key challenges are identified for the Manchester City Region. There is a high concentration of economically inactive people and those with low levels of qualifications. There needs to be an improvement of connections to and within the City Region and a provision of appropriate housing to support new economic growth. It also needs to be ensured that high performance in the south of the City Region helps to benefit the areas to the north as well.

The Regional Economic Strategy identifies the main strategic regional sites, which include Rochdale (Kingsway) and Manchester (Central Park).

7.2 Greater Manchester Economic Development Plan (2004/5 – 2006/7):

The Greater Manchester Economic Development Plan presents the vision and plan adopted by the Greater Manchester Forum for delivery by partners involved in the economic well-being of the conurbation. The Plan provides an over-arching framework that enables partners to bring forward and deliver agreed economic development programmes and initiatives that are of sub-regional or regional importance.

The Plan's vision for Greater Manchester is derived from that set out in the Greater Manchester Strategy, which aims to create "*A world-class city-region at the heart of a thriving north west*".

Based on the analysis of the Greater Manchester economy and informed by the strategic influences, six key themes or drivers have been identified for the Plan, within which are a series of strategic objectives:

- Building Competitive Businesses
- Attracting and Retaining Investment, Visitors and Talent
- Creating World Class Skills
- Achieving Economic Funding
- Ensuring the Best Transition to Working Life for our Young People.
- Securing a Modern, Integrated and Efficient Transport Network

7.3 "Sharing the Vision" – A Strategy for Greater Manchester:

The Strategy has at its heart a vision: "Building on its unique strengths, Greater Manchester is to become a world class city region at the heart of a thriving north west, capable of successfully competing internationally for investment, jobs and visitors. Greater Manchester will provide a vibrant, attractive, safe and healthy environment in which to live, work and learn, in a cohesive manner that enables people in all communities and of all ages, regardless of disabilities and cultural backgrounds to reach their full potential."

7.4 Manchester City Region Development Programme 1 (Northern Way Growth Strategy):

The Manchester City Region Development Programme forms part of the Northern Way and sets out how the Manchester City Region can contribute to closing the national productivity gap between the North and the UK average. Manchester City Region is seen as the powerhouse of the north west, and indeed the North. As such, it is considered to have the greatest opportunity for accelerated growth. Moreover, it is concluded that output in the Manchester City Region will have to grow at a faster rate than that of the UK average if the gap between the UK GVA rate and that for the City Region is to be closed completely.

To enable high and sustainable growth in the Manchester City Region, six key actions have been identified. These are:

- Bring more people into employment,
- Meet employer skills needs,
- Improve the physical connectivity of the City Region,
- Create sustainable housing markets,
- Build an entrepreneurial culture with greater rates of business start up,
- Reduce regional disparity.

In terms of creating a sustainable housing market, a twofold strategy is envisaged. Firstly, planning and providing for housing growth in the City Region is considered to be vital in order to support the targets for economic growth, particularly in key sectors. Where appropriate, new housing should be located on previously developed land to promote sustainable communities and relieve pressure on the countryside. The second focus of the strategy is to support housing led regeneration. This is to address the problem of economic and social disparities in the City Region.

With regard to City Regional disparities, it is noted that the City Region suffers from high levels of deprivation, particularly in the northern and central areas. Action is considered necessary in order to spread economic success more widely over the conurbation. The regional and sub regional spatial strategies are seen as crucial in driving this policy intervention forward. In the longer term, the strategy will seek to put in place the necessary requirements for the northern parts of the City Region to be able to compete effectively in an open market for economic investment, particularly in terms of knowledge based workers. There needs to be a provision of large levels of new high quality housing to attract skilled workers, a broad range of sites for employment uses and major improvement in the environment and the image of those areas. It will also guide residential development to other locations in need of regeneration.

7.5 Manchester City Region Development (CRDP) Plan 2:

This CRDP seeks to build on the first CRDP outlined above. Since production of the CRDP 1, local understanding of the economy, including key sectors and the drivers of Gross Value Added (GVA) growth, has increased whilst detailed studies carried out within the City Region relating to skills, transport, housing, employment sites, performance benchmarking, governance and the linkages between Northern City Regions, have allowed partners to establish a clear set of priority actions designed to accelerate economic growth. The document sets out actions for local and regional partners and articulates, where appropriate, additional priority actions for the Northern Way and national Government, designed to unleash the full potential of the Manchester City Region economy thus accelerating the economic growth rate of the North of England as a whole.

7.6 The Manchester City Region and the Submitted Regional Spatial Strategy (RSS):

The current Regional Spatial Strategy provides guidance to 2016. However, the north west Regional Assembly launched a full review of RSS in July 2004 and, despite not yet being adopted, this draft document is considered to be more reflective of regional economic objectives and more appropriate to the timescales of Rochdale's LDF. As such, it forms the basis for the following analysis of regional planning policy. The draft RSS was submitted to the Secretary of State on 30 January 2006. This document will roll forward Regional Spatial Strategy to 2021.

Draft RSS differs from the current approved RSS in that it provides more prescriptive guidance on the level of employment, housing growth and what is anticipated from each sub region. The Manchester City Region is broadly composed of the ten Greater Manchester local authorities and the neighbouring districts of High Peak, Congleton, Macclesfield, Vale Royal and Warrington. It is the major centre for economic activity in the Region, contributing almost half of the north west total Gross Value Added (GVA) and is considered to offer the greatest potential for boosting the overall economic performance of the Region. As such, it is the focus of a significant proportion of the future development activity.

RSS acknowledges the pre-eminence of the regional centre and builds on the concept of an increasingly integrated city region as a centre for innovation and investment and as a gateway to international markets. The role of satellite towns such as Rochdale is recognised as is the need to ensure that disparities in the sub-region are addressed along with building on the regional centre and other economic drivers in the southern parts of the sub-region. To ensure integration within the city region and to present a coherent agenda for RSS, a Manchester City Region Spatial Strategy has been prepared with the aims of:

- Establishing Greater Manchester as a major international city, with very high levels of economic growth;
- Continue the development of a diverse, robust and expanding economy, specifically promoting growth sectors;
- Achieve very high levels of internal and external connectivity, in order to exploit the polycentric nature of both the North and the city region and promote economic growth and provide access to employment opportunities;
- Reduce economic disparities and deprivation, ensure that there are significant local benefits from the major levels of economic growth;
- Provide the lifestyle required to successfully compete with other international cities;
- Develop a distinctive image and identity, and reputation for innovation and
- Minimise the impact on the local and global environments, in order to promote the sustainability of the city region.

7.7 Manchester City Region Sub-Regional Action Plan:

This sets out the key economic development priorities and programmes that are needed to deliver the growth aspirations of the Manchester City-Region over the next three years. Its purpose is to show how the sub-region intends to take forward the implementation of the Manchester City Region Development Plan and the North West Regional Economic Strategy. The Action Plan embraces the vision of the Greater Manchester Development Plan and sets out priorities for tackling the barriers to sustainable economic growth. The 2006 roll forward of the Action Plan reviews the priorities to provide a relevant and coherent framework which addressed the enhancement of our competitive advantage through innovation and the integration of carbon efficiency. The Action Plan sets out:

- The vision for the Manchester City Region economy
- The strategic context in which the Action Plan sits, the challenges and opportunities we face, and what we have achieved since last year
- The key priorities for action and the resources required to deliver them
- How we are changing our governance arrangements to ensure more effective alignment of strategy, resources and delivery.

7.8 The Greater Manchester Local Transport Plan:

The Greater Manchester Local Transport Plan is a statutory document prepared under the Transport Act 2000. It is a 5-year strategy for the management, maintenance, development and monitoring of the County's transport system and is put together by the ten City and Metropolitan borough Councils and Greater Manchester Passenger Transport Authority (GMPTA) with the input of local stakeholders. It provides a basis for bids to Central Government for the resources needed to implement the strategy.

The Second Local Transport Plan (LTP), which was submitted in March 2006, covers the period up to 2011. In the Greater Manchester conurbation, there is such a complex pattern of interlinked movements that the development of the transport system must be addressed on a whole area basis. Major improvements to Greater Manchester's public transport system, and the management of the highway network which links the ten Council areas could not be achieved properly without an overall plan. Government guidance therefore requires that in such cases, a joint plan should be prepared. The eleven authorities have worked together to produce, implement and monitor a single Greater Manchester LTP, continuing the spirit of co-operation on packages of improvements over the last 15 years.

It will be important that the LTP is informed by and helps to assist the delivery of the LDF but that the development ambitions and timing of development promoted in the LDF takes account of the objectives and what can be achieved through bids as part of the LDF.

8. POLICY BACKGROUND – LOCAL POLICY

8.1 Rochdale Borough Unitary Development Plan (UDP):

The current UDP sought to address the regeneration of the borough and to promote sustainable growth. It sought to address the legacy of the borough's reliance on declining traditional industries and to expand, modernise and diversify an under performing economy in order to generate wealth locally and assist regeneration. The UDP also sought to tackle the physical fabric of older housing and employment areas which had suffered from a lack of maintenance and investment. Priority areas for physical regeneration and areas of opportunity for comprehensive redevelopment were identified. Environmental quality was a priority and image and design promoted more strongly. The plan adopted a clear sequential approach to the distribution of development and in accordance with the Regional Guidance / Regional Spatial Strategy, steering development to brownfield sites within the urban area. Only previously committed housing sites and Kingsway Business Park were green field allocations. The regeneration of rural areas was also a strategic policy along with a commitment to ensure that development was geared to meet the specific needs of local communities. Much of this approach will remain relevant over the next 15 years and therefore the Core Strategy is likely to maintain a similar direction but with sustainable economic and housing growth as the key priorities to reflect RSS and the aspirations of the Community Strategy and borough Masterplan.

8.2 The Community Strategy - 'Pride Of Place':

The Core Strategy will need to have regard to Rochdale borough's Community Strategy 'Pride of Place' (approved July 2007). The LDF will be a physical and spatial expression of the Community Strategy, which sets the framework that the Council, its partners and the local community will work together to achieve common goals over the coming years. The strategy will help to deliver a range of national and regional strategies and programmes. The Community Strategy's vision is to create "*a thriving place where people will want to work, visit and do business – a place in which we can all take pride*".

The priorities set out in the strategy are:

- Increasing jobs and prosperity (e.g. by getting more local people into local jobs, especially those from neighbourhood renewal areas and using Kingsway business park in particular);
- Making sure every child matters (e.g. developing a new 21st century college, building a range of new schools and improving others);
- Creating a cleaner and greener environment (e.g. creating a higher quality environment for people and business, revitalising town centres and industrial areas, and implementing environmental improvements along the main gateways and corridors of the borough);

- Improving community safety (e.g. building respect and cohesion within communities and reducing crime and antisocial behaviour); and
- Improving health and well-being (e.g. promoting healthy lifestyles).

The above priorities may change in emphasis beyond 2010 but it seems unlikely that they will not remain high priority throughout the period of the Core Strategy. 'Pride of Place' recognises the sense of place that the borough's residents have and the features of its townships. Current priorities for the townships include a new sport and leisure village in Heywood, canal-side developments in Littleborough, further town centre improvements in Middleton and major improvement and redevelopment of the town centre in Rochdale.

8.3 The Corporate Plan - 'Aiming High':

Aiming High is the Council's corporate plan and describes how the Council will seek to deliver the Community Strategy and how through its organisation, management and priority setting it will lead the process of change in its regeneration and its services. In delivering the Community Strategy it identifies seven priorities for the next three years including creating a positive sense of place for all our communities and making a greater contribution to the success of the Manchester City Region.

8.4 The Borough Renaissance Masterplan:

The Council's 'Rochdale Renaissance borough Masterplan' is a visionary document setting out the key directions and priorities for a step change in the borough's economy, physical environment, residents' quality of life, image and reputation. It exemplifies ways of developing the borough in line with the guidelines laid down by the Community Strategy and the current UDP. Its Vision for Rochdale is, "*Rochdale borough will offer an attractive location on the edge of a successful City Region, with a distinct lifestyle and identity*" and it sets out key directions and priorities to enable the Strategic Partnership to achieve the following aims:

- Create sustainable neighbourhoods that are attractive to residents,
- Regenerate areas close to town centres, and help to restructure large socially rented housing areas,
- Provide a good choice of housing,
- Improve the quality of schools, and access to employment opportunities, shops, services,
- Provide high quality local parks, and transport facilities to help make neighbourhoods attractive.

In terms of developing 21st century employment sites, the key challenge is to make sure that the physical infrastructure including sites, premises and transport are in place so that resources can be concentrated on those areas that offer the best prospects for attracting investment and jobs and sustaining and supporting existing local employment. Establishing thriving town centres

in the borough are key to the Masterplan. It proposes to re-establish them as the primary focus for living, shopping, civic, commercial and cultural life. The built environment needs to be of a high quality to help improve investment and development, enhance social inclusion and make the borough a more attractive place to live.

The borough needs to capitalise on its environmental assets by promoting the countryside as a major asset and connecting it to our neighbourhoods through river valleys and environmental corridors. When and wherever possible certain locations that provide tourism and leisure attractions in the borough should be developed as tourist destinations, for example Hollingworth Lake, Toad Lane, Clegg Hall, Alkrington Wood and Healey Dell.

The borough needs to focus on strategic gateways and corridors, which are mainly the road and rail link corridors that allow communities to access employment, retail and recreational facilities. Public transport networks need to be developed to improve connections within the borough and to the rest of the Manchester City Region. There also needs to be improvements made to the environment for pedestrians and cyclists.

Although the Masterplan has no statutory status, it is an important aspirational document to support and guide other plans and strategies. It complements the Council's aspirations for the future that are set out in the Community Strategy by providing a framework for physical and spatial change. It will need to be a major influence on future policy in the Local Development Framework for physical change. A 'refresh of the Borough Masterplan to review the key themes and priorities has commenced and this process will take place alongside the Core Strategy so that they are aligned and support each other.

Partners who have been involved in implementing the masterplan include the North West Development Agency, English Partnerships, New Heart for Heywood New Deal for Communities, Government Office of the North-West, Greater Manchester Passenger Transport Executive, Housing corporations and registered social landlords, National Health Service, Environment Agency and Private investors.

8.5 Township Plans:

The borough of Rochdale is divided into four different townships, which each have their own township Plan, which seek to address and prioritise the following points.

The Heywood Township Plan

- Housing regeneration and intervention in selected areas;
- Improving connectivity and services in some areas (e.g. Darnhill and Hopwood);
- Vacant and underused employment sites
- Employment sites that have potential for development (e.g. Sefton Street/Brewery, Crimble Mills, Hooley Bridge Mills and Mutual Mills);

- The need for a southern relief road connecting J19 (M62) with J3 (M66), to improve accessibility to strategic employment sites, deal with the HGV problem and assist the regeneration of Heywood;
- The need for connectivity to employment opportunities outside of Heywood;
- Town centre requirement for new retail and employment development as well as a northern relief route;
- Commitment to a cultural quarter and sports, culture and leisure village;
- Opportunities to improve access between urban communities and the countryside;
- The need to make better use of the Ashworth and Roch River Valleys and
- The encouragement of farm diversification.

The Middleton Township Plan

- Appropriate relationships with Manchester (e.g. access to jobs, better local retail offer);
- The need to increase employment opportunities;
- The need to improve transport infrastructure, especially rail (e.g. Mills Hill station facilities and park and ride);
- Improvement of the gateways and corridors into Middleton;
- Junction improvements to J19 on the M62 and J19 and J20 on the M60;
- Protection and enhancement of parks, pocket parks, views, vistas, links to countryside and river valleys;
- The targeting of key open spaces (e.g. Wince Brook greenspace corridor, Middleton Gardens, Bowlee Park and Jubilee Park);
- The protection and long term use of Hopwood Old Hall;
- Improved accessibility to Hopwood College / Stakehill;
- A better retail offer in town centre;
- Neighbourhood Renewal areas (e.g. in Langley, Hollin and northeast Middleton and
- The desire to develop walking and cycling trails along the river valleys.

Pennines Township Plan

- Improving the retail offer and leisure facilities in Littleborough town centre;
- Protection of employment allocations and encouragement of new employment opportunities on appropriate sites in the town centre;
- Provision of both up-market and affordable housing to meet local needs;
- Opportunities for the regeneration of Canalside sites;
- Sustainable tourism development at Hollingworth Lake;
- Establish a coherent strategy for the enhancement of Countryside Gateways including the provision of attractions and facilities (e.g. at Wardle);
- Develop the tourism and recreational potential of Hare Hill Park;

- Identify sites for development along the Metrolink corridor (e.g. at Milnrow);
- Recycling and the provision of new recycling and treatment facilities;
- Promote rural diversification to help support landscape management and regeneration (e.g. renewable energy, tourism, overnight accommodation, offices and home working);
- Improved access to the countryside for recreation and tourism;
- Better rural landscape management and enhanced biodiversity (on moorland tops, slopes and valleys) and
- Better use of the Roch valley corridor (Littleborough to Rochdale) for environmental, recreational, farming and pedestrian/cycle routes.

The Rochdale Township Plan

- Housing market dysfunction;
- Regeneration of run down older employment areas;
- Environmental improvements along main transport corridors;
- Opportunities for high density development along transport corridors, around transport hubs and the Canal (e.g. Rochdale station, Canal side and Sudden);
- Town centre regeneration and redevelopment and a strategy for adjoining areas and their future roles (e.g. Drake Street, Summer Castle and north of the centre);
- Future intervention / regeneration priority areas (e.g. Sparth and Whitworth);
- Better access to greenspace corridors, parks and countryside;
- Clarify the role of local centres;
- Improvements to gateways and along rail corridors;
- Make the River Roch corridor the focus for recreation, environmental improvement and new development opportunities and
- Create scope for canal related developments (e.g. at Trub, Oldham Road, Canal Basin and Kingsway).

8.6 Other Local Strategies:

Spatial Planning in Rochdale and in particular the Core Strategy will also be influenced by the following strategies.

Best for Health: Healthy futures: aims to provide local and convenient services by means of new super health car centres in communities.

Borough Healthy Lifestyles Strategy: The priorities for this strategy for the period 2007-10 include improving the physical and mental health of the borough's population alongside the Primary Care Trust to tackle health priority issues, to support healthy lifestyles, to reduce health inequalities, to create a healthy environment and to provide services as close to people's homes as possible.

Building Schools for the Future: This is a long term programme of investment and change (up to 2013) which will help transform secondary education in the borough. In addition to the provision of four brand new schools, all our other schools will be upgraded and enhanced through remodelling and where necessary some new build. It is vital that these and future plans are integrated with, and that new educational provision takes account of, population growth and the pattern of new development promoted by the LDF.

Children and Young Peoples Plan 2006-2010: enables local authorities and partners to agree clear targets and priorities for all services to identify action and what is needed to achieve them. there is a need to better coordinate services and to secure better outcomes to raise aspiration and offer the best inclusive services for children and young people.

Community Cohesion Strategy: Working with our partners in the Local Strategic Partnership we have developed the Community Cohesion Strategy to promote and sustain community cohesion in our borough.

Contaminated Land Strategy (and the redevelopment of brown field land): Rochdale has a long and important industrial history, and with this comes a legacy of land which may have been polluted in the past. The Council published its strategy for the inspection of such land in 2001 once the new national regime for contaminated land had come into effect. The Strategy sets out the approach Rochdale is taking to identify sites of potential concern and prioritise them for detailed inspection, with the main focus being on the protection of human health. Rochdale works closely with the other boroughs in Greater Manchester to ensure that a consistent approach is adopted regionally. The full implementation of this strategy will take many years, but will systematically address potential problems at a large number of sites in the borough, and bring about remediation in any cases where unacceptable risks are found.

The Contaminated Land Strategy is tackling problems that may exist on land in its current use. However, in parallel with this work, some former industrial sites are being brought forward for redevelopment and others may be included in derelict, underused and neglected land reclamation programmes to create new public open space. This may introduce sensitive uses such as housing and public open space and the remediation of such land to a standard suitable for its new use is regulated by the Council through the planning process. Through a combination of pre-application discussions with developers and their consultants, ensuring appropriate site investigations and remediation proposals and the use of suitable planning conditions when schemes are approved, the Council can ensure that land is properly assessed and treated so that possible risks to public health or the environment are eliminated.

Cultural Strategy: Culture is a key component in achieving the overall vision for the future of the borough in the Community Plan, *Pride of Place*: "Our vision is of a thriving place where people want to live, work, visit and do

business, a place in which we can all take pride." The Cultural Strategy recognises the central role that the arts, sports, heritage, tourism, libraries, parks and countryside and creative industries have in achieving this vision.

Cultural activity educates, informs and broadens horizons. It enhances the image and reputation of the borough, gives pleasure and improves the quality of life for residents and visitors alike. In addition to this, cultural activities also impact positively on other key issues that need to be addressed to achieve the vision; improving the local economy and regenerating the borough, improving people's health, making the environment better; reducing crime and promoting community cohesion and increasing pride in our townships.

Education Development Plan 2002-2007: sets a vision and direction for education in Rochdale. This enables the service to achieve its mission of creating 'Excellence for Everyone'. The plan focuses on raising educational attainment in the Borough and setting targets for general performance and improvements in educational provision.

Equality & Diversity Policy: The Council's Equality and Diversity Policy states that the Council will represent, serve and employ people as equals, valuing the diversity of their contributions and aspirations, no matter who they are and regardless of their circumstances. It will be important that in preparing and maintaining its Local Development Framework the 'options' and detailed policies are considered in terms of how they might impact on and contribute to equality in all its aspects.

Greater Manchester Joint Waste Development Plan Document: details how planning authorities will meet their contribution to delivering the identified needs of the region within acceptable social, economic and environmental parameters. It recognises the positive contribution waste management can make to the development of sustainable communities.

Health and Well Being Strategy 2008-2011: sets out the Council's key contributions to improving health and well-being in the borough, reflecting the corporate plan, the community strategy and the local area agreement to work towards developing a borough-wide health and well being strategy. The strategies aim to create healthier communities where people have healthier lifestyles and the inequalities in health are reduced. It has been agreed with the Primary Care Trust to support the integration of local authority and health services whenever it will result in benefits to the population.

Heywood, Middleton and Rochdale Primary Care Trust (PCT) LIFT Programmes: will create improved access to health services, more services in the community, care close to patients' homes, improved access to services currently only available in hospitals and better facilities for patients and staff.

Housing Needs Study Update: The Housing Needs assessment in Rochdale provides a detailed analysis of housing requirement issues across the whole of the borough. The study follows the Basic Needs Assessment Model, which estimates a shortfall of 451 affordable dwellings per annum (for the next five

years). This need is expressed in terms of types and tenures of properties required. Although the need for affordable housing does vary across the townships, the study advises that a consistent approach is taken across the borough in order to address the overall shortfall. The evidence provided in this study forms the basis of the Affordable Housing Supplementary Planning Document.

Local Area Agreements (LAA): LAAs are between local authorities and their partners and are structured around four themes: children and young people; safer and stronger communities; healthier communities and older people and economic development and enterprise.

The Rochdale borough LAA, an agreement between central and Rochdale MBC and its Partners was approved by central government in March 2007 and will be implemented between 2007 and 2010. The LAA is consistent with the Community Strategy and has established 4 priorities which cover children and young people, better health and well being, improving community safety, increasing jobs and prosperity and the environment.

The structure of the LAA includes Thematic Partnerships that focus on seven areas and where appropriate these will be a major contributor to the work required within the four blocks of the LAA. The Partnership aims to use the development of the Local Area Agreement to add additional momentum and focus to the change process and to transform some of the borough's worst neighbourhoods by focusing the development of our joint activity on prioritised areas through the most effective and appropriate levels of intervention. This work will focus on narrowing the gap between National picture and the borough and between our most deprived and more affluent areas.

The four key objectives of the local Area Agreement are: safer and stronger communities; economic development and enterprise; better health and well being and children and young people.

Local Improvement Finance Trust: The Government identified the Local Improvement Finance Trust (LIFT) as the procurement vehicle for improving and developing local primary and community health care services. LIFT is a joint venture between the Department of Health, Partnerships for Health, Primary Care Trusts, other public sector stakeholders and the private sector, resulting in a 25 year public private partnership. The scheme aims to provide patients with modern and integrated health services in fit for purpose premises. The scheme allows the reuse of buildings to provide services within the patients' locality which allows the patients greater access to treatment and brings high quality healthcare into the borough's deprived areas where they are most needed.

The NHS Plan: A Plan for Investment, A Plan for Reform: plans investment into the NHS in terms of sustained funding increases put into new ways of working. Patient centred care and improvements to local hospitals and surgeries.

Neighbourhood and Area Renewal: This strategy is based around developing, delivering and implementing programmes and projects that will help to support, create and develop Sustainable Urban Neighbourhoods (SUN) across the borough.

North East of Greater Manchester – proposed LIFT centres: sets out the 35 LIFT centres that are proposed across Rochdale, Bury, Rossendale, Oldham and North Manchester. In Rochdale the centres are proposed at Alkington, Heywood, Middleton, Langley, Deeplish, Hamer and Wardleworth, Littleborough, Kirkholt, Belfield and Newbold, Milnrow, Castleton and Cutgate / Spotland. Further information on LIFT centres can be found in the People Community section of this document.

Oldham and Rochdale Housing Market Renewal Pathfinder: Oldham and Rochdale is one of nine Housing Market Renewal pathfinders across the country. In March 2004, the office of the deputy prime minister awarded £53.5 million to the Oldham and Rochdale Housing Market Renewal pathfinder (Oldham Rochdale Partners in Action) for the first two years of a fifteen year programme to tackle housing supply and demand and transform homes and neighbourhoods. In August 2005, the Oldham/Rochdale HMR Team submitted a scheme update which made a further case for additional HMR investment. The Government allocated the pathfinder £67.5 million from 2006 – 2008. The overall aim of the pathfinder is to deliver a transformation in the housing markets of Rochdale and Oldham that will create sustainable communities and promote community cohesion'

Pennine Edge Forest: The Pennine Edge Forest (PEF) is a strategic community forestry partnership for the districts of Rochdale, Oldham, Stockport and Tameside. Rochdale MBC is the lead district for the initiative and it is supported by a range of partners including the Forestry Commission, Natural England, Northwest Development Agency, United Utilities, BTCV and Groundwork Oldham and Rochdale. PEF works closely with Red Rose Forest and other partners to promote and deliver community forestry activities that provide social, economic and environmental public benefits from woodlands. Activities include land regeneration, climate change adaptation, enhancing and creating green infrastructure, enhancing urban biodiversity, improving and enabling public access to urban woodlands and the countryside, delivering public realm improvements as a part of urban regeneration programmes and realising the employment, education and training potential from woodland assets. The PEF Business Action Plan 2004-2013 sets out the strategic vision and objectives for the forest initiative.

Pennine Prospects: Pennine Prospects was established in 2005 to support the regeneration of the South Pennines. It is a company owned by the key local authorities (including Rochdale MBC), United Utilities, Yorkshire Water, Natural England and voluntary and community sector organisations and supported by many others including the Regional Development Agencies. Pennine Prospects operates in the area between three city regions and seeks to better link the urban and rural regeneration objectives and activities within these city regions to benefit the South Pennines communities, economy and

environment. The work of Pennine Prospects will actively support the development of a sustainable local rural economy and assist with community development in the borough's rural fringes. Activities will help to protect, enhance and promote the heritage, character and image of the area and improve the environment and green infrastructure of the borough. The document 'A Heritage Strategy for the Southern Pennines' (Standing Conference of South Pennine Authorities 2001) sets out many of the key issues affecting the South Pennine landscapes and its economy and communities including conserving industrial heritage, landscape character and fragile upland habitats whilst promoting recreation and the need to diversify and strengthen the rural economy and address the needs of rural communities and their quality of life.

RMBC Air Quality Local Strategy and Action Plan: There are three declared Air Quality Management Areas across the borough and Rochdale MBC has collaborated with other Greater Manchester Local Authorities to create the Greater Manchester Air Quality Action Plan to introduce actions to reduce the amount of Nitrogen Dioxide produced and therefore its concentrations. The Air Quality Management areas for the borough closely follow the major transport routes and air quality became one of the priorities of the second round of Local Transport Plans.

To ensure Air Quality in the borough, the concentration of pollutants needs to be kept as low as possible, at least below the levels that would cause harm to health, by reducing the emissions of pollutants into the atmosphere.

Rochdale's main concerns are Nitrogen Dioxide and fine particles. Nitrogen Dioxide's main sources are Industrial Processes (although these take place outside the borough they still impact upon the air quality in the borough), burning fuels for heating and internal combustion engines used for transportation. Fine Particles come from natural sources, construction, industrial and commercial processes and again the burning of fuels in the internal combustion engine transport.

In order to rectify the air quality problems the main improvements that can be made are in terms of reducing the amount of transport required (through Travel Plans and better design) and by not allowing new housing or other sensitive buildings to be developed in areas where air quality is predicted to remain poor.

RMBC Local Agenda 21 Strategy: Local agenda 21 was developed in 1992 after the Rio Earth Summit. It aims to encourage "sustainable development" throughout the borough. Sustainable Development means incorporating environmental protection and improvement and a prudent use of natural resources, into the work that the Council, organisations and community are doing to promote economic growth and social progress.

Sustainable development strategies are being developed at international, European, national and regional levels. The Government published its sustainable development strategy "A Better Quality of Life" in 1999. The North

West Regional Assembly has also adopted its own strategy in 2000 – “Action for Sustainability”.

Rochdale’s approach to Local Agenda 21 has been to incorporate the aims of sustainable development into mainstream Council and partnership working. Current work on issues such as community involvement, social inclusion, health, crime and disorder and local economic development are all responding to local quality of life priorities and form a large part of our process.

LA21 aims to:

- Improve the Council’s sustainability performance
- Ensure that the Council’s policies and activities take sustainability into account
- Raise awareness and educate about sustainability
- Consult and involve local people in action for sustainability
- Work in partnership with agencies, business, charities, voluntary groups and local people
- Measure and monitor progress towards sustainability

RMBC Partners in Sport - District sport & recreation strategy for the

borough: Sets out the role and case for sport and recreation in the context of the Council’s corporate objectives, and illustrates how they can contribute to the delivery of the Council’s wider social policy agenda. It informs the development of specific relevant work programmes and action plans. The strategy recognises the economic benefits of hosting sporting events and the benefits of sport facilities for health, community safety, the physical environment and equality. It also recognises that sport can be a medium for strengthening local democracy through community partnership and volunteering. It gives guidance on planning and management of facilities and implementation and delivery.

RMBC Safer Communities Strategy: This is a three year strategy which is required to reduce crime, disorder and drug use. This will guide the Council and its partners in tackling issues and areas of concern relating to crime and disorder and improve the quality of life in the borough by addressing associated drug and alcohol misuse. Whilst the Strategy will need to be regularly reviewed during the life of the Core Strategy the basic thrust is unlikely to change given the high priority that the Community Strategy affords to dealing with crime and safety. The strategy deals with a broad range of issues beyond spatial planning but the LDF will have an important role to play in providing policies and guidance for:

- the design and maintenance of new development and the public realm to improve safety and security,
- policies to control bad neighbour uses and activities (e.g. impact of noise, traffic, pollution)’
- transport and transport management policies and

- providing better quality recreational open space and built facilities, providing good quality accessible health and community facilities, and jobs.

Rochdale Borough Economic Development Strategy: The economic development strategy is the overall high-level borough strategy on economic development. A number of more detailed strategies sit underneath this document as detailed delivery plans in the areas of Skills, Employment, Enterprise (in development), Tourism (in development) and Infrastructure & Investment (in development).

The strategy identifies objectives and highlights key actions that must be delivered if we are to successfully re-position the borough's economy. The revised strategy contains detail under four broad thematic chapters:

- Increasing Productivity
- Raising Skills Levels and Reducing Worklessness
- Creating Infrastructure and Attracting Investment
- Improving Quality of Life and Attractiveness of the borough

Rochdale Borough Retail Study: is an update from the earlier Retail Expenditure Potential Study completed in 2001 to examine further the wider retail and leisure needs of the borough, providing a detailed evaluation of how the borough's established centres can evolve through to 2016 and meet local needs. In order to assess the scope for any future improvement a detailed appraisal of the key centres was undertaken.

Rochdale Canal Corridor Regeneration Strategy: The brief for this strategy was aimed at maximising the benefits that the canal offers in terms of economic regeneration, environment and heritage, leisure and tourism, the community and transport; and movement. The vision for the strategy, as agreed by the Steering Group and other key stakeholders, is for "*a distinctive canal corridor of regional and local significance, linking and containing a network of economic, tourism and community focal points*". The canal should have a range of quality, accessible Canalside living and working environments and visitor attractions and facilities. There also needs to be a green waterside framework. The strategy made clear that the canal must be viewed as an asset and maintained, managed and marketed in a sustainable manner.

Specific objectives that came out of the strategy were:

- To maximise economic regeneration, investment and employment in relation to the waterside,
- To capitalise on tourism, leisure and recreation potential,
- To enhance and improve the heritage and built environment,
- To enhance and manage the landscape and ecological character of the corridor,
- To improve safe and sustainable movement and linkages,
- To engage communities with the canal corridor,
- To establish and promote a safe environment,

- And to link and coordinate canal side opportunities.

Rochdale Health Profile: has been completed by the Association of Public Health Observatories, funded by the Department of Health, which gives a snap shot of the health issues in the borough alongside other local information. It identifies that the health in Rochdale is generally worse than the England average; that health inequalities differ between genders, levels of deprivation and ethnicities; the death rate and early death rates have decreased; the rate of road injuries and deaths in Rochdale is better than the national average and that alcohol related hospital admission is not a Local Area Agreement priority.

Rochdale's Housing Strategy: The housing strategy sets out how we are tackling some of the major housing issues our communities face and shows how we are striving to create better standards and choice for our residents. The housing strategy provides an important framework for housing provision in the borough. It explores the nature of the local housing market, the key challenges, the long-term strategic aims and the priorities for the next four years.

The key priorities are to:

- Build more houses.
- Transform our vulnerable neighbourhoods into sustainable neighbourhoods.
- Prevent homelessness.
- Increase the housing options available to older people and physically disabled people.
- Increase the percentage of private sector houses occupied by vulnerable people that meet the decent standard.
- Against this difficult background the strategy sets out three core aims:
- To provide quality homes that are warm, dry and secure in sustainable neighbourhoods.
- To provide a choice of housing that meets the needs of residents across the borough
- To meet the housing needs of disadvantaged groups in an inclusive manner within sustainable communities.

Rochdale Safer Communities Partnership 2008-2011: has a vision to create a feeling of safety from the impact of crime in communities. The partnership will play a supporting role in the new developments at Kingsway and the Town Centre regeneration to achieve a vision of the Borough as a vibrant and attractive place for people to live, work in and visit. They aim to see flourishing communities with residents engaged in preventing and tackling crime and anti-social behaviour.

Strategic Housing Land Availability Assessment (due to be completed Autumn 2008): is a key component of the Local Development Framework evidence base, supporting the sufficient delivery of housing. It identifies land with housing potential and assesses its likely timeframe for development and

coming forward. It aims to identify housing land that will provide a 15 year housing land supply from adoption of the Core Strategy. When produced it will go towards informing the Core Strategy as well as the Site Allocations Development Plan Document.

Strategic Housing Market Assessment (due to be completed July 2008):

is an overarching document for the Manchester city Region, which provides an evidence base that will support the formulation of policy and strategies. It provides a robust and evidenced assessment of numbers, types, sizes, tenures, prices and the spatial distribution of dwellings required within Greater Manchester in order to support the Association of Greater Manchester Authorities' objectives for sustainable growth and regeneration.

Towards Broad Areas for Renewable Energy Development (ARUP on behalf of 4NW, 2008) identifies strategic regional constraints and opportunities for renewable energy development and will help to inform Regional Spatial Strategy and its policy approach.

Urban Potential Study: estimates the likely level of land that could realistically come forward for housing during the next 5, 10 and 15 years, provides baseline information to feed into the LDF process, which could result in future allocations and consolidates and builds on information gathered on opportunities for new development within the Housing Market Renewal neighbourhoods and the New Deal for Communities area.

Urban Design Guide – supplementary planning documents: were adopted in September 2007 by both Rochdale MBC and Oldham MBC. The design guide has three elements: the design principles, residential design guide and the public realm design guide. The supplementary planning documents (SPD) set the design principles for all types of development within the borough and provide a general framework for other SPDs dealing with design issues. It should supplement policies aimed at improving the quality of design in new residential developments and improve the quality of the public realm, such as streets and squares for example.

Visitor Strategy: Rochdale borough has a strong tourism offer, and while the sector makes a significant contribution to the local economy, it is recognised there is still great potential for growth and currently the borough fails to realise its true potential. A key challenge is to make the most of the borough's natural assets, and to promote a positive image of the area as vital to the growth of our visitor economy. The Strategy reflects national and regional visitor strategies which are focussed on the growth in value of the visitor economy.

Five key themes are considered essential for tourism development in the borough and form the basis of the strategy:

- Product development; by developing new attractions, upgrading existing ones, and improving quality, the borough will have a better all-round visitor offer.
- Image, marketing and communications; communicating positive aspirations for the borough will raise its profile externally.

- Tourism infrastructure; both the physical environment and the human infrastructure will be looked at in order to develop and sustain a successful visitor offer.
- Visitor information; we must continuously monitor visitor needs to provide them with the information they require in the medium they prefer. This will be in accordance with the NWDA Visitor Information Strategy.
- Research and market intelligence; the quality and quantity of data available will be increased in order to reflect more accurately how we are meeting our aspirations and in order to inform decision making in tourism development.

The overall aim is that, by 2012, Rochdale borough will be recognised for its beautiful and accessible countryside and its fascinating heritage, as a key player in the Greater Manchester portfolio of destinations. The visitor economy will support up to 5,700 jobs and bring £373M to the local economy.

9.0 Further Guidance

International and European

- EU Sixth Environmental Action Plan
- Air Quality Framework Directive 96/62/EC
- European Biodiversity Strategy
- The Water Framework Directive
- United Nations Framework Convention On Climate Change – Kyoto Protocol

National

- Barker Review Of Land Use Planning (2006)
- The Eddington Transport Study (2006)
- The Stern Review Of Economics And Climate Change (2006)
- Sustainable Communities: People, Places And Prosperity (2005)
- Securing The Future: The United Kingdom Sustainable Development Strategy (2005)
- Air Transport White Paper Progress Report (2006)
- The UK Climate Change Programme (2006)
- Delivering A Sustainable Railway (2007)
- Homes For The Future: More Affordable, More Sustainable – Housing Green Paper (2007)
- Planning For A Sustainable Future White Paper (2007)
- Air Quality Strategy For England, Scotland, Wales And Northern Ireland (2007)
- UK Waste Strategy (2007)
- Sustainability Appraisal For Regional Spatial Strategies And Local Development Frameworks Consultation Paper
- ODPM Circular 01/97 Planning Obligations
- ODPM Circular 05/2005 Planning Obligations
- ODPM Circular 02/03 Compulsory Purchase Orders
- ODPM Circular 06/04 Compulsory Purchase And The Crichel Down Rules
- Making Design Policy Work – How To Deliver Good Design Through Your Local Development Framework (CABE, June 2005)
- Code For Sustainable Homes: A Step Change In Sustainable Home Building Practice (DCLG, December 2006)
- Conservation Principles: Policies And Guidance – Second Stage Consultation (English Heritage, February 2007)

Regional

- Regional Waste Strategy For The North West (2004)
- Draft North West Sustainable Energy Strategy (2004)
- Action For sustainability (2004)
- Sustainable Development – Taking It On In England's North West
- Moving Forward: The Northern Way Growth Strategy (2004)
- The Northern Way Action Plan Progress Report (2005)

Sub Regional

- Manchester City Region Spatial Strategy (2006)
- Greater Manchester city Strategy (2006)
- Manchester City Region Development Programme (2006)
- Greater Manchester Strategy – Sharing the Vision (2003)
- Transport Corridor Partnerships
- Greater Manchester Derelict Land Strategy (2003)
- Greater Manchester Waste Needs Assessment (being prepared)
- Greater Manchester Strategic Flood Risk Assessment (underway)
- Greater Manchester Air Quality Action Plan
- Greater Manchester Biodiversity Action Plan
- Making Housing Count In The Manchester City Region (2007)

e strategic.planning@rochdale.gov.uk
w www.rochdale.gov.uk/yourviews

Peter Rowlinson BA (Hons) MSc MRTPI
Head of Planning and Regulation Services
Telegraph House, Baillie Street, Rochdale, OL16 1JH

If you would like this document in large print, baille,
tape or translated in bengali urdu, call (01706) 924364

আপনি যদি এই তথ্যসমূহ বড় ছাপার অক্ষরে, ব্রেইল, টেইপে অথবা উর্দু এবং বাংলায় পাইতে চান
তাহা হইলে দয়া করিয়া **01706 924364** নম্বরে ফোন করুন।

اگر آپ کو یہ معلومات بڑی لکھائی یا بریل میں یا ٹیپ پر یا اردو یا بنگلہ میں درکار ہو تو براہ مہربانی ٹیلی فون نمبر: 01706 924364 پر رابطہ کریں۔