

Core Strategy

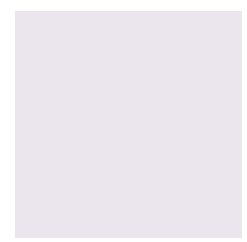
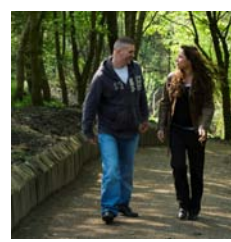
Preferred Options Report

October 2009

**For consultation with the
community and stakeholders**

Rochdale Borough
Local Development Framework





Foreword

Rochdale borough is changing. With over a billion pounds of public and private sector investment planned over the next five years, we are transforming the borough into an exciting, thriving and progressive place where people will want to live, work and do business.

In planning the next 15 years, we will need to build on our strengths: our proximity to Manchester and the beauty of our countryside, the setting of our towns and their special character and distinctiveness, our rich heritage, and our superb commercial location next to four motorways and close to Manchester city centre. We need to face our challenges: the need to improve the range and quality of our jobs and housing, our population's health, the fabric of some of our older areas and the need to ensure we benefit from and contribute to the success of the Manchester city region. We also need to address the global challenge of climate change.

Our residents and businesses have clear views on how we should do this but not all agree on the best way forward. We have difficult choices to make. It can be difficult to agree for example how we balance economic, social and environmental aspirations and the needs of individual communities with those of the borough as a whole. Also, we need to balance our aspirations and policies at local level with national and regional objectives and policies.

Therefore, agreeing a planning framework to regenerate the Borough won't be easy.....but I am confident we can do it and make the Borough a more prosperous and greener place.....but only with the help and support of our partner agencies and services, infrastructure providers, businesses and the local community.

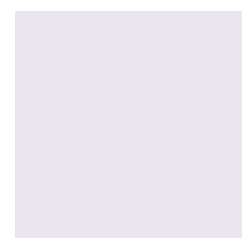
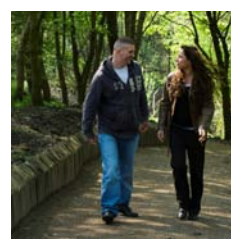
Councillor Irene Davidson

Deputy Leader and Portfolio Holder for Environment and Transport

Rochdale MBC

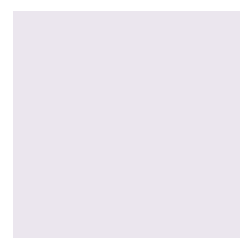
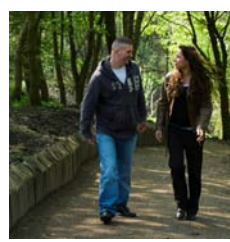


foreword



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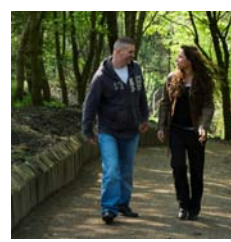
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1 Introduction

The Local Development Framework (LDF) 'Core Strategy' is a vital planning document that will shape the future of the borough. It is being prepared by the Council in consultation with its partner organisations and agencies. Whatever your connection with the borough, it is likely to affect you in some way and therefore your participation in its preparation is vital.

This is the second key stage in the preparation of Rochdale borough's LDF 'Core Strategy'. The Core Strategy will set a strategic framework for growth and development in the borough up to at least 2026. It will also set out borough-wide planning policies to guide decisions on planning applications. Other policy documents will also be prepared, as part of the LDF, to help to deliver the Core Strategy.

Last year we consulted the local community, landowners, development interests, agencies and infrastructure providers on different options for how the borough should develop over the next 15 years. Those options (contained in our 'Issues and Options Report, September 2008) explored, for example, how much housing and employment growth we should plan for and where development should be located. The options also looked at what facilities and services we need to go with that development and how we should protect our environment and improve the look of the borough.

Core Strategy Preferred Options

We have considered your views and suggestions, and have also taken account of new information and studies, and this document contains our 'preferred' (but not final) policies. We have called these ideas and policies 'preferred options' because we don't want to finalise them until you have had your opportunity to tell us what you think of them. You may have other suggestions, or 'options', that you would like us to consider. You can see all the options we first put forward in the 'Issues and Options report'.

We need your views on the Preferred Options

We want to know what you think of:

- Our vision and objectives for the borough and the townships. What do you want the borough to be like in 2026?;
- Our spatial strategy. Where should development go and not go? What needs to be improved? (e.g. transport, town centres, open space and countryside etc);
- The sites and areas we suggest for development. Do you agree with them?; and
- Our policies to improve housing, jobs, transport, town centres, tackle climate change, conserve the environment and so on. Will they make the borough a better place?

We also want to know if you think there are any better options, policies, or suggestions for areas, that you want us to consider.

This document also briefly explains how we have arrived at our Preferred Strategy and draft policies from our earlier options. A more detailed explanation is available in our report 'Responses to the Issues and Options', which sets out the comments made at the Issues and Options stage and how they have influenced our Preferred Options.

Our approach to preparing the Core Strategy

The Issues and Options report published last year explored issues such as, what level of housing and employment growth we should plan for and where that development should go. Those options set out the minimum levels of development required to meet our basic needs and to comply with regional targets and were based on a buoyant economy. Since then, the economy has experienced a sharp downturn and we are now in a recession. Those requirements may now seem irrelevant. However, this Core Strategy aims to regenerate and improve the borough, and maximise investment, over a 15 year period.

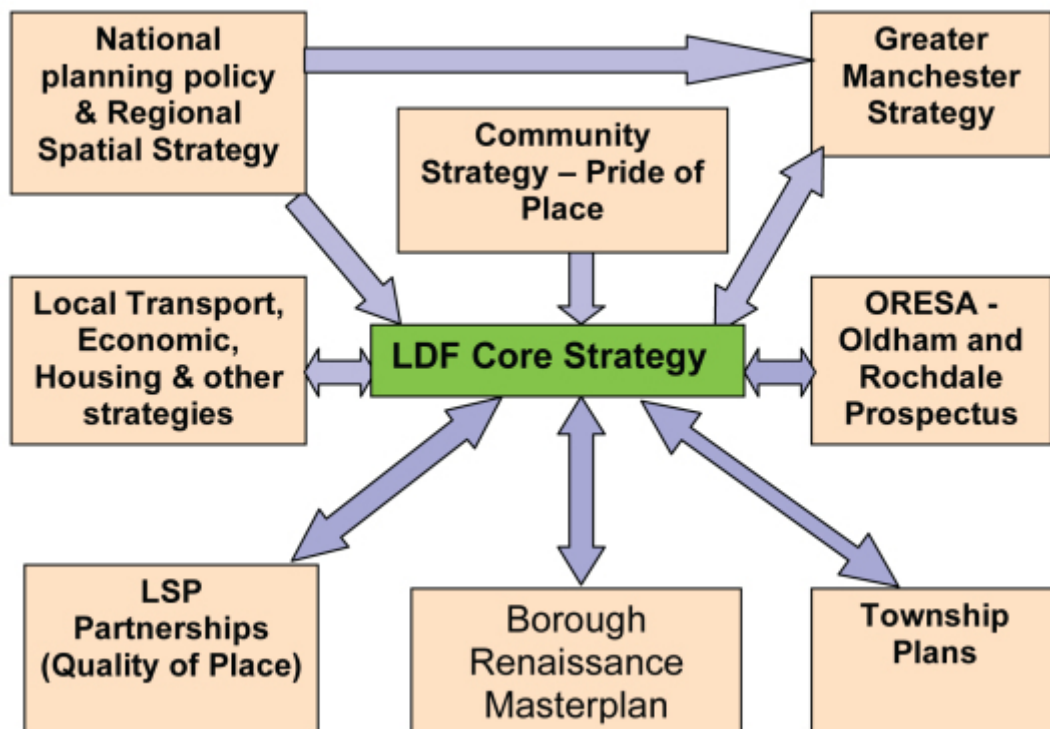
Therefore it is important to have a clear strategy to help guide the regeneration of the borough in difficult times, and to plan for economic recovery. We assume in this draft plan that a more normal pattern of growth and demand will return for most the of the Core Strategy period.

We feel your views on the Issues and Options provided us with a good steer, and we are now at a stage where we can share our preferred policies and present a spatial strategy to take us to 2026.

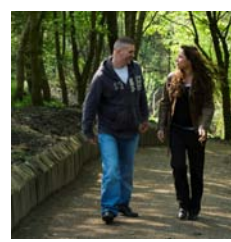
We have made considerable efforts to ensure that this preferred strategy reflects the community's key priorities as set out in the Sustainable Community Strategy 'Pride of Place'⁽¹⁾. We have the engaged with the Local Strategic Partnership to ensure that it supports and guides other strategies of the Council and its partners. We have also tried to reflect the opportunities and priorities of the borough's 'townships' and their individual character. We have prepared the Core Strategy alongside the refresh of the Borough Renaissance Masterplan⁽²⁾, to help agree priorities and ensure delivery of regeneration and development projects. Its also been prepared alongside the Transport Strategy, in order to help prioritise and deliver the transport investment needed to support proposals in the Core Strategy. Finally, we have sought to reflect the opportunities for development and regeneration identified through current regeneration initiatives across the borough, including in the Rochdale Town Centre Masterplan⁽³⁾.

The diagram below shows the Core Strategy's relationship with national, regional and local policy. The Core Strategy must provide local policy, that both guides, supports and conforms with the Council's Community Strategy, sub-regional policy the Regional Spatial Strategy⁽⁴⁾ and national planning policy.

Figure 1 The Core Strategies relationship with other documents



- 1 Sustainable Community Strategy - 'Pride Of Place' 2007-2010
- 2 Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005)
- 3 Rochdale Town Centre Masterplan – Final draft for consultation (RMBC, 2009)
- 4 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)



How the Core Strategy fits in to the Local Development Framework

The Local Development Framework (LDF) is made up of a number of ‘development plan documents’ that will guide and promote development and physical change in the borough. These documents will, over time, entirely replace the policies in the current development plan for the borough, the Unitary Development Plan.

The **Core Strategy** will be the lead document of the LDF. It sets the overall direction of growth and development and where, broadly, development should go. Our proposed Core Strategy also sets out borough-wide ‘development management’ policies that will be used to assess planning applications and identifies a small number of strategic sites that are important to the delivery of the strategy.

The Core Strategy will therefore set the strategic framework for other documents to follow. These are:

- **An Allocations Development Plan Document (DPD).** This will identify development sites on an ordnance survey map, the boundaries for area specific policies (including policies in the Core Strategy), and will also provide more detailed area-based policies where appropriate. It may therefore set out specific development principles, and design criteria, to be followed for particular sites or areas;
- **A Greater Manchester Joint Minerals Plan.** This is about to commence.
- **A Greater Manchester Joint Waste Plan.** This has commenced and is at a similar stage and consistent with the Core Strategy; and
- **Supplementary Planning Documents.** These will provide topic, and/or area-based, guidance on how policies should be interpreted and best practice to be followed.

Other documents will be prepared as necessary.

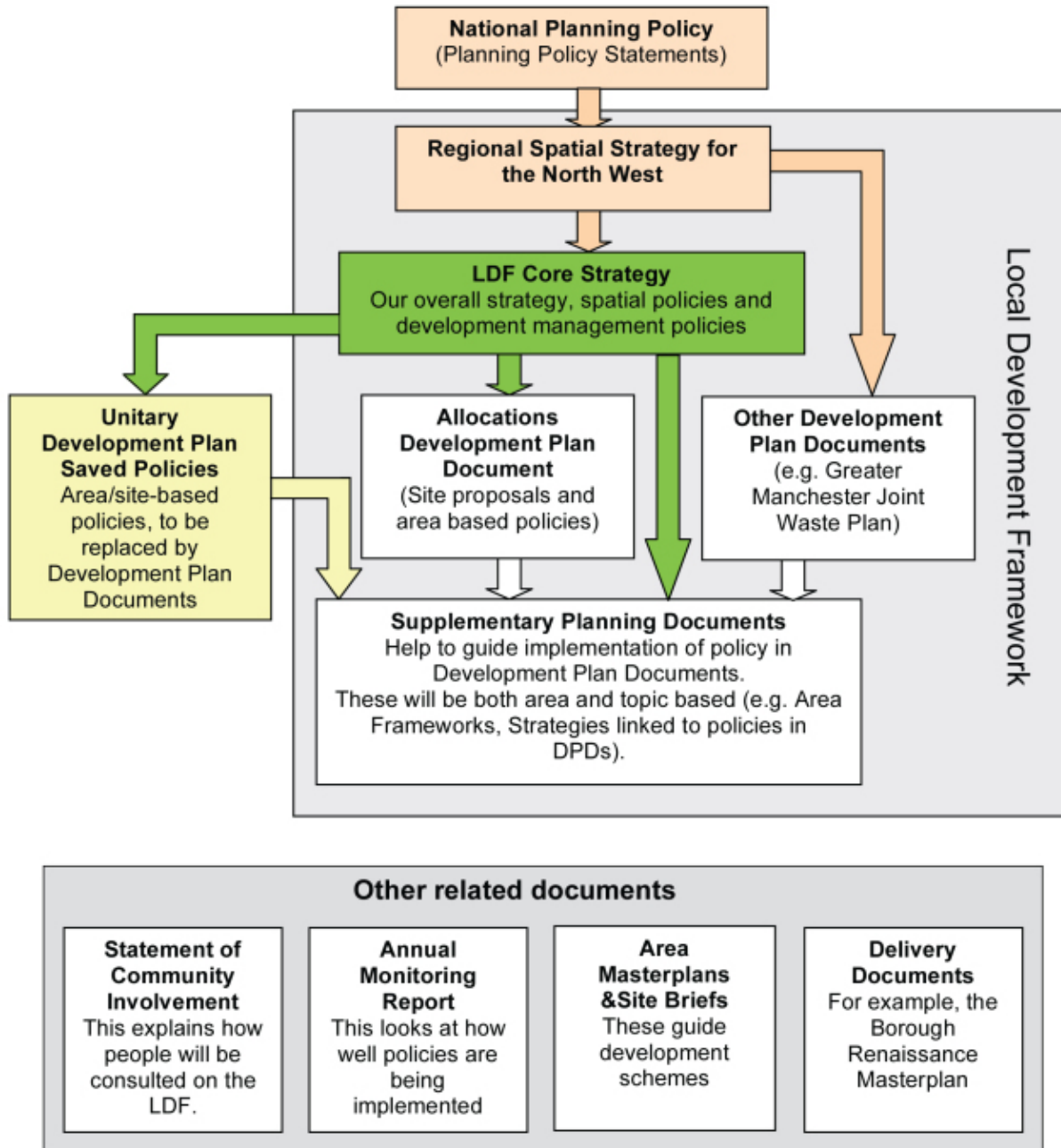
It should be noted that the Core Strategy will replace some policies in the Unitary Development Plan. Others, especially site based policies and proposals, will be ‘saved’ until they are replaced by the Allocations document (above) or other future documents. The chart below shows the different components of the LDF and their relationship with the Core Strategy.

In preparing all LDF documents, we must ensure that:

- Policies and proposals can be implemented / delivered;
- Supporting infrastructure is available or can be provided (e.g. utilities, transport, green spaces and flood management);
- Proposals are justified and properly evidenced; and
- Development is sustainable and balances economic, social and environmental considerations.

This means that the Council must work closely with its partners, development interests, implementing agencies and the local community. Procedurally, the Core Strategy must be prepared according to government regulations and guidance. These indicate what matters should be included, what other factors should be considered, and what stages and consultation are required. The Core Strategy and LDF cannot disregard national and regional policy and cannot encroach on matters covered by other legislation (e.g. pollution controls).

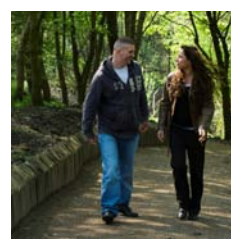
Figure 2 Documents that make up the LDF



How to read this Preferred Options Report

The main parts of this report and their purpose, along with our colour coding to highlight the role of each section, is explained below (see also Figure 4)

Chapter 2, the **Spatial Portrait**, explains what the borough is like, and what its challenges and opportunities are (Portrait in grey boxes).



Chapter 3, our **Spatial Vision for Rochdale borough**, indicates what we want the borough to be like in 2026 (Vision in a green box).

Chapter 4, our **Strategic Objectives**, sets out the important things that have to be done to deliver our Vision, in a number of key sub objectives (Objectives in green boxes).

Chapter 5, our **Spatial Strategy**, sets out through five Spatial Policies (in blue boxes) our broad approach to where development should be focused, and how different parts of the borough should change. There is a key diagram to explain the Spatial Strategy on a diagrammatic map of the borough. There is also an explanation of the relationship between the different activities and policies, and the overall scale of development we are planning for.

Chapters 6 to 10, the **policy chapters**, relate to each of the Strategic Objectives. They set out our proposed spatial planning / development management policies, grouped under topics, to deliver each of the Strategic Objectives. In some cases they may also help deliver other Strategic Objectives and sub objectives. The policies (in blue boxes) explain our approach to a topic (e.g. housing supply), where we want development (e.g. where new housing development will be focused) and what sort of development we want (e.g. what type, standard and density of housing).

The locations referred to in our spatial policies is shown on the key diagram, and on the township maps. Detailed boundaries will be provided in the Allocations DPD. Many of the policies also include criteria for controlling the impact of development. These are, therefore, also 'development management' policies and will replace most of the policies in the Unitary Development Plan (UDP), which are either out of date or repeat government policy.

Chapter 11, **Delivering the Core Strategy in each township**, sets out a Vision for each township (in a green box) to deliver a better quality of place in each township. It then sets out some of our major proposals and policies to help deliver that Vision (in pink boxes) at the local level. There are diagrammatic township maps that show the location of the key policies, priorities and projects.

Chapter 12, **Managing delivery and implementation**, sets out in more detail how we propose to deliver each policy and/or proposal in terms of delivery mechanisms, delivery agencies, funding sources and so on.

It has two over-arching development management policies, that apply to all development, to guide the delivery of the Core Strategy through the development management process.

In the appendices we set out which UDP policies are replaced by the Core Strategy and which are saved (mainly area-based policies) awaiting the production of our Allocations DPD and other documents. In some cases the Core Strategy changes the current policy approach, and this applies to sites and areas still identified in the UDP. Therefore both documents will need to be read together until new LDF documents, and proposals maps, completely replace the UDP.

We show the relationship between the different parts of the Core Strategy in a series of diagrams. These use the same colour boxes as above (i.e. green boxes for objectives, blue for policies). The text for objectives and policies is (as far as possible) the same colour as used in the Key Diagram, and township maps, for each policy area / chapter (i.e. purple for economy, cream for successful communities, brown for heritage and image, green for resources and environment, and red for transport).

Where there is a particularly important related objective or policy, this is shown with a policy number in brackets. e.g. (DM1).

Lastly, there are questions throughout this document asking for your views on our policies and proposals, and for your suggestions. (Questions in yellow boxes).

Other related documents

Further background information can be found in:

- The **Core Strategy Preferred Options Background Paper** which summarises the influences, information and data (e.g. studies and research) that have been taken into account in identifying the issues and options;
- **Report on consultation on Issues and Options** which reports the responses made by consultees and the local community on the Issues and Options report, and to the questions raised in it, and explains how we arrived at our preferred options;
- A **Sustainability Appraisal report** on the Preferred Strategy which identifies the positive and negative social, economic and environmental impacts of the spatial strategy and the key policy approaches; and
- A **summary leaflet** which provides an overview of the Preferred Strategy and basic information about how to find out more and how to comment.

How you can access the documents and submit your views

You can look at all of the documents:

- On-line at www.rochdale.gov.uk/yourviews where you can also comment;
- At all Council Customer Service Centres and libraries; or
- At the Planning Reception, Floor 1, Telegraph House, Baillie Street, Rochdale.

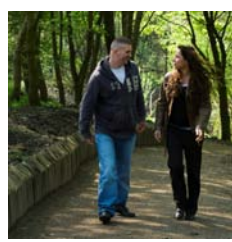
You can talk to us on the telephone help line 01706 924210

Making your comments couldn't be easier. The best way to comment is on line at www.rochdale.gov.uk/yourviews

You will first need to register, so that we have your details, but this is easy. You can then comment on different parts of the document. When you are happy with your comments click on submit, we will then check they are valid and make them public. We promise only your name will appear against your comments. You will be able to see what others have said and we can e-mail you about progress.

You can write to us at Strategic Planning Service, Rochdale Borough Council, Telegraph House, Baillie Street, OL16 1JH or **E-mail us** at LDF.consultation@rochdale.gov.uk

If you write, or e mail, please tell us your contact details and which part of the document you are commenting on. We will then put all your comments on the web site, without your personal details, as above.



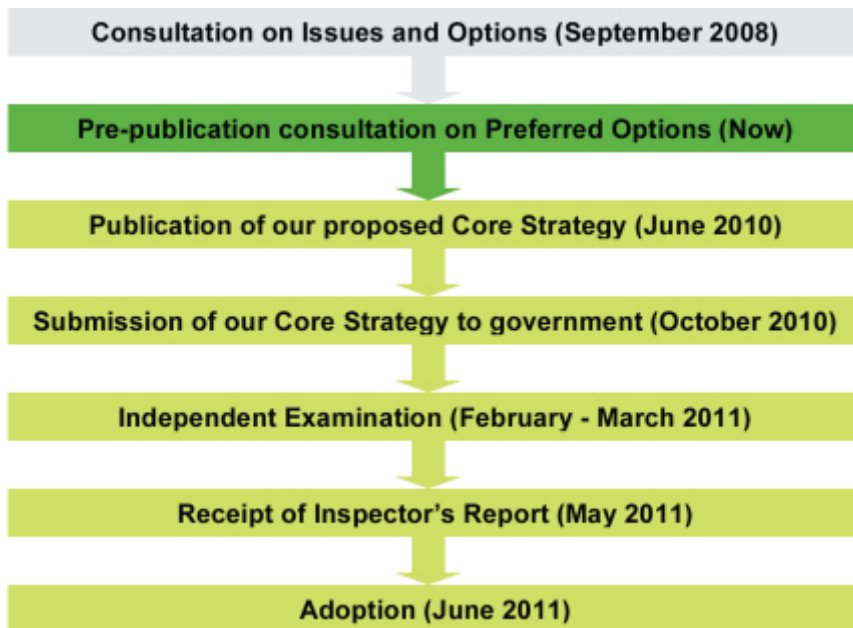
The closing date for comments is 7 December 2009.

Next Steps

- The views we receive will help us to firm up our Core Strategy into a formal draft, called a 'pre-submission draft';
- We will then publish this 'draft' for formal consultation before we submit our final version to the Secretary of State. We may propose some changes in response to objections received on the pre-submission draft before we submit our final Core Strategy;
- The objections, and any proposed changes, will then be considered at an 'Examination in Public' by an independent government Inspector; and
- The Inspector will then issue a report with recommendations on whether the Council should adopt the Core Strategy and if so with what changes. This report will be binding on the Council.

The timetable for this is set out below.

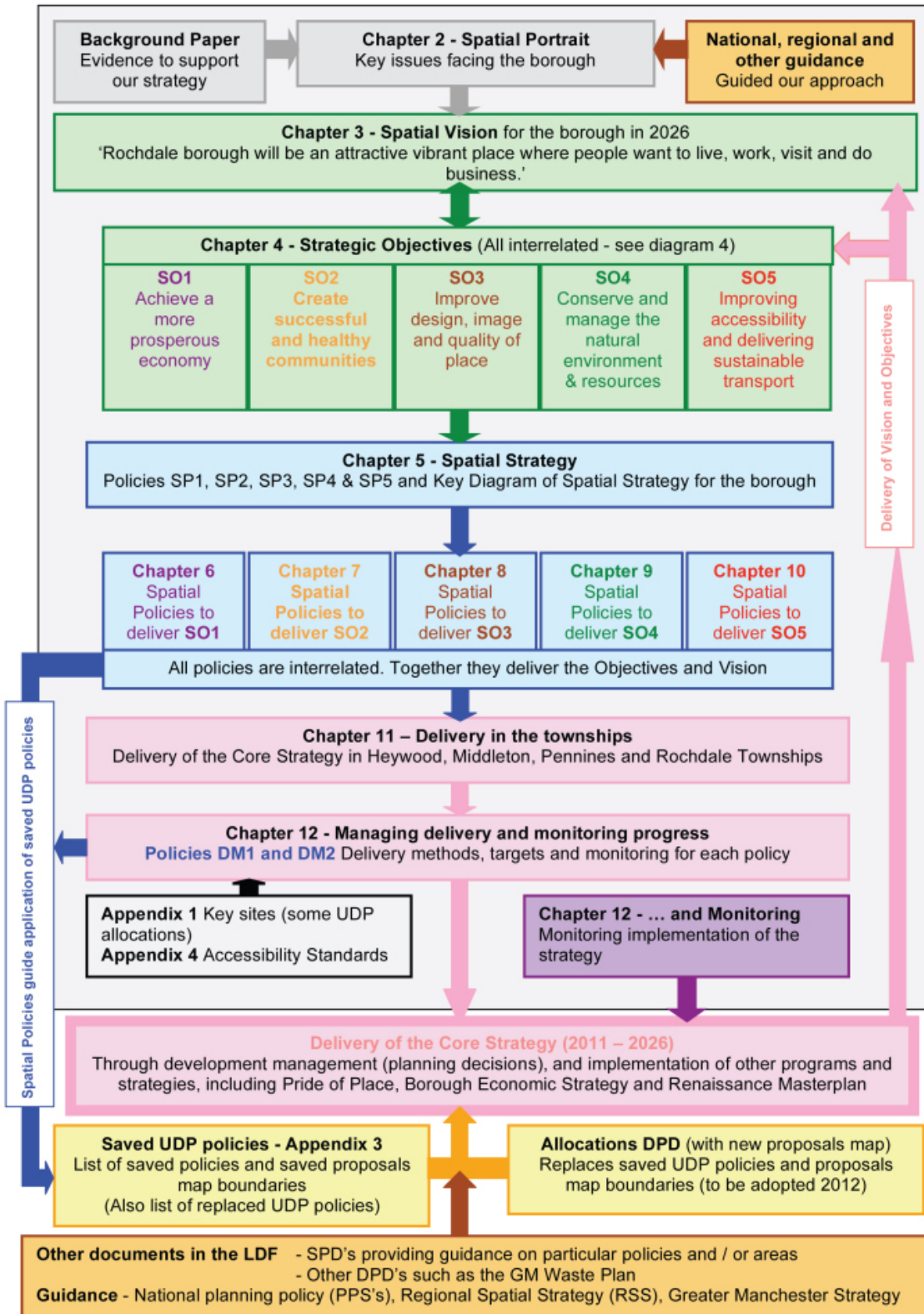
Figure 3 Our timetable for preparing the Core Strategy

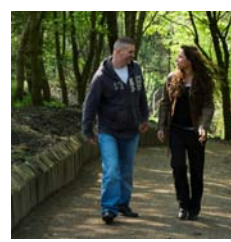


Question 1

Do you understand our explanation of the Core Strategy?

Figure 4 Content and delivery of the Core Strategy





2 Spatial Portrait of the borough

This section provides a spatial portrait of the borough and describes the key issues and opportunities that the Core Strategy must respond to.

A more detailed portrait and other information about the borough is contained within the Preferred options 'Background Paper'.

Location and setting

Rochdale borough lies on the north eastern edge of the Greater Manchester conurbation adjoining Oldham, Bury, and Manchester. It also shares boundaries with the West Yorkshire district of Calderdale to the east, and the Lancashire district of Rossendale to the north. It is located centrally in the "Northern Way"⁽⁵⁾ - the strategic growth corridor connecting Liverpool, Manchester, Hull and Newcastle. It has good links with the regional centre and is in a position to both contribute to and to benefit from the economy of the Manchester City Region.

The borough of Rochdale is made up of four distinct townships: Rochdale, Middleton, Heywood and Pennines - each with its own character and opportunities. Although an urban authority, two thirds of the borough is green belt and protected open land, comprising river valleys and the South Pennine foothills and moors. Its towns are separated by areas of green belt and river valleys and rural landscapes are visible from most of its urban areas. This gives the borough its special character and one of its greatest assets.

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.

Middleton, situated between Rochdale and Manchester, relates economically and socially more closely to the latter. It is the second largest township, half the size of Rochdale.

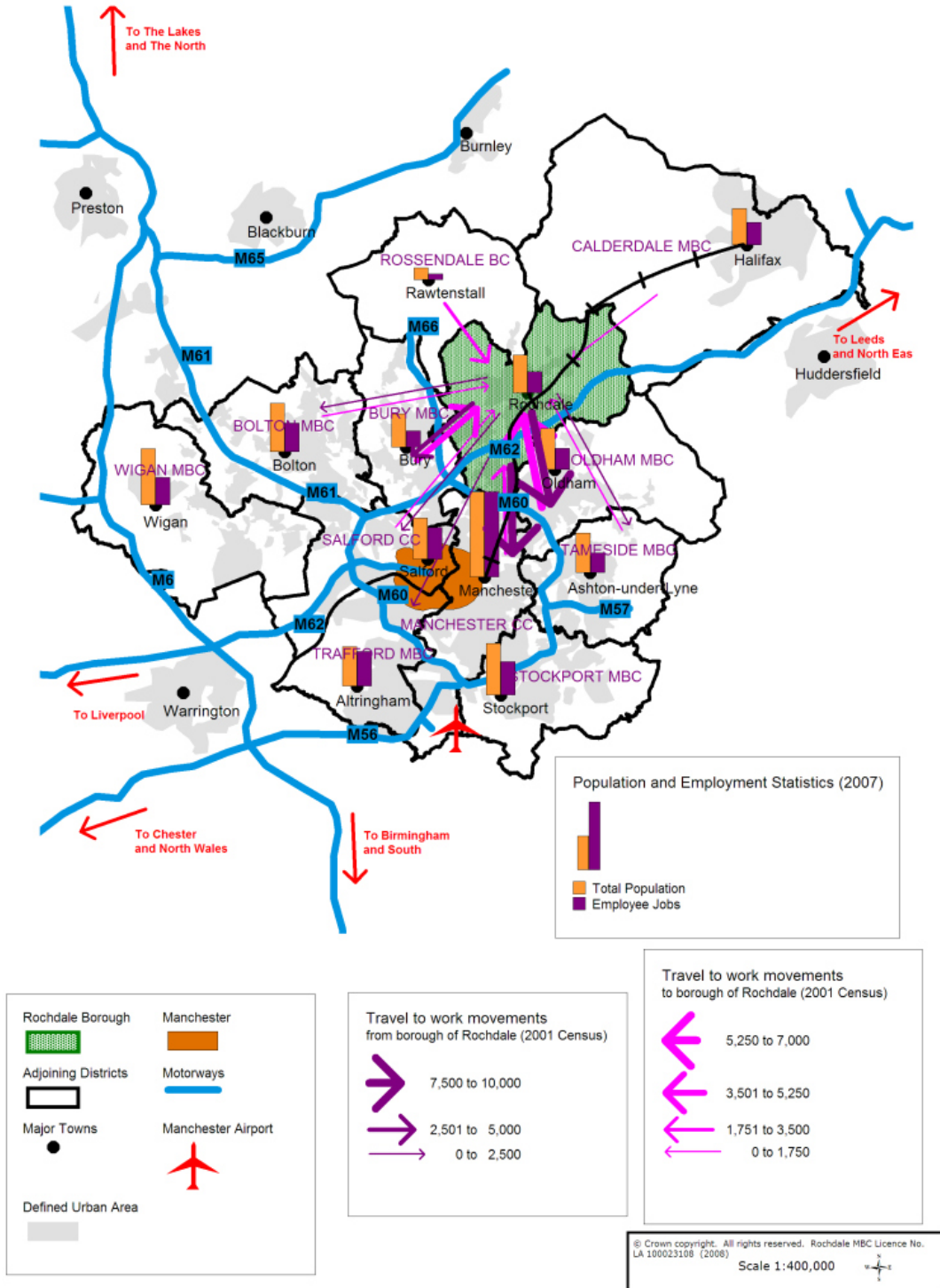
Heywood is located between Rochdale and Bury town centres and uses both towns for employment, retail, services and leisure opportunities. It has the smallest population and is surrounded by green belt and attractive rural landscapes made up of river valleys and moorland to the north and agricultural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

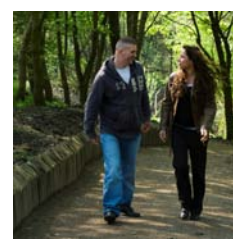
Several settlements make up the Pennines township which covers the north and eastern part of the borough (the Pennine fringe). The largest settlement is Littleborough, followed by Milnrow, Newhey, Smithy Bridge and Wardle. Pennines has the smallest urban area, but the largest area of countryside.

The northern part of the Borough i.e. the north Pennines, north Rochdale (Norden and Bamford), has a distinctive rural or semi-rural character and a different built form from the more densely populated southern part of the Borough. The south is characterised by the industrial towns of Rochdale, Middleton and Heywood which straddle the M62 corridor.

5 Moving Forward: The Northern Way (Northern Way Steering Group, 2004)

Map 1 Rochdale borough in the sub region





Economy

Rochdale's local economy is underperforming in comparison to Greater Manchester and the rest of the north-west and employment levels are still below the national average.

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. Manufacturing has been declining and forecasts indicate this will continue. Business survival rates are lower in comparison to elsewhere and there is also an under-representation of financial and business services within the borough. Whilst the borough remains a strong focus for distribution businesses, there is a need to increase the range and quality of jobs in the borough and accessibility to jobs outside the borough.

The Council has sought to address the decline in manufacturing, by looking to identify 21st century employment sites to attract new businesses. 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.

Developing Kingsway Business Park is helping to address the general under-performance of the local and regional economy.

Kingsway Business Park is a large site of regional importance and will create major opportunities for inward investment into the local and regional economy. It will employ in excess of 7,000 people in a mixed-use development when complete.

The borough is recognised nationally as a leading location for distribution businesses due to its excellent location and motorway connections. The largest employment locations in the borough are at Heywood Distribution Park to the south of Heywood and Stakehill Industrial Estate to the north east of Middleton. The total good quality employment land supply currently available is 180 hectares and this includes Kingsway.

The rural economy is not significant in employment terms but has influenced the character of the rural area. In recent years, farming and rural businesses have declined and this has led to pressures for the re-use of rural buildings, especially mills.

Previous under-investment in town centres has meant that the retail offer of the borough does not compare well with competing towns and all the centres are under-performing. 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 main focus for retail, commercial, employment, social, community and civic activities. Retail expansion, transport improvements and regeneration is planned and underway. In Middleton and Heywood centres, there is a need to build on the success of recent developments and regeneration efforts. In Middleton, where there is a strong reliance on Manchester for shopping choice, a major food retail development is underway to anchor local spending. A major new leisure development has also increased the attractiveness of the centre, and opportunities exist to increase employment opportunities e.g. through new offices.

Heywood has a good local shopping offer but due its location and connections looks to the bigger centres of Bury and Rochdale for further shopping choice.

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 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.

Housing

Different parts of the borough have distinctive housing market characteristics. In the inner urban areas of Heywood, Middleton and Rochdale the housing market is weak with high levels of deprivation, low house prices, poor quality housing, a dominance of terraced properties, overcrowding and high crime levels.

The inner urban areas of the borough also have distinctive population characteristics. For example, inner Rochdale has a large Asian population, and inner Heywood and Middleton have a large proportion of elderly people. In socially rented suburban areas (e.g. Langley, Kirkholt and Darnhill) there is a predominance of single tenure accommodation with areas suffering from lower demand and a higher rates 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 only way to solve these issues. A large proportion of the socially rented properties currently available are unsuitable for the needs of today's residents. Through the housing market renewal pathfinder initiative, the Council is working successfully with its partners to address problems in these areas.

The outer suburban areas (e.g. Norden, Bamford and Alkington) contrast with the inner and socially rented suburban areas in that house prices are higher, turnover is lower and the environment is generally of a better quality. 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 14.1% per cent rise in the number of households between 2009 and 2026⁽⁶⁾. There is an oversupply of older terraced housing, a lack of larger homes to meet the needs of larger Asian families, a shortage of executive or higher value homes to attract residents with higher incomes, and insufficient affordable homes for the single, those on low incomes or new on the housing ladder.

A more balanced range of housing is needed in regeneration areas not just to meet demand in those areas but to create balanced successful communities that retain and attract residents. Regeneration initiatives have started to redress this imbalance and scope exists to increase housing numbers and choice through remodelling and redevelopment.

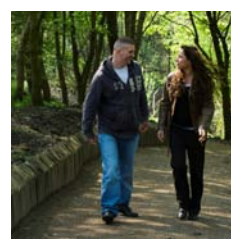
The Council currently operates one site for travellers off Chichester Street, close to Rochdale town centre, but additional pitches will be required to meet future demand.

The Regional Spatial Strategy⁽⁷⁾ requires us to meet a target of an additional 400 homes per year and the Core Strategy must set out how, and broadly where, these new homes will be built. The latest Strategic Housing Land Availability Assessment⁽⁸⁾ indicates that there is considerable scope to meet this requirement on previously developed sites, especially in the south, and with minimum use of greenfield sites.

6 ONS 2006 Sub-national household projections (assuming average yearly increase 2006-11)

7 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)

8 Rochdale MBC Strategic Housing Land Availability Assessment – as at April 2009 (October 2009)



Communities and health

Our population is expected to rise from around 208,000 in 2009 to nearly 222,000 by 2026⁽⁹⁾. 14% of the population is non white non British and the south Asian population will have the largest increase over the next 15 years. There is a strong representation of young Pakistani and Bangladeshi communities in parts of the borough, who typically have larger families and a larger proportion of the population under the age of 16 compared to the national average.

A smaller proportion of the population are currently aged over 75 than the national average, which is partly due to a lower life expectancy in the borough. This population group is likely to increase as the currently large number of young people overall get older.

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 and it will place demands on employment, housing and health care.

Rochdale borough has one of the highest levels of overall deprivation compared to the rest of England. Almost a third of the population live in deprived areas. Deprivation is measured by a number of factors, such as residents claiming benefits, low pay, poor qualifications and poor health. Unemployment is high, employment and skills levels are also unacceptably low in deprived areas. There is a need to improve skills and access to more varied, and better paid employment opportunities. New employment developments could help to secure this.

In the most deprived areas physical and mental health is very poor, coupled with some of the highest levels mortality. Rochdale has one of the highest levels of poor health in the region and life expectancy is lower than the national average. There are wide variations in health in the borough. For example, Norden and Bamford has a life expectancy ten years longer than Central and Falinge⁽¹⁰⁾.

Meeting the needs of different groups and creating successful communities requires good, accessible community facilities. Generally the borough is well served by local centres and community facilities. However, some of these are in need of improvement and there are also areas where facilities are lacking. In some of the more peripheral areas of the borough people have to travel longer distances to access facilities.

Whilst crime is falling, its levels are not acceptable and the fear of crime remains high. Crime is a problem particularly in older employment areas, town centres and in our inner urban areas. Personal safety and security is a high priority for us and design has an important role to play in reducing opportunities for crime.

Quality of place

The quality of our environment varies significantly and this impacts on our quality of life, our health and the image of the borough.

The historical development of the borough and its rapid industrialisation has left behind some high density, often poor quality development and an inappropriate mix of land uses. Housing can be cheek by jowl with industry and tightly packed development fronting main roads has left little room

9 2006 Subnational Population Projections, ONS

10 Rochdale Borough Profile 2009

for current levels of road traffic and to create attractive corridors. Industrial areas have turned their back on the railway and the canal which served them and these corridors have deteriorated. However, regeneration programmes have gone a long way to reducing conflict between land uses through improving and redeveloping housing in inner areas, redeveloping redundant, poorly located employment sites, improving open space provision and securing environmental improvements.

Compared with other industrial towns, the level of derelict and contaminated land is not high. However, contaminated land, on some older employment sites is particularly serious and is discouraging development and investment.

The borough's key gateways and main transport corridors are important in terms of the image they portray to visitors and investors. Some are attractive, some are currently being improved but others are poor and need to be improved through greening and high quality development.

The importance of views into Rochdale and the Roch valley, and out to the Pennine hills and moors, to the character of the borough cannot be under-estimated. The Roch Valley is the most significant visible feature 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 environment, obsolete buildings and difficult access, but also massive opportunities for regeneration, recreation and conservation.

Our rich built heritage has in places successfully promoted regeneration and improved our image, provided attractions and lifted design quality. However, some parts of the borough lack character and diversity and need a new image.

The borough's setting, its heritage and rural attractions are seen as an asset not just for its residents but for the visitor economy which has great potential to expand.

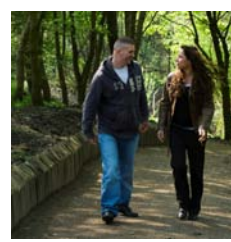
Accessibility and transport

Rochdale borough, particularly the southern part, has excellent access to motorways. The M62 motorway runs through the borough with junctions at Heywood (J19), at Rochdale via the A627(M) (J20), and at Milnrow (J21). The M62 connects, just outside the borough at J18, with the Greater Manchester M60 ring road that runs to the south west of Middleton, and the M66 that runs north between Heywood and Bury (J2 and J3 to Heywood).

Whilst car ownership rates in Rochdale borough are lower than in Greater Manchester and England and Wales, the proportion of journeys to work in the borough made by car is higher with lower levels of public transport use. Congestion is an issue at certain junctions in peak hours, particularly along the A58.

Access to employment opportunities in the borough and adjoining town's needs improving for local residents. Public transport improvements are vital in Heywood and Middleton where the proportion of non-car households is the highest (around 35%).

Rail services to Manchester and west Yorkshire are good, but need improving if local residents are to take advantage of jobs and facilities in the regional centre and if Rochdale is to attract investment and provide better employment opportunities. The Metrolink tram network is to be extended to Rochdale town centre, and will have a stop at Kingsway Business Park. This will provide a massive boost to public transport. But further light and heavy rail improvements are necessary and are under consideration. Key to this is the potential to provide park and ride facilities at stations on the Caldervale rail line.



Transport improvements need to be co-ordinated with, and support, future development while development needs to be located where accessibility, especially by public transport, is good. The southern part of the borough is more accessible due to its road network, bus frequencies, and accessibility to motorways and rail interchanges. Congestion is a problem in the north and in the south at peak times and solutions need to be found. Local traffic problems also need to be addressed, for example the impact of industrial traffic through Heywood.

Environment and natural resources

The borough's landscape; its varied countryside and topography, its rivers, lakes and reservoirs, its woodlands, habitats, its geological characteristics etc. is a resource that is vital to support biodiversity, provide energy, for recreation and leisure, for agriculture and rural businesses, for water catchment, flood management and CO₂ fixing.

Our open spaces (which collectively we call our 'green infrastructure') often serve more than one function (e.g. for recreation, wildlife, flood management, visual amenity etc.) and there is scope to extend or add value to their roles. Overall we have good or potentially good access to open space, but the protection, management and improvement of those open spaces is an issue for the LDF. In terms of recreational open space, it is generally the quality rather than the amount of open spaces that is the issue for us to tackle, especially in areas in need of physical regeneration (where deprivation and poor health is a problem and where open space could provide space for exercise and uplift the environment).

Some 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. These areas include east central Rochdale and significant areas of Littleborough.

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. Action is urgently needed to reduce car use through public transport infrastructure improvements to address this problem. Whilst industry and its pollution is no longer a significant problem within the borough; it has left a legacy of contamination on many sites.

The council is committed to promoting renewable energy and there is significant potential in the borough for the development of a range of renewable energy schemes. There is already a large wind farm at Scout Moor straddling the boundary of Rochdale and Rossendale. The challenge will be to promote sustainable and renewable energy sources whilst also protecting important landscapes (e.g. moorland areas), protected habitats and areas of special character or local distinctiveness.

The borough has some mineral reserves which although not in high demand at present need to be protected for the future.

Dealing with waste is an increasing problem nationally. Although recycling rates in the borough are increasing dramatically, there is a need to identify new sites in the borough for waste management to meet targets.

Green Infrastructure

Around three quarters of the land area in the borough is countryside or open space. The countryside provides a distinctive, prominent landscape setting for the borough, supporting important biodiversity and containing significant historic and archaeological interest. The countryside is an important resource for agriculture, recreation and tourism, renewable energy, water catchments, mineral extraction and power transmission. However, there are some areas of countryside that need regenerating and require better management. There is a strong local view that the potential of the countryside to the north and east (the Pennine fringe) for tourism sustainable businesses and recreation should be exploited more and that this could improve standards of management.

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. There is a need to improve access to accessible countryside from urban areas, especially inner areas where there are high levels of poor health.

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

The Rochdale Canal and its corridor are important features of local industrial heritage managed as a recreational asset based on narrow boating, angling, walking and cycling. Much of its length in the borough is a designated Special Area of Conservation 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.

Townships

As mentioned earlier the borough has four townships, which have their own strong identity and character. The key issues, challenges and opportunities in each are summarised below.



Heywood

Surrounded by green belt, Heywood has good access to its countryside. The Roch, Ashworth and Cheesden valleys and the moorland to the north are especially attractive. Improved access from urban communities is needed though if potential is to be exploited. The Roch valley has considerable further potential for recreation.

A greater variety of housing type and tenure is needed in Heywood. There is a high proportion of terraced properties in the township and there is a need to address this imbalance.

South Heywood is a major employment location due to its strategic location for distribution businesses adjoining Junction 19. Potential for new employment exists but there is a need to increase the range of employment.

The privately owned East Lancashire Railway extends into the township from Bury and there is massive potential for this to contribute to regeneration through related attractions and developments and by improving station access. The feasibility of connecting it with Network Rail lines to improve commuter and leisure opportunities is being considered. There are opportunities to address the problems of heavy goods vehicles impacting on the town centre and housing areas (referred to above) by improving public transport links, through traffic management and through the construction of a new road link to junction 19.

Recent retail development has boosted the town centre this provides for most of the needs of the local population. However, many of the residents look to Rochdale, and in particular Bury, town centres for leisure, retail and employment opportunities. Heywood town centre therefore needs further improvements to its retail and employment offer to compete with those centres.

New regeneration strategies will be prepared for the Heywood to steer the regeneration of its centre, its housing areas and the development of opportunity sites. The Heywood New Deal for Communities Partnership, awarded £52 million in 2001, has helped to deliver jobs, training and learning, health and community infrastructure improvements.

Queen's Park, Heywood



Middleton

Middleton has strong connections with Manchester in relation to jobs, leisure, culture and shopping but also to Oldham as well as Rochdale.

A green ring of countryside wraps around Middleton including the green belt to the north and east. Protected open land not in the green belt i.e. land to the north of Middleton, land at Bowlee and Rhodes Green, has potential for either release for future development or for longer term protection as Green Belt.

Middleton has a reasonable overall mix of housing type and tenure but common to other parts of the borough, areas of older terraced housing are in need of improvement e.g. east Middleton. Langley, a large social housing estate and neighbourhood renewal area, is undergoing regeneration through the Housing Market Renewal Pathfinder to address a mismatch of housing type and tenure, poor connectivity and poor environment. Progress has been made but residents still have poor access to employment and leisure facilities.

Local employment opportunities need to be improved in Middleton as a whole as a significant proportion of the workforce currently travels outside of the township for work. There is an opportunity to expand its office sector, particularly around Middleton centre. There is also a need to improve access to the range of jobs offered by the regional centre and to improve access to employment areas within the borough, especially Heywood south and Kingsway.

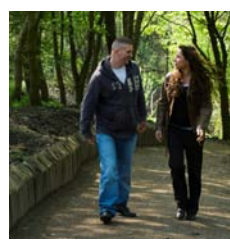
Middleton's rail connections with Manchester need improving as part of a sustainable transport solution to car commuting. There is scope to improve park and ride at Mills Hill station and the feasibility of extending Metrolink to Middleton needs investigation.

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 and address leakage of retail spending to Oldham and Manchester.

Middleton's heritage assets and listed buildings including Edgar Wood's buildings are a strongly valued part of Middleton's identity and visitor offer and conservation initiatives will need to be supported by the Core Strategy.

Middleton Arena and Warwick Mill, Middleton





Pennines

The Pennines township forms the north and eastern side of the borough. The area comprises the largest settlement of Littleborough, the villages of Wardle, Smithybridge, Milnrow and Newhey, the inner urban areas of Smallbridge and Firgrove and the rural hamlets of Rakewood and Ogden and the large rural area and moorlands of the Pennines.

The countryside landscape is more varied and open in Pennines than elsewhere in the borough and is seen as an asset for the whole borough not just Pennines' residents.

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. The Roch Valley between Littleborough and Rochdale is an important greenspace corridor providing recreational, agricultural, amenity, flood management functions.

There is a major opportunity to boost the visitor economy based on the promotion of key countryside attractions such as Hollingworth Lake, countryside gateways (e.g. Watergrove Reservoir at Wardle), the Pennine Way and Pennine Bridleway, the Rochdale canal and Littleborough itself. There is also scope to promote sustainable rural diversification by encouraging appropriate businesses.

Whilst Littleborough is largely a commuter settlement, there is a desire to retain and widen existing employment opportunities. It has a mixture of both affluent and low income households and there is a demand for both affordable housing and high value housing. Like Milnrow and Newhey, it relies on Rochdale and outside the borough for jobs, shopping and leisure. Whilst the Pennines township offers an attractive environment, it does have sites and areas in need of regeneration and future development will be best focused on these.

If Littleborough takes on a role as the key service centre for the adjoining south Pennine area, it may need to expand its centre and improve transport infrastructure. Milnrow and Newhey have excellent transport connections via Metrolink and the M62 and are close to Kingsway Business Park. Therefore the opportunity exists to build on their strategic location and role as a gateway into the borough.

Rochdale Canal, Littleborough**Rochdale**

Rochdale township is centrally located in the borough and whilst predominantly urban, it has a number of green corridors extending into the urban area and connecting with the countryside to the north and south.

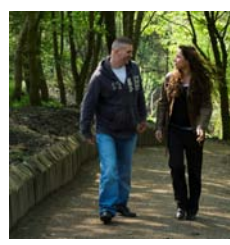
There are very good road, rail and bus connections. The A627 (M) motorway runs from the south of the town connecting with the M62 and on to Oldham. A planned Metrolink extension will run right into the town centre, providing access to Oldham and Manchester city centre as well as other areas in Greater 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 Rochdale, which is also the centre for shopping, services, leisure, local government and employment. The development of Kingsway Business park and a major retail, office and mixed use redevelopment in the town centre will bring up to 9,000 jobs to the borough. The town centre development will address the leakage of retail spending to Oldham and Bury.

There is a large south Asian population in the Rochdale township, particularly in the 'inner' wards of Central Rochdale, and Milkstone and Deeplish.

Deprivation levels are high and six of the wards fall into the worst fifth nationally in terms of life expectancy. There are large areas of poor quality housing that need updating as they are currently sub standard.

Areas to the east of the town centre (around Wardleworth and Hamer), Kirkholt estate, and Milkstone and Deeplish will continue to be the focus for housing market renewal regeneration. However the need for intervention to improve the deprived areas of Sparth and Falinge is becoming more urgent.



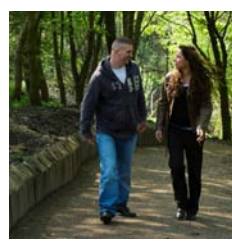
Rochdale Town Hall, Rochdale



Question 2

Do you think this Spatial Portrait is a reasonable description of the borough, its issues, challenges and opportunities? If not what should be changed or included?

The next chapter sets out our Vision of what we want the borough to be like to be in 2026, based on the issues set out in the Spatial Portrait above.



3 Our Spatial Vision for the borough

What's your view of the borough in 2026?



Three our spatial vision for the borough

Our Spatial Vision for Rochdale borough in 2026

Rochdale borough will be an attractive, vibrant and thriving place where people want to live, work, visit and do business.

Its population will be more prosperous, better educated and healthier.

It will offer locally distinctive places and towns and its image will have been lifted through better design, attractive gateways and corridors and through the celebration of its cultural heritage.

The urban south of the borough will have regenerated, thriving towns within the countryside which have fully capitalised on the proximity of the M62, Metrolink and railway connections to develop their economy and living opportunities in a sustainable way.

The north of the borough will have attractive housing communities, regenerated urban sites, and a stronger Pennine identity. Its countryside will have a stronger visitor economy, a more diverse economy and a better managed and more accessible landscape.

The borough will have a wider range of jobs, with employment uses focused on accessible and sustainable sites, thereby meeting local need and maintaining low dependence on outward commuting.

The local housing market will have been restructured and housing led regeneration will have transformed Langley, Inner Rochdale, Central Heywood, Kirkholt and East Central Rochdale.

There will be a choice of housing to meet everyone's needs, including more affordable housing and up-market executive housing.

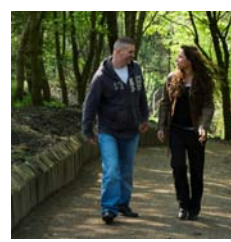
Its urban green spaces will be much improved and the wider green infrastructure (countryside and river valleys) will be playing a more prominent role in encouraging a more diverse rural, low carbon economy, protecting natural resources, encouraging biodiversity, encouraging visitors and providing an attractive setting for its urban areas, and addressing the impacts of climate change.

The Roch Valley will be a more prominent feature of the character and identity of the borough and a vital part of the borough's green infrastructure. The Rochdale canal will be a major asset and a focus for regeneration and leisure, and water, including the Rochdale canal will be a key feature of the borough's character and its regeneration.

Question 3

What do you think of our Spatial Vision?

The next chapter sets out our Objectives for what we need to do, and achieve, if we are to deliver our Vision for the borough. It also sets out the interrelationship between our Objectives.



4 Strategic Objectives

In order to deliver our Vision for the borough in 2026 we have identified five Strategic Objectives that we need to, and want to, achieve.

Our objectives, if we are to achieve a more sustainable borough with a better quality of life for residents, are as follows:

SO1 - To deliver a more prosperous economy

We want to transform the local economy in a sustainable way to ensure residents are more prosperous, and the borough plays a positive role in the economic development of the city region, by:

- a) Establishing thriving and attractive town centres, in particular Rochdale town centre;
- b) Making the borough more attractive to investment with the right transport, land and premises and other infrastructure, making best use of its location on the M62, M60 and M66;
- c) Developing economic hubs in town centres and in the south of the borough close to the GM city region and the motorway corridor;
- d) Increasing the productivity, number and diversity of businesses, with more businesses in growth sectors that generate greater value for the local economy and residents;
- e) Developing the rural and visitor economies particularly in the north of the borough in the Pennine Fringe;
- f) Increasing the number, quality, choice and accessibility of jobs, both inside and outside the borough, for local residents;
- g) Supporting the provision of better education facilities to improve the skills of the local workforce;
- h) Reducing the negative, and improving the positive, impact of businesses on the environment; and
- i) Increasing employment levels and reducing worklessness and benefits dependency particular in inner Rochdale, Heywood and Middleton and in outlying housing estates.

SO2 - To create successful and healthy communities

We want to create successful and healthy communities by:

- a) Creating attractive housing areas that provide the right amount and variety of good quality housing in order to retain existing, and attract new, residents and support prosperity and economic growth;
- b) Regenerating the inner areas of Rochdale, Heywood and Middleton, and the more deprived housing estates, where there is currently a lack of housing choice and a poor living environment;
- c) Providing a range of affordable homes to meet housing need;

- d) Ensuring that residents have good access to quality health, education and community facilities and open space, particularly in areas where there a lack of provision or where the quality of existing facilities is poor;
- e) Making people feel safe and secure and encouraging community cohesion, in particular in the most deprived inner areas and council estates;
- f) Ensuring development does not harm health due to pollution or impact on amenity; and
- g) Seeking to increase the number of residents who like living in the borough.

SO3 - To improve design, image and quality of place

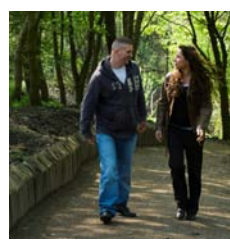
We want to improve the quality and character of places and the overall image of the borough by:

- a) Securing better designed and managed buildings and spaces;
- b) Focusing on creating more attractive gateways into the borough and improving transport corridors, and town centres (in particular Rochdale) and other prominent locations that effect the image of the borough;
- c) Protecting and enhancing local character and distinctiveness within towns and rural areas, focusing on the topography, landscape features, the canal, the River Roch, other river valleys, the Pennine landscape, heritage features and cultural and historic qualities;
- c) Creating a distinctive new identity for areas of weak or negative character including inner area housing, road corridors;
- d) Make full use of our built and natural heritage within regeneration schemes to establish and promote character and a sense of place; and
- e) Greening the environment and improving access to greenspace.

SO4 - To conserve and manage the natural environment and resources

We want to protect the best of our environment and improve the rest, ensure that we manage our natural and land resources sustainably and make a significant contribution to tackling climate change and its impacts by:

- a) Protecting and enhancing river valleys, particularly the Roch and greenspace corridors;
- b) Improving the quality and accessibility of our urban open spaces - prioritising regeneration areas;
- c) Taking opportunities to maximise the value of greenspaces and combine the functions that they can perform eg, for recreation, amenity, flood management and biodiversity;
- d) Protecting and enhancing the borough's biodiversity and geodiversity;
- e) Ensuring new buildings are energy efficient and are of sustainable construction;



- f)** Encouraging appropriate renewable energy developments;
- g)** Ensuring appropriate flood risk management, particularly around Rochdale town centre and parts of Littleborough and Heywood;
- h)** Managing countryside and greenspace to help tackling climate change and its adverse effects eg increasing tree cover and flood management;
- i)** Minimising and managing waste;
- j)** Safeguarding minerals resources;
- h)** Improving local air quality, particularly in transport corridors, and tackling pollution;
- i)** Limiting the use of greenfield and green belt land for development and identifying preferred areas to meet development needs in a sustainable way.

SO5 - To improve accessibility and deliver sustainable transport

We want to ensure that the location of development, and investment in transport infrastructure, supports the delivery of our spatial strategy. We will seek to provide a seamless, safe, reliable, affordable, multi-modal transport network by:

- a)** Directing development to the best locations for access by sustainable transport; and by focusing on:
- b)** Improving strategic transport links between centres in the borough, neighbouring areas, the regional centre and to other key destinations within and beyond Greater Manchester (e.g. delivering Metrolink);
- c)** Enhancing access by sustainable transport in key development and employment growth areas, particularly in the M62 motorway corridor;
- d)** Tackling congestion, air quality, climate change (CO₂ emissions) and improving health by reducing single occupancy car trips, providing new, improved public transport interchanges (e.g. Rochdale town centre interchange) and services and wider travel choice;
- e)** Increasing local travel choice to town centres, major employment locations (e.g. Kingsway), leisure, community and other facilities, in particular by walking;
- f)** Keeping traffic moving and improving journey reliability whilst making best use of the existing transport network and enhancing safety; and
- g)** We will also support investment in information and communications technology (ICT) to reduce the need to travel for some types of work and services.

Delivering our objectives and vision

Our objectives can be summarised as follows:

- Objectives SO1 to ‘Deliver a more prosperous economy’ and SO2 to ‘Create successful and healthy communities’ are all about meeting peoples everyday needs in terms of providing jobs, homes, shops, health, education and other essential services;
- Objective SO3 to ‘Improve design, image and quality of place’ is about what all development looks like, the effect it has on the quality of life, and the image it creates for the borough;
- Objective SO4 to ‘Conserve and manage the natural environment and resources’ is about the impact that all development has on the environment, the use of natural resources and climate change, and how the environment can be used to help improve peoples lives and the quality of place; and
- Objective SO5 to ‘Deliver accessible development and sustainable transport’ is about ensuring that all development is in the right places so that people don’t have to use cars as much to get between different activities, providing appropriate transport to make peoples lives easier and more prosperous, and reducing the effect travel has on the environment.

Our objectives are therefore about delivering a better quality of life and place, which is our Vision for the borough. This section explains how our Strategic Objectives, and policies, work together to deliver this Vision.

The relationship between the Strategic Objectives, the Spatial Strategy and the Spatial Policies in delivering the plan is shown in figure 4. The relationship between the Strategic Objectives is shown in figure 5. The interrelationship between, and the role of, the Spatial Strategy and Spatial Policies in delivering these objectives is set out in more detail in chapter 5 and shown in figure 6.

The delivery of each Strategic Objective has an effect on the delivery of a number of other Strategic Objectives, as shown in figure 5 which shows their broad effects on each other. The other objectives that a single Strategic Objective can help deliver, in particular, is shown with a green arrow. All objectives have to be delivered in the right way so they don't harm the delivery of other objectives. The diagram shows (with red arrows) that SO1 to ‘Deliver a more prosperous economy’ is likely, without with sufficient environmental controls, to work against delivering SO3 to ‘Improve design, image and quality of place’ and SO4 to ‘Conserve and manage the natural environment and resources’.

However, this figure only shows how our objectives interact in very broad ways . The relationship between our objectives is actually considerably more complex, and that is reflected in our policies. For example, although broadly we would expect proposals that seek to protect resources to be good for the environment, in reality they can also cause harm. Although wind farms are a source of renewable energy (and support SO4), they can still damage the appearance of the local environment (and harm SO3) and also harm the moorland peat bogs which are a natural sink for CO₂ . Therefore they could also have a negative effect on achieving SO4. Housing, or any type of built development that is not properly designed, can harm the delivery objectives SO3 and SO4.

If we don't deliver any one of the objectives it will also harm the delivery of all the other related objectives and our Vision (in this case a green arrow would show a damaging effect). For example, if we fail to deliver objective SO5 to ‘Improve accessibility and deliver sustainable transport’ by allowing development in inappropriate and inaccessible locations, or don't make transport more sustainable, it will hinder tackling climate change (SO4) and improving quality of place (SO3).

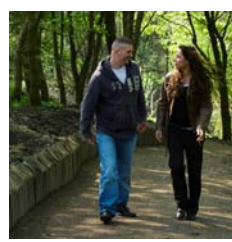


Figure 5 also shows how the Pride of Place⁽¹¹⁾ and the Borough Masterplan⁽¹²⁾ themes relate to our Strategic Objectives, and the policy chapters and other strategies that help deliver those objectives and themes.

So, in conclusion:

- Although our strategy has policies aimed mainly at delivering one of the Strategic Objectives, they can also help deliver other strategic objectives (e.g. landscaping can help tackle climate change, improve image and help improve health etc);
- The issues that the Local Development Framework, Core Strategy and Local Strategic Partnership (LSP) are trying to address are closely interrelated and complex. All the LSP's other strategies and national guidance affect the delivery of our Vision. All the strategies need to work together and be properly coordinated, and the Core Strategy can play an important role in doing that;
- Because so many policies and types of development affect each other, outcomes can be unexpected, and we need to carefully consider our proposals to make sure they don't cause other problems. We have done this through our Sustainability Appraisal and Equalities Impact Assessment, examination of our evidence base and consultations with stakeholders. We are also doing it through this consultation;
- If we don't achieve any one of our objectives, we won't be able to deliver our overall Vision. Therefore it's vital that we achieve all our objectives if we are to improve Rochdale borough. However, there are some important issues in parts of the borough, such as addressing social deprivation, that are a priority. Different interests have different priorities and the strategy seeks to balance these; and
- There is a very critical interrelationship between achieving SO1 to 'Deliver a more prosperous economy', SO2 to 'Create successful and healthy communities', and SO3 to 'Improve design, image and quality of place'. The interrelationships work both ways between these objectives. This means that if we don't achieve any one of these objectives, or sort out the underlying issues, it can lead to cycle of failing to tackle any of them.

This last point is very important to improving Rochdale borough because it has problems in all three areas. As mentioned in the spatial portrait, some of its communities aren't very prosperous or healthy and its got a poor image in places. It could be argued that the borough has suffered from a negative feedback between all these issues. This has perhaps put off investment in the borough, which in turn has perpetuated its poor image among both residents and people outside. This poor image is reflected in the result for Rochdale borough in the national Place Survey published by the government in mid 2009. This survey of people's views and perceptions about where they live showed a low level of satisfaction in Rochdale borough; one of the lowest levels nationally. Although there could be many reasons for this apart from real dissatisfaction, including a low response rate and a negative attitude being more likely in relatively deprived places like Rochdale borough, it also shows that we have some major problems to address.

However, this potentially negative cycle could be made a positive one with the right action and investment (much of which is already happening); and if guided by the right policies such as, we hope, those put forward in this Core Strategy Preferred Option. We believe a positive, self reinforcing cycle of regeneration and improvement can be achieved based on the many fantastic opportunities the borough has to offer; such as its setting in attractive countryside, its rich and attractive heritage, varied population, excellent employment sites, distinctive town centres, good location on the M62/M60/M66 corridors, its part in a prospering Manchester city region, and its many other attractive features.

We have carefully considered everything that we can do through this Core Strategy (linked with the Community Strategy, Economic Strategy and other LSP and regional strategies) to best use this potential to deliver our Strategic Objectives, regenerate the borough and achieve our Vision.

11 Rochdale MBC - Sustainable Community Strategy - 'Pride Of Place' 2007-2010

12 Rochdale Borough Renaissance Masterplan Refresh– Final Draft (RMBC, 2009)

Question 4

Do you think these are the right objectives, and related policies, to deliver our Vision for a better future for Rochdale, Heywood, Middleton and Pennines?

The next chapter sets out our Spatial Strategy to guide and direct the policies, deliver investment and to achieve our Objectives and Vision. It also sets out how we have taken account of the interrelationship between policies.

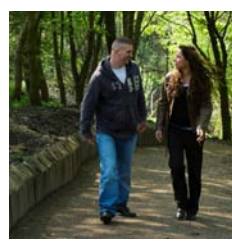
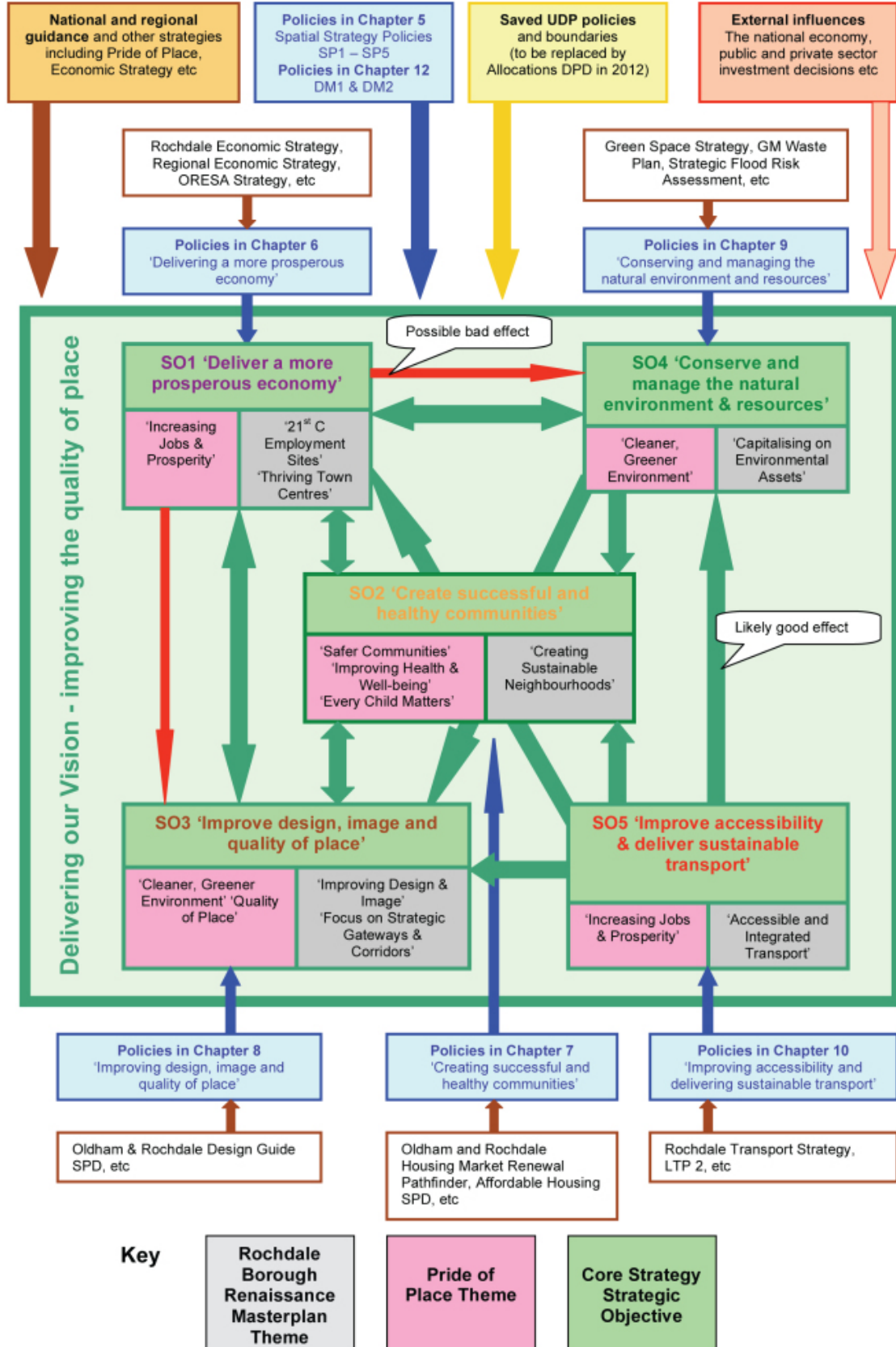
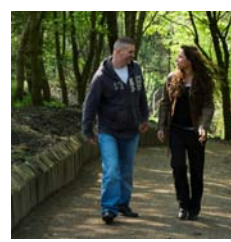


Figure 5 Relationship between Strategic Objectives and other strategies





5 Spatial Strategy

Introduction

The Spatial Strategy sets out broadly 'how much and what sort' of development we want and 'where it should go' in the borough. We set out six Spatial Options for the Spatial Strategy in the Issues and Options report, September 2008. The options proposed increasing levels of growth, focused on different areas of the borough, over the next fifteen years. They were:

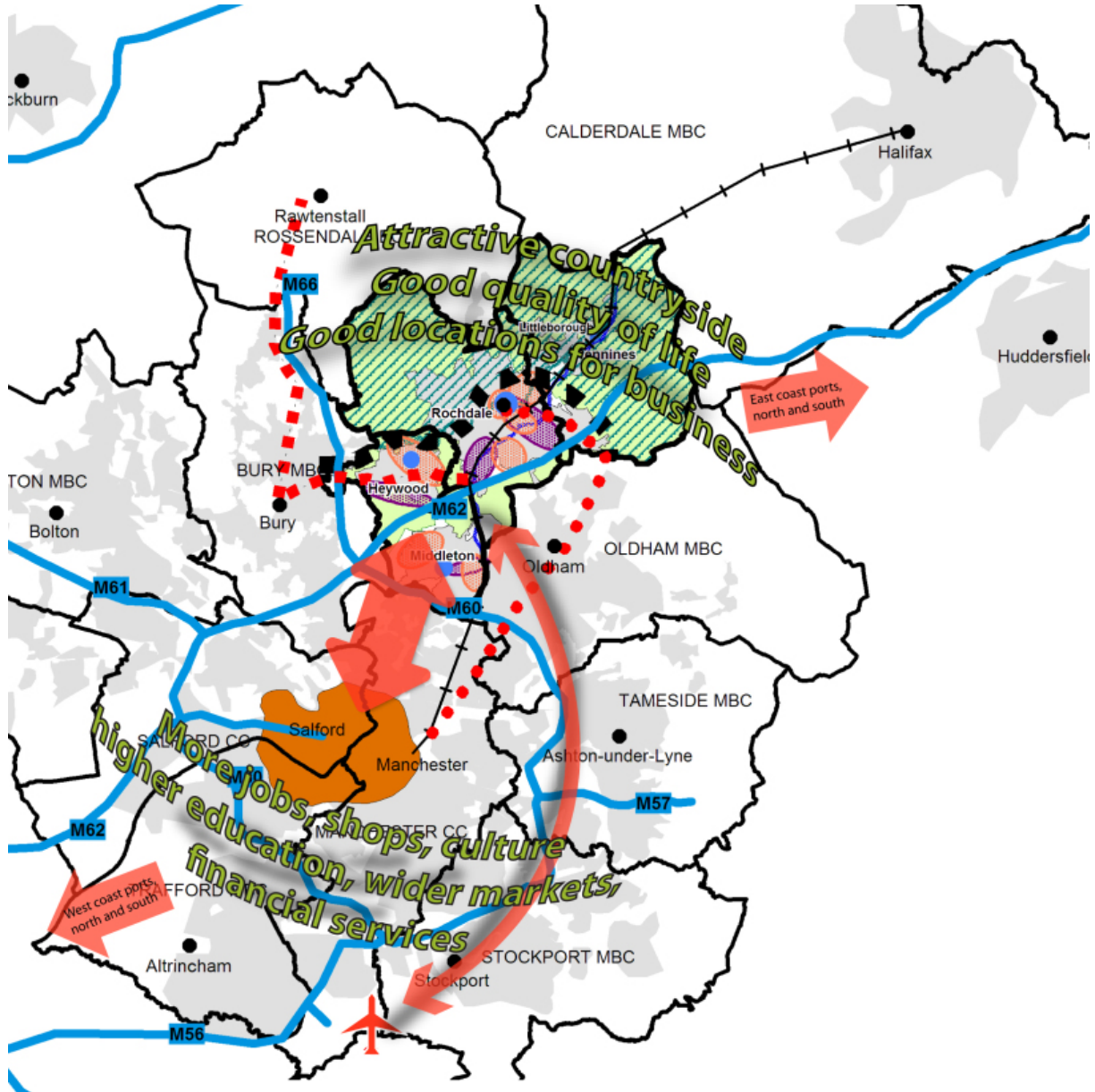
1. Dispersed development in the built up area;
2. Focus on regeneration areas in the built up area;
3. Option 2 + Focus on south Rochdale and south Pennines;
4. Option 2 + Focus on Heywood and Middleton;
5. (Options 3 + 4) Focus on the south of the borough; and
6. High growth development dispersed across the borough.

Whilst there was no clear preference in terms of the six spatial options, there was broad agreement on the following issues:

- Existing regeneration areas should be a priority for development and housing growth;
- Growth and development should be shared across central and south Rochdale, Heywood and Middleton;
- Economic development should be focused on quality sites with good access;
- A better range and choice of housing is needed;
- New employment development should be focused in the main existing employment areas and town centres. But there is a need for better, more accessible sites to increase the range and quality of jobs especially in the west of the borough;
- Opportunities in the north of Rochdale and Pennines for development are limited by land, access, topography and green belt; high housing densities may harm local character;
- Further land release for employment development should not be allowed if it could undermine Kingsway;
- Improved accessibility to Manchester, Bury and Oldham is vital for access to jobs, leisure and shopping for adjoining parts of the borough;
- The green belt should be protected; and
- Transport and community infrastructure is vital to any spatial strategy.

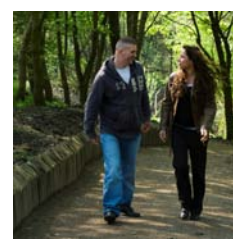
Based on these comments and other evidence, we have developed a preferred Spatial Strategy to meet our Strategic Objectives. This strategy broadly reflects Spatial Option 5 in the Issues and Options report but has a lot less growth and development of greenfield sites outside the urban area. This is because we decided that we should not aim at the higher levels of housing and employment growth that would be possible under Spatial Option 5.

Map 2 Rochdale borough's role in the city region.



- | | | | |
|--------------------------------------|---------------------------------------|------------------------------------|--------------------------------|
| North / South zones
■ ■ | Regeneration areas
■ ■ ■ ■ | Metrolink
● ● ● | River Roch corridor
■ ■ ■ ■ |
| Pennine rural fringe
■ ■ ■ ■ | Manchester Regional Centre
■ ■ ■ ■ | East Lancs Railway
■ ■ ■ ■ | Defined urban area
■ ■ ■ ■ |
| Town centres
■ ■ ■ ■ | Motorway
■ ■ ■ ■ | Manchester Airport
■ ■ ■ ■ | Green Belt
■ ■ ■ ■ |
| Economic growth corridors
■ ■ ■ ■ | Railway
—+— | Rochdale canal corridor
■ ■ ■ ■ | Protected open land
■ ■ ■ ■ |

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Scale 1:250,000



Our proposed Spatial Strategy

Our preferred Spatial Strategy is set out in five spatial policies below and shown in the Key Diagram.

SP1 - Rochdale borough’s role in the city region

SP1 - Rochdale borough’s role in the city region (Map 2)

Rochdale borough will contribute to the success of the Manchester city region and the North West by playing its part in the delivery of appropriate development and investment that meets Regional Spatial Strategy⁽¹³⁾ (RSS) housing, employment land and other targets (see end of this chapter). To do this we will:

- a) Promote the best that we can offer in terms of jobs, housing, the environment, image and quality of life;
- b) Focus employment development so that it supports the overall economic growth of the sub region and assists the capacity of adjoining districts (e.g. Oldham) to meet their needs;
- c) Provide improved housing quality and choice by working with the local market sector partners (i.e. Oldham and Manchester);
- d) Strengthen transport infrastructure and strategic links to improve access to jobs within the regional centre and to improve commercial links with the wider north-west and West-Yorkshire regions;
- e) Improve transport links to neighbouring towns (e.g. Manchester, Oldham and Bury) to improve access to centres and key attractions for Rochdale’s adjoining communities; and
- f) Deliver strategic green infrastructure improvements to support wider sub-regional development and environmental objectives.

We will achieve this through joint working with other Greater Manchester (GM) districts and adjoining authorities to ensure the proper alignment of our individual Core Strategies and the successful delivery of a GM Strategy.

SP2 - The Spatial Strategy for the borough

SP2 - The Spatial Strategy for the borough (See Spatial Strategy Key Diagram)

1. Most new employment (a minimum of 90%) and housing development (a minimum 75%) will be placed in the urban area in the south of the borough (Zone A - the Greater Manchester fringe) where it will be:

- a) Close to the M62 corridor, Manchester city centre, and public transport facilities; and
- b) Focused in regeneration priority areas in south Rochdale, south Pennines, Heywood and Middleton.

There will be limited development outside the urban area in locations that:

13 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)

- c) Can be easily accessed by new sustainable transport schemes; and
- d) Do not damage the role of the green belt

2. There will be restrictions on development, with only a maximum of 10% of employment and a maximum of 25% of housing development in the urban area in the north of the borough (Zone B - the Pennine fringe) in locations with poor accessibility, with development only allowed where it:

- a) Supports regeneration priorities identified in policies;
- b) Is on identified strategic sites; or
- c) Involves the regeneration of redundant or run down brownfield sites

There will be:

- d) No major development outside the urban area; and
- e) A focus on improving access to the countryside and promoting the potential of the rural visitor economy.

This Spatial Strategy aims to meet the development needs of the borough up to 2026 by focusing development within those areas that are most accessible to, and relate best with, the wider Greater Manchester city region. It has a focus on regeneration and the use of previously developed sites. However, this strategy also includes some flexibility to allow the release of green belt and greenfield land outside the urban area in sustainable locations in order to meet our development requirements and the objectives of the Core Strategy.

The Key Diagram which illustrates the main elements of this strategy is at the end of this chapter

Whilst this strategy splits the borough in terms of the scale and approach to new development, its overall aim is to meet the strategic objectives for the whole borough. There are some common elements and priorities where the approach across the borough will be the same, for example the need:

- For high standards in quality and design of development;
- To take account of and tackle climate change;
- To regenerate all sites that are unused, run down and impact negatively on the image of the area;
- To focus on the regeneration of key road, river and canal corridors and gateways; and
- To improve accessibility and infrastructure.

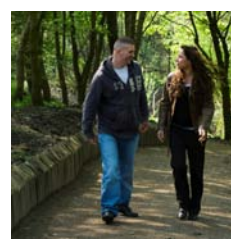
The proposed spatial strategy in the south and the north will be:

SP3 - The Spatial Strategy in the south of the borough

SP3 - Spatial Strategy in the south of the borough (See Spatial Strategy Key Diagram - Zone A)

1. To increase jobs and prosperity we will:

- a) Focus retail, leisure, cultural and employment development in, and close to Rochdale, Heywood and Middleton town centres to maximise job creation in accessible locations. (Policy E1). Rochdale will be the priority for development as the sub regional centre;



b) Focus employment development in economic growth corridors in south Rochdale (Kingsway / Oldham Road / Rochdale town centre), in Castleton (Queensway / end of A627M), south Heywood (Hareshill Road / J19 M62), and east Middleton (Oldham Road) to maximise employment opportunities (Policy E3);

c) Promote the limited release of green belt to meet sub regional employment land needs, in the south Heywood economic growth corridor (Policy R2);

d) Reserve a limited area of greenfield land west of Langley, Middleton for mixed employment to enhance local employment choice and explore the opportunity for open space based leisure development elsewhere in the area;

e) Make the best use of the environmental and heritage assets to encourage the visitor economy in Rochdale, Heywood and Middleton town centres, and along the river Roch, Rochdale Canal and other green corridors (Policy E4); and

f) Promote the provision of appropriate housing, transport and education facilities, and the improvement of design and image, to support the above initiatives.

2. To create successful and healthy communities we will:

a) Maximise regeneration, through public and private investment, especially in the key priority areas in central Heywood, Langley (Middleton), inner Rochdale, Kirkholt, Deeplish and Milkstone, (Rochdale) and East Middleton (Policies C1 & C2);

b) Provide land for new housing and mixed use development within the urban area to deliver a wide choice of housing in accessible locations;

c) Promote and develop other key mixed use housing sites in the urban area at Trub Farm, Castleton, Two Bridges Road, Newhey and in other appropriate locations;

d) Reserve greenfield sites outside the urban area for release later in the Core Strategy period at Oldham Road / Broad Lane, Rochdale and land north of Langley Lane, Middleton;

e) Release a limited area of green belt, south of Heywood for mixed use including some new housing; and

f) Promote the provision of appropriate transport and health, education and leisure facilities, and the improvement of design and image, to support the above sites.

3. To improve design, image and quality of place, we will:

a) Maximise opportunities for new development and environmental improvements along the Rochdale canal corridor; and

b) Improve the key gateways and transport corridors, particularly major roads through Rochdale, Middleton and Heywood, at motorway junctions and at Rochdale train station.

4. To conserve and manage the natural environment and resources we will:

a) Protect and enhance the open spaces and natural ecology within the south of the borough with a focus on the Rochdale canal and river **Roch Valley corridor** and primary green infrastructure corridors; and

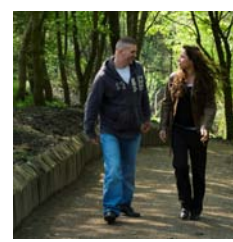
b) Generally protect the urban fringe countryside in the south as green belt. Its primary role will be to prevent neighbouring towns from merging (i.e. land between the towns of Rochdale, Middleton and Heywood and between those and towns outside the borough);

- c) Ensure new development contributes towards improving open space provision; and
 - d) Maintain a focus on developing brownfield rather than green field sites, maintain a strategic green belt and consider additions to the green belt as well as some release for development.
- 5. To deliver sustainable transport we will:**
- a) Provide the right transport infrastructure to support new development. This includes: safeguarding and promoting improvements to the strategic road network, including a new link between south Heywood and Junction 19 of M62; improving the Calder Valley rail link, maximising the use of Metrolink, extending the East Lancs Railway as a commuter link, and improving public transport infrastructure to make travelling within the borough and to adjoining towns more sustainable (e.g. through new interchange and park and ride facilities) (see policies T1 & T2).

SP4 - The Spatial Strategy in the north of the borough

SP4 - Spatial Strategy in the north of the borough (See Key Diagram - Zone B)

- 1. To achieve economic growth and prosperity we will:**
- a) Promote Littleborough town centre as a key service centre and destination in the South Pennines (Policy E1);
 - b) Maximise opportunities to exploit the rural economy, particularly through supporting rural diversification to create a greater variety of employment and tourism opportunities (Policies E4, E5); and
 - c) Make the best use of the environmental and heritage assets to promote the tourism and visitor potential of Littleborough, Hollingworth Lake and the Pennine rural fringe (Policies E4,P1, R4, R5).
- 2. To create successful and healthy communities we will:**
- a) Promote and develop key strategic sites in the urban area at Rooley Moor Road, Rochdale; Birch Hill Hospital; Dyehouse Lane, Smallbridge; Akzo Nobel, Littleborough; and Durn, Littleborough (Policy C1); and
 - b) Deliver an appropriate mix of homes, including affordable homes, to widen housing choice (Policies C3, C4).
- 3. To improve quality of place, image and design we will:**
- a) Protect and enhance the environmental and heritage assets of Littleborough, Hollingworth Lake and the Pennine rural fringe (Policies P1, R4, R5).
- 4. To conserve and manage the natural environment and resources we will:**
- a) Protect and enhance the open spaces and natural ecology within the north of the borough with a focus on the Rochdale canal and Roch Valley corridors and primary green infrastructure corridors (Policies R4, R5);
 - b) Maximise opportunities for new development and environmental improvements along the Rochdale canal corridor (Policies E4, R4);



c) Restrict the overall level of new residential and employment development to key strategic sites and those sites which offer regeneration benefits (Policies E2, C1); and

d) Protect the Pennine rural fringe to the north and east of the borough as green belt. Its primary role will be to prevent encroachment into the countryside (i.e. land north of the Roch Valley, Heywood and north west of Rochdale, land north and east of Rochdale and Littleborough, and land east of Littleborough and Milnrow) (Policy R2).

5. To deliver sustainable transport we will:

a) Improve transport to and from, and within, the north of the borough through safeguarding and promoting improvements to the strategic road network, the Calder Valley rail route (including links to Metrolink), and public transport improvements (e.g. bus priority measures, new interchanges and park and ride facilities) (Policy T1).

Delivering development that supports the Strategy

To deliver the Spatial Strategy, sites will be identified in the Allocations Development Plan Document, and planning applications for development or change of use will be determined, based on the sequential approach to development below. This approach will be applied, along with the sequential approach specific to the use, balancing it with the justification for development in that location, the delivery of the strategic objectives and other considerations.

SP5 - The sequential approach to development

SP5 - The sequential approach to development

We will consider the availability and appropriateness of sites for development in the following order of priority, dependent on whether:

1. The borough is an appropriate location for the type and scale of development proposed or whether it would be better for Greater Manchester if it were located elsewhere in the sub region.

2. The site is within the urban area in the southern part of borough (Zone A):

a) On derelict / under used land / previously developed land;

b) Within a priority regeneration area (for housing or economic growth);

c) Within or close to a town, district or priority local centre (for offices, retail, major built leisure, cultural facilities, public services, high density housing, hotels);

d) Close to a multi modal transport interchange (for offices, retail, major built leisure, major sport, high density housing);

e) On a priority main road corridor; and

f) On greenfield land within a priority regeneration area and development of the site would deliver the wider plan objectives to improve quality of place and assist urban regeneration.

3. The site is within the urban area in the northern part of borough (Zone B):

a) On derelict / under used land / previously developed land;

- b) Within or close to a town, district or priority local centre (for offices, retail, major built leisure, cultural facilities, public services, high density housing, hotels);
 - c) Close to a multi modal transport interchange (for offices, retail, major built leisure, major sport);
 - d) On a main road corridor (high density housing); and
 - e) If on green field land development will not normally be permitted.
- 4. The site is outside the urban area in the southern part of borough (Zone A):**
- a) Within an area of protected open land identified for potential land release (subject to need);
 - b) Within an area of green belt identified for potential land release (subject to need); and
 - c) Previously developed land outside the urban area where development will contribute to the rural economy and / or improve or protect the environment.
- 5. The site is outside the urban area in the northern part of borough (Zone B):**
- a) On previously developed land outside the urban area where development will contribute to the rural economy and / or improve or protect the environment.

Delivery of our Spatial Strategy through our Spatial Policies

Our Spatial Strategy (shown in the Key Diagram) sets out broadly ‘how much and what sort’ of development we want and ‘where we want it to go’ in the borough. It’s based on the borough meeting its share of the RSS requirements for housing, employment and other development in Greater Manchester up to 2021. As our strategy goes up to 2026, we have broadly rolled the RSS requirements forward. The headline figures are to meet a need for around 7750 more homes and to provide an employment land supply of around 210 hectares. We explain in more detail in chapters 6 and 7 how we arrived at these requirements.

This section briefly considers the interrelationships between the different activities and land uses, in particular homes and jobs, and what this means for different scales of development and outcomes, and how the policies in the Core Strategy impact on these issues.

As indicated in chapter 4, the strategic objectives SO1 to ‘Deliver a more prosperous economy’ and SO2 to ‘Create successful and healthy communities’ are about meeting the borough’s needs for homes, jobs, services, and facilities. The scale of provision of homes and jobs affects the demand for all other types of development. An increase in the number of homes will increase the demand for jobs. More jobs could mean demand for more homes. The more homes we have, the larger the population, the greater the demand for shops and leisure facilities, and services like health and education and so on. These basic relationships between these activities is shown in Figure 6. It shows, in the main green box, our objectives SO1 and SO2 and, at the centre of that, the relationship between the number of homes (and population), jobs, and other services to deliver those objectives. It also shows the effect that has on our other strategic objectives SO3, SO4 & SO5. Finally, it shows the policies that we propose (in chapters 6 to 10) to deliver our objectives.

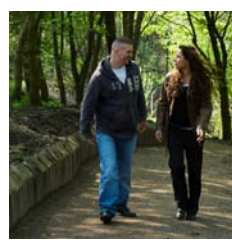
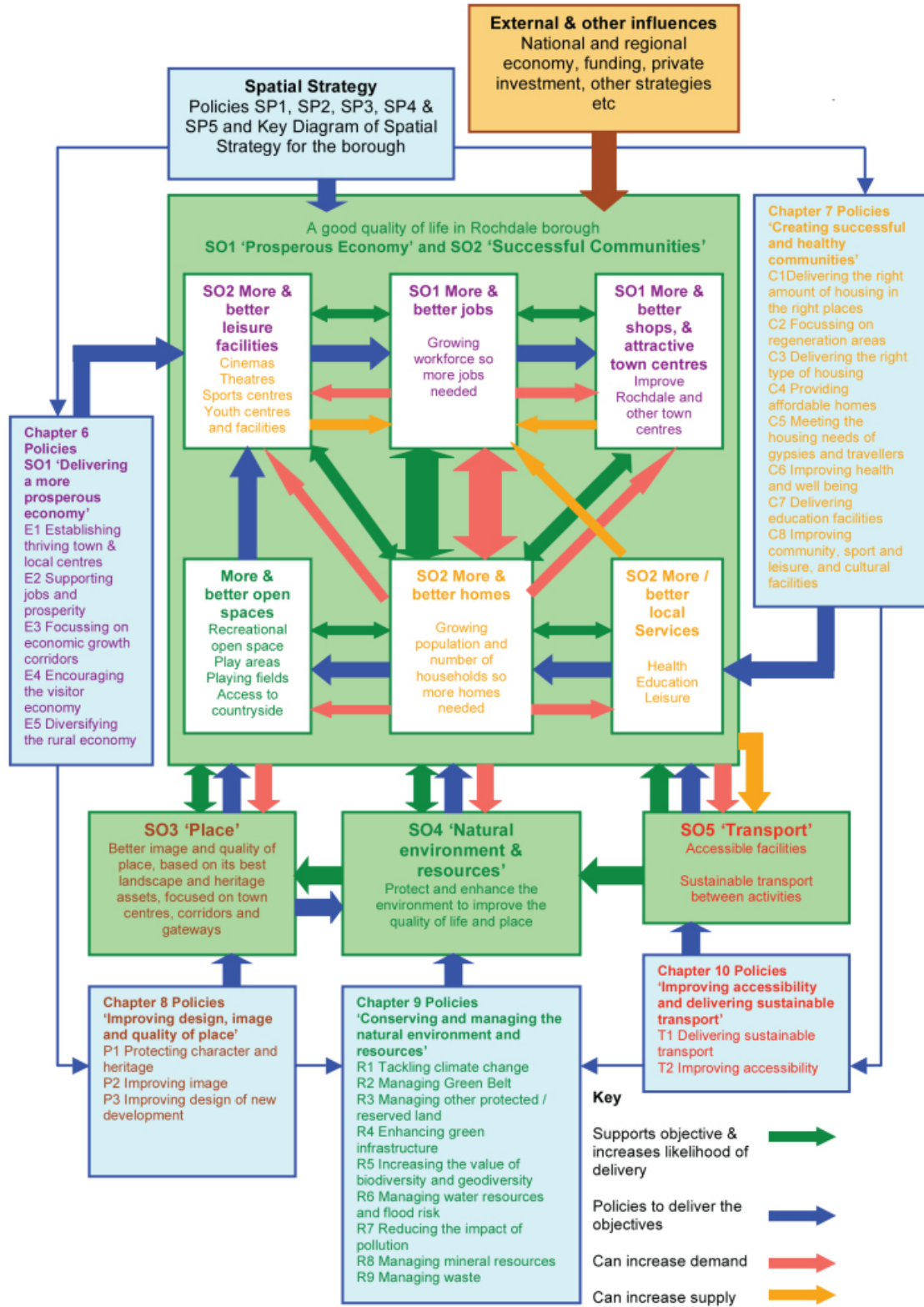


Figure 6 Policies that deliver our Spatial Objectives



Our preferred option has been guided by evidence from a number of studies, including population projections, a Strategic Housing Land Availability Assessment⁽¹⁴⁾ and Strategic Housing Market Assessment⁽¹⁵⁾, an Employment Land Study⁽¹⁶⁾, Retail Study⁽¹⁷⁾, Strategic Flood Risk Assessment etc. Our starting point for considering what development is required was the scale of population and household growth forecast for Rochdale borough up to 2021 (see background paper) which, along with other matters, has informed the housing figures required by RSS. Our need for employment land is based on past take up in the borough and Greater Manchester, the figure required in RSS and many other considerations.

However, it isn't quite as simple as that in terms of forecasting the borough's needs and likely demand for development. Because of the links within and between each issue, we could end up with faster housing growth, or job growth, and an imbalance between the two. Or, we could choose to plan to increase jobs faster than houses, which could result in more people coming in from outside to work in the borough and the borough becoming a provider of jobs for the city region. Or, we could choose to go for more homes, which could mean the local population having to commute longer distances for work. In this case the borough would become more of a commuter town. This choice of balance between jobs and homes affects the sort of place we want to borough to be in the future.

Therefore in deciding on our preferred strategy we have considered the interrelationships between all these factors. However, we recognise that we can only work with broad ranges of expectations and targets for the borough for the next 15 years, and that they can't be exact. This is because:

- There are many factors and issues outside our control, such as the state of the wider economy;
- We can only try to influence peoples choices by improving opportunities, we can't force people to work, live or shop locally.

We have used the Greater Manchester Forecasting Model⁽¹⁸⁾ to examine potential trends in growth. This model takes account of the interrelationships between different activities, using analysis of past trends. It highlights likely future trends in the economic, demographic and housing environments for each district and the whole of Greater Manchester. However, even using such complex computer models doesn't mean that our forecasts will be right because:

- They are based on a large number of issues and assumptions, so there is always potential for error;
- Forecasts are based on past trends, that may not be the same in future, and are therefore not inevitable;
- The forecasts don't take account of the effect of our policies and proposals;
- We can't predict the unpredictable, for example, the recent economic downturn was not widely predicted; and
- A forecast is only an indication of what is likely to happen, not what will happen.

Therefore all the forecasts and assumptions on which our strategy is based are ultimately only a guide on the direction in which we want to go.

Overall, in this preferred option, we are proposing a Spatial Strategy that meets our regional requirements, maintains an appropriate balance between homes and jobs, and seeks to achieve our Vision of a better quality of life and place in 2026. This is the most sustainable option in minimising travel into and out of the borough. However, at the same time, the option could assist in meeting the need for jobs in adjoining areas, such as Oldham. Also, although we are trying to provide sufficient jobs locally, we still seek to support Rochdale residents getting better-paid jobs outside the borough, for example in the centre of Manchester, through sustainable transport schemes.

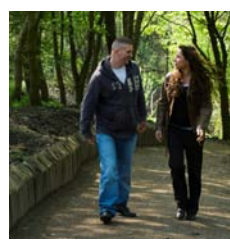
14 Rochdale MBC Strategic Housing Land Availability Assessment – as at April 2008 (March 2009)

15 Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008)

16 Rochdale MBC Employment Land Study (2008)

17 Rochdale MBC Retail Expenditure Study (White Young Green, 2006)

18 2008 Greater Manchester Forecasting Model, Oxford Economics



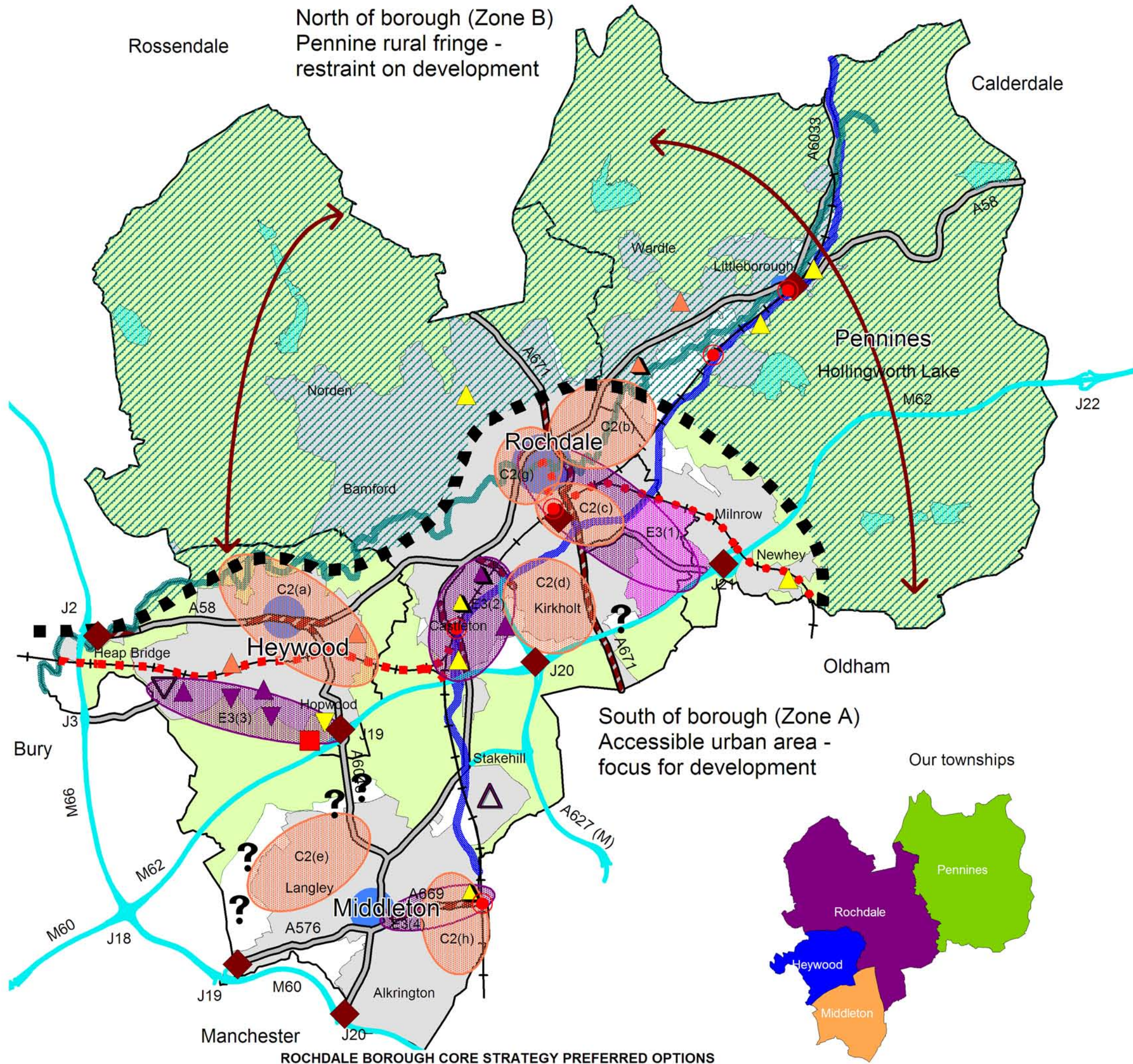
Our preferred Strategy provides a range of policies that seek to radically improve the borough. They offer sufficient flexibility to meet a variety of possible circumstances in terms of the need for jobs, homes and other issues. To ensure that we deliver our Objectives and Vision we will adopt a plan, monitor and manage approach to the implementation of our Strategy (see Chapter 12) with the scale and distribution of development managed using the policies in this strategy and other measures.

Question 5

What are your views on the Spatial Strategy for the borough, the types of development proposed and its locations?

The **next 5 chapters** set out our Spatial Policies to deliver our Spatial Strategy, Objectives and Vision.

Map 3 - Spatial Strategy Key Diagram



North / South zones (SP2 & SP3)	Railway (T1)
Pennine rural fringe (SP4)	Railway stations (T1)
Heritage landscape / Visitor attractions (SP4)	Proposed Metrolink (T1)
Town centres (E1)	East Lancs Railway (T1)
Economic growth corridors (E3)	M62 J19 link road (T1)
Regeneration areas (C2)	Rochdale canal corridor (E4)
Strategic employment sites (E2)	River Roch corridor (R4)
Available	
Proposed	
Proposed urban extension into Green Belt	
Heywood SPZ	
Stakehill LDO	
Kingsway Business Park	
Strategic housing sites (C1)	Reservoirs (R4)
Available	
Proposed	
Strategic mixed use sites (E2 & C1)	Defined urban area (R3)
Available	
Proposed	
Proposed urban extension into Green Belt	
Key gateways (P2)	Green Belt (R2)
Strategic corridor (T1)	Protected open land (R3)
Local improvement corridor (P2)	Review of safeguarded land (R3)
Motorway (T1)	Township boundaries

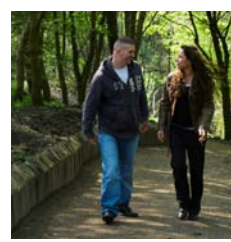
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Scale 1:65,000

ROCHDALE BOROUGH CORE STRATEGY PREFERRED OPTIONS



6 Delivering a more prosperous economy (SO1)

Introduction

Rochdale borough, as part of the Greater Manchester city region, offers many opportunities for economic growth and prosperity. It is in a key location between Manchester and Leeds on the M62 motorway corridor, Calder Vale railway line and M60 Manchester ring road. It has good access to the east and west coast ports, Manchester city centre, Manchester airport and the rest of Greater Manchester by rail, Metrolink and road. It is in easy reach of a large, widely skilled workforce and is in a good position to benefit from, and support growth of, the Greater Manchester economy. It can benefit from the new knowledge, financial, media and high tech industries elsewhere in the conurbation. It is also in an attractive location with a large rural area on the fringe of the Pennines and offers many attractions to residents and visitors that can improve the image of the borough.

In the responses to Issues and Options the following major points were made:

- There was concern about how the Regional Spatial Strategy⁽¹⁹⁾ (RSS) employment land requirement would be agreed across Greater Manchester. Consultants working for the Association of Greater Manchester Authorities are examining this issue;
- Rochdale should provide a supply that is consistent with the RSS strategy that seeks to direct economic regeneration and growth to the conurbation core;
- Green Belt land release should be phased;
- Development of Kingsway should be prioritised and maximised before additional sites are released. Small businesses should be encouraged on Kingsway;
- There should not be an over dependence on Kingsway;
- Support for Spatial Option 4, because it makes the best use of access to the motorways;
- Opposition to the possibility of a policy that seeks to put a charge on development that results in the loss of employment land;
- Support for promoting the visitor economy;
- Need to have more reference to diversifying the rural economy; and
- Support for the regeneration of town centres. Some proposals put forward for amending town centre boundaries.

E1 - Establishing thriving town and local centres

Thriving town centres are essential to the success of the local economy and are at the heart of our communities. They provide key destinations for shopping, employment, leisure facilities and public services. Their success in meeting the shopping, social, cultural and other needs of the community contributes to, and reflects, the strength of the local economy.

Failure to provide the right facilities in our town centres has resulted in many residents, particularly the better off, not using Rochdale, Middleton, Heywood or Littleborough as much as they could. Instead some make much longer journeys to places outside the borough. Many nearby centres such as Bury have seen, or are building, major developments that will increase their shopping and leisure offer. There is also the major attraction of Manchester city centre and strong competition from out of centre locations like the Trafford Centre. It is vital that the borough's town centres meet local residents needs otherwise there will be a continuing loss to the local economy and shopping patterns will be less sustainable. The recent economic downturn has highlighted the vulnerability of our town centres to changing economic circumstances and the need to work harder to maintain their attractiveness to retailers and shoppers. These are important challenges for the Core Strategy to address.

19 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)

The responses to the Issues and Options report generally supported the need to regenerate our town centres. It was acknowledged that the existing town centres were not meeting the retail needs of the borough because of a lack of quality and range of shops. In terms of retail development, some of the respondents thought it necessary to review the town centre boundaries to include sites that could improve retail provision in the borough.

E1 - Establishing thriving town and local centres

1. We will re-establish Rochdale, Middleton, Heywood and Littleborough town centres as thriving centres and as the preferred shopping and leisure destinations for local residents. We will also ensure the provision of a hierarchy of accessible local centres and shops that meets people's daily (convenience) shopping needs.

To do this we will:

- a) Promote the town centres, and other centres, identified below as the main location for shopping, offices, leisure, cultural, social, public and community facilities subject to their position in the hierarchy below;
- b) Review the boundaries of the centres (below) through an Allocations Development Plan Document (DPD);
- c) Promote other uses, such as housing, where they will enhance the role of the centres during the day and evening and do not detract from the primary retail role of the centre;
- d) Improve their quality of place by promoting improvements to buildings and facilities, the public realm, access for pedestrians, access by public transport, traffic circulation, car parking and through other measures;
- e) Promote uses and developments that create a unique and attractive identity, character and sense of place for each town centre;
- f) Identify and allocate suitable locations and opportunities for new retail, leisure and other development through an Allocations DPD;
- f) Seek appropriate contributions, for the improvement and enhancement of town centres, from other major developments where they may otherwise have a damaging impact on our town centres (see DM2);
- g) Permit development where:
 - i) It's of a scale and character appropriate to the size and function of the centre and its position in the hierarchy below;
 - ii) If it's retail, it is well related by pedestrian routes to the Primary, Secondary or Central shopping areas defined on the proposals map (note);
 - iii) It does not harm the health and vitality of the centre and other centres in the hierarchy;
 - iv) It's appropriately located and will have a positive impact on the role of the centre;
 - v) If it is for food and / or drink (including hot food takeaways), it will not cause a problem due to it creating an over concentration of such uses, or adverse effect on the character of the area, or have a damaging impact on the amenity or satisfactory operation of a nearby use.

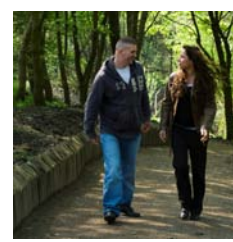


Table 1 Retail centre hierarchy

Name	Type and location	Catchment population (approx)	Competition (& distance in miles)
Rochdale	In the south Main town centre and sub regional centre (in RSS)	109 217 immediate catchment 327 544 borough and wider catchment	Manchester (11.5) Bury (7) Oldham (6) Locations below (left)
Middleton (5.5 miles from Rochdale)	In the south Town centre	47 002	Manchester (6) Rochdale (5.5)
Heywood (3.5 miles from Rochdale)	In the south Town centre	35 595	Rochdale (3.5) Bury (4)
Littleborough (3.5 miles from Rochdale)	In the north Village / town centre	31 422	Rochdale (3.5) Oldham (9)
Milnrow (2.5 miles from Rochdale)	In the south District centre	10 110	Rochdale (2.5) Oldham (5.5)
Local Centres	See below and Appendix X)	N/A	Nearest town centre and out of centre store
Out of centre stores / retail parks	These are not recognised as centres (but are shown on the township maps for information)	N/A	Above centres and other out of centre stores

National policy (Planning Policy Statement (PPS) 6⁽²⁰⁾ and draft PPS4⁽²¹⁾) and the Regional Spatial Strategy (RSS) indicate that town centres will be the principal location for major retail, office and leisure developments because of the large numbers of trips they generate and the importance of thriving town centres to the economy.

20 Planning Policy Statement 6 – Planning for Town Centres (ODPM, 2005)

21 Consultation Paper on a New Planning Policy Statement 4 – Planning for Prosperous Economies (DCLG, 2009)

Our policy approach supports this. We also seek to ensure that our town centres are mixed and inclusive with a good range of public and private services, an attractive environment, a wide range of shops, restaurants, café bars, entertainment and other leisure facilities, to encourage a vibrant day and night time economy.

In terms of application of policy, we are keeping the town centre and local centre boundaries shown on the Unitary Development Plan (UDP) proposals map. We do, however, identify the local centres that we consider are the most important to protect. Some additional local centres, listed in the policy, may be identified through the allocations DPD.

Our current retail study⁽²²⁾ was produced by White Young Green in 2006 and updated at the beginning of 2008 to reflect more up to date information on expenditure. That study showed that there is a high level of 'leakage' of retail expenditure to shops and centres outside the borough. A lot of this is from Heywood and Middleton where residents choose either Bury or Manchester, rather than Rochdale town centre, as their next place to shop. We want to try and change this pattern, with more residents of the borough seeing Rochdale town centre as their shopping centre of choice.

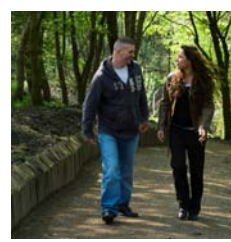
Since the update to the retail study there has been a major recession that has had a damaging impact on some of our town centres, with increased levels of shop closures and vacancies. However, at some point there will be an economic recovery and it is expected and assumed that in the longer term retail demand will grow as originally forecast in our retail study. We have therefore based our strategy on the assumption of recovery and longer-term growth. The study examines the scope of the existing retail and leisure offer in the borough; has an assessment of retail capacity through to 2021; and health checks on Rochdale, Middleton and Heywood town centres and has been referred to as appropriate in the policies.

We have four town centres in the borough; Rochdale, Middleton, Heywood and Littleborough and one district centre, Milnrow and 38 local centres. The hierarchy of centres identified in the policy will be retained. We will be review the boundaries, and detailed site allocations and policies, for all these centres through the Allocations DPD.

Thriving town centres are our priority



22 Rochdale MBC Retail Expenditure Study (White Young Green, 2006)

**Question 6**

What are your views on our policy on establishing thriving town and local centres?

E1/1R - Establishing thriving town and local centres - Rochdale

1R. In Rochdale town centre our key priority is to promote its regeneration and enhancement as the borough's main town centre (and sub regional centre) for shopping, commerce, culture, leisure and other services. Improving the economic vitality, attractiveness and image of Rochdale town centre, making it a place people want to go to, is critical to the overall success and image of the whole borough and to the delivery of our strategy.

To achieve this we will:

- a)** Support the redevelopment of the Rochdale town centre east area, which is the area around the existing bus station and Municipal offices, between Yorkshire Street and the River Roch. This will be a major new retail led development, with the creation of new open air shopping streets, providing up to 39,750 sq m of additional comparison floor space, with new offices and housing, a new office for the Council and a relocated bus station. Planning guidance for this scheme is provided in the Rochdale Town Centre East Framework Supplementary Planning Document (SPD). All guidance in that SPD refers to policies in the UDP, some of which are replaced by policies in the Core Strategy. However, based on a combination of the Core Strategy policies, the saved UDP policies and government guidance the overall guidance in the SPD remains valid and is fully supported by the Core Strategy;
- b)** We will bring forward the ideas and proposals for regenerating the town centre set out in the draft Rochdale Town Centre Masterplan⁽²³⁾ (see below); and
- c)** We will support and promote a range of other measures and proposals to improve Rochdale town centre, including the new transport interchange on Smith Street, the extension of Metrolink, completion of the ring road, extension of Hopwood College St Mary's Gate campus, the development of a new central leisure facility on Entwistle Road, and further environmental improvements.

The North West Regional Spatial Strategy identifies Rochdale as a regionally important town centre where investment in additional comparison retail, improved accessibility and economic development should be promoted. Rochdale is the main town centre in the borough. It is important for the residents, workers, businesses and visitors that the town centre is a vibrant place to shop, visit and work in now and in the future.

The White Young Green retail study identified a vital need for additional retail floorspace in Rochdale with potential up to 2016 for an additional 20,525 sq m comparison goods floorspace. In response to this a major regeneration initiative is proposed for Rochdale town centre east area that will consolidate the shopping area and improve the range and quality of shops and facilities in the town centre. Rochdale town centre east is capable of providing up to around 76,009 sq m (gross) additional retail floorspace. Work is progressing on this scheme, with a preferred developer selected, and the Rochdale Town Centre East Area Framework SPD will guide the design.

To assist us in achieving our aspirations we have prepared a Masterplan for Rochdale town centre. This will be used to develop a plan for the town centre, which will be taken forward through the Allocations Development Plan Document and a Supplementary Planning Document. We will consult on these when preparing them.

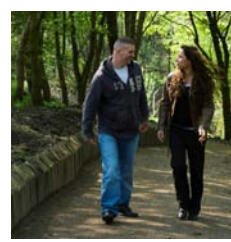
The Masterplan presents a vision for change over the next 20 years. This vision is ambitious but is felt to be deliverable with many of the key elements either committed or progressing. The Masterplan proposes seven big ideas, and we are consulting on those through a separate consultation exercise. Subject to the response to that, we propose to include policies in the submission Core Strategy to support the proposals. The seven big ideas are:

- **Town Hall Square** - it is proposed to remove traffic and parking from around the Town Hall to create what is potentially one of the largest public squares in the country. The Town Hall, when vacated as part of the new Municipal Offices scheme, will be developed for new uses such as a Conference Centre and Local Heritage Centre. The scheme would require car parking to replace that lost from the Town Hall Square;
- **Learning and Cultural Quarter** - adjoining the Town Hall, this area focuses on Touchstones, Hopwood Hall College and the new Sixth Form College. Proposals include improved crossing of St Mary's gate, improvement of Memorial Gardens and the possible future development of an Arts and Cultural Centre;
- **Town Centre East** - the new town centre retail and leisure scheme is a fundamental part of the Masterplan that will ensure it is fully integrated with the rest of the town centre (see policy E1a above);
- **Circular Boulevard** - the completion of the ring road could give it an over emphasis to vehicular traffic. The concept behind the Boulevard is to create an attractive tree lined route but with clearer crossing points for pedestrians so that clear links are made to adjoining areas such as Falinge. At present there is a gap in Rochdale town centre's ring road and we now have the opportunity to complete this by extending Wood Street to Drake Street across Central Retail Park (T1c). This would permit a new system of access into the town centre from the ring road and the removal of much, if not all traffic from the Esplanade, South Parade and the Butts. This would give much of the town centre over to people whilst still allowing easy access for servicing and car parking;
- **Pioneers Route** - this is the creation of a high quality pedestrian route from the Central Leisure facility on Entwistle Road (that is about to be redeveloped) across John Street and along Smith Street, The Butts and through Memorial Gardens to the Sixth Form and Hopwood Hall Colleges. The route will be clearly defined by paving and landscaping and a number of public features;
- **Places for People** - the Masterplan contains more specific proposals for the future development of key parts of the town centre and adjoining areas such as: Drake Street; Hunters Lane / St Mary's; Railway Station / Central Retail Park; Summercastle; Falinge; and Milkstone; and
- **Green Valley** - the Green Valley concept aims to connect the Roch valley through the town centre; to emphasise and maintain the shape of the valley and to create a network of attractive routes across the town centre including opening up the riverside and a potential new bridge connecting the new Municipal Offices with Summercastle. A fundamental part of the concept is to introduce new planting to connect Broadfield Park, Memorial Gardens with developing countryside initiatives in Wardleworth and Mandale Park. This concept is already supported by the draft Core Strategy policies.

The ideas for these areas largely fit in with our ideas elsewhere in the Core Strategy, and in our final submission draft all these ideas will be brought together.

Question 7

- a) What do you think of our Rochdale Town Centre Masterplan proposals?



b) Should we put them forward as policy in our final Core Strategy?

E1/1M - Establishing thriving town and local centres - Middleton

1M. In Middleton town centre we will support its development to meet the primary needs of its local catchment population recognising that their wider shopping needs will be met in Manchester and, to a lesser extent in Rochdale. We will:

- a)** Support and develop the proposals set out in the Middleton Town Centre Spatial Masterplan for the redevelopment, refurbishment and improvement the centre and its public realm;
- b)** Utilise the opportunities from investments at the Arena and the proposed superstore to improve the image of the centre;
- c)** Support additional retail development in the town centre subject to identified need;
- d)** Support the delivery of office and commercial space in the eastern part of the town centre around the Arena;
- e)** Improve links to, and the use of, Middleton Gardens;
- f)** Improve links with the Middleton conservation area and and promote its potential as a visitor attraction based on an Edgar Wood trail (E5), the park, Middleton parish Church and the Old Grammar School; and
- g)** Strengthen pedestrian links along Long Street between the town centre and Assheton Way to allow safe pedestrian movement between the Middleton shopping centre, bus station and the Arena leisure centre.

In Middleton the new bus station, refurbishment of the Middleton Shopping Centre and opening of the new civic and leisure centre, the Middleton Arena, has substantially improved the retail and leisure offer and image of Middleton. A new superstore is to be built adjoining Assheton Way on the site of the former leisure and civic centre. Further development needs to build on and reinforce the strength of the town centre, and further enhance its linkages and image. Within the east part of Middleton, where there are already offices, there is the potential for further high quality office development to complement recent improvements to Middleton town centre.

Question 8

What are your views on our policy for establishing a thriving centre in Middleton?

E1/1H - Establishing thriving town and local centres - Heywood

1H. In Heywood town centre we will support its development as a centre to meet the basic needs of the local catchment population recognising that their wider shopping needs will be met in Rochdale or Bury. We will:

- a)** Support the development of medium sized retail units in the town centre to provide a better retail offer;

- b) Support proposals for the new Heywood Sports, Culture & Leisure Village;
- c) Improve north south pedestrian links between the Leisure Village, the Times Retail Park, Market Street and focus possible new retail development to the south of Market Street;
- d) Investigate ways to improve the pedestrian environment on the A58 through the town centre;
- e) Improve the links and corridor between the town centre and the East Lancs railway station via Manchester Street, and the links to the north to the Roch Valley and Queens Park.

Recent developments and improvements in Heywood town centre, including the new Phoenix joint service centre on Hind Hill Street have considerably improved the image of Heywood. In Heywood the most popular retail destination is the Times Retail Park on the edge of the centre, which contains a superstore and one medium sized comparison store. In Heywood town centre the majority of shops are independent retailers and while this provides a niche market the absence of national multiple retailers may deter shoppers. There are few opportunities for national retailers to open because there are few medium sized retail units available in the town centre. Heywood offers extremely limited retail choice, which discourages shoppers and in turn discourages retailers from locating there. Therefore, the provision of new medium sized retail units in the town centre, potentially south of Market Street, will help encourage and attract more national multiple retailers to come to Heywood. Because of its location between Rochdale and Bury, we recognise that Heywood's role, as a centre, will always be limited. However, it is still important that it is a thriving centre that meets local people's daily needs.

There is a strong opportunity to develop Heywood town centre through the Heywood Sustainable Urban Neighbourhood strategy which identifies new opportunities to strengthen Market Street as the main shopping street. The White Young Green Retail Study identifies the long stretch of Market Street is a cause of concern. Planning policy seeks to focus new retail development close to the centre around Market Street. Heywood has yet to fully use and benefit from the potential from the East Lancs Railway to attract more visitors. The strategy will support measures that can achieve this.

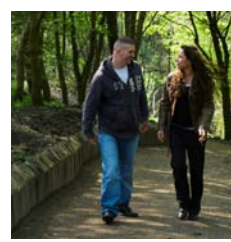
Question 9

What are your views on our policy for establishing a thriving centre in Heywood?

E1/1L - Establishing thriving town and local centres - Littleborough

1L. In Littleborough town centre we will promote its role both as a local service centre and as a centre for Pennine Edge tourism, recognising that resident's wider shopping needs will be met in Rochdale. To do this we will:

- a) Support a greater variety of shops and businesses, and specialist shops, to increase its attractiveness to visitors;
- b) Improve connections between the town centre and the Akzo, Ealees and Durn sites to provide complementary services and facilities as an alternative to the Lake area; and
- c) Promote linkages, through footpaths, bridleways and public realm improvements, with Hollingworth Lake, Watergrove and the Ogden reservoirs and the Rochdale canal to create a critical mass of attractions.



Littleborough is the smallest of the town centres and whilst there are a variety of good quality shops there are opportunities to enhance the choice of shops and facilities to support its role as a visitor and tourism location.

Question 10

What are your views on our policy for establishing a thriving centre in Littleborough?

E1/2,3&4 - Establishing thriving town and local centres - district and local centres

2. In Milnrow district centre we will maintain its role in meeting the daily convenience shopping needs of the local area recognising that resident's main comparison shopping needs will be met in Rochdale.
3. In local centres we will:
 - a) Encourage a balanced range of shops, financial and professional services, food and drink outlets, and community facilities to meet the daily convenience shopping needs of the local population;
 - b) Review their boundaries and designation through the allocations Development Plan Document; and
 - c) Prioritise the protection and improvement of the most important local centres shown on the township delivery maps and in Appendix 4.
4. We will promote new local centres in the following locations:
 - a) Kingsway Business Park, Rochdale (in a central accessible location to meet the needs of employees and residents);
 - b) On the mixed use site at Collop Gate Farm, South Heywood;
 - c) On Royal Barn Lane, Rochdale (where a new centre has been built).

Local centres are critical in meeting the essential day-to day needs of the boroughs residents, thereby reducing their need to travel. They can provide facilities such as local shops, take-aways, post offices, health centres, dental practices; care homes; children's nurseries; community halls; public houses and so on. It's important that these uses are grouped together where possible so that they can be made accessible by public transport and they support the creation of successful communities (See also C8).

We have identified what we think are the most important local centres to support and promote, based on their size, the size of their likely catchment and how essential they may be to the area they serve. The policy and boundaries for local centres will be reviewed through the Allocations DPD.

We will seek to ensure that local centres provide a network of shops to meet residents day-to-day shopping and service needs close to where they live. Locations for new local centres, where there is an identified need, will be shown in the Allocations DPD. However, further local centres will be considered if a need can be demonstrated.

Question 11

What are your views on our policy for establishing thriving district centres?

E1/5 - Establishing thriving town and local centres - Primary and Secondary Shopping Areas

5. In Primary and Secondary Shopping Areas we will retain the UDP policies and boundaries for Primary Shopping Areas (PSA) and Secondary (SSA) and Central Shopping Areas(CSA) and review them through the Allocations DPD. However, in all these areas we will support a change of use of a vacant retail unit (vacant and marketed for at least 6 months) where applicants can demonstrate that the use will clearly assist, and not harm, the vitality and viability of the centre.

These are the areas in town centres where there is the highest concentration of shops, and the existing Unitary Development Plan policies seek to keep it that way by stopping non retail activities, such as banks, from opening in these areas. However, we recognise that some non retail uses, such as cafés, can improve the shopping trip experience in a centre and make it more attractive to shoppers. In addition, the recession has led to higher levels of vacant retail units in our centres that is damaging their image. We will therefore support a change of use if we are satisfied, after taking all factors into consideration (see DM1), that the use will help improve the centre.

Question 12

What are your views on our policy for establishing thriving primary and secondary shopping areas?

E1/6&7 - Establishing thriving town and local centres - Out of centre, Local shops and services

6. Out of Centre we will consider applications for out of centre retail and leisure development subject to the spatial strategy and in accordance with government policy. It will be required to address any sequential or other test. We will not permit proposals that may harm the vitality or viability of an existing centre.

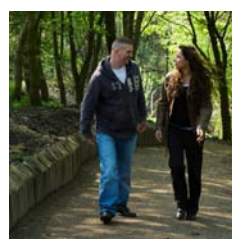
We will support proposals for out of centre retail development, provided it is of the same scale and nature to that already granted permission, in the following locations:

- a) Redevelopment and expansion of a superstore at Sudden, Rochdale;
- b) Redevelopment of Central Retail Park, Oldham Road, Rochdale (including convenience retail, and provided it supports proposals for the completion of the ring road (See policy T1c);
- c) Retail and office development on Mellor Street, Rochdale.

7. Local shops and services

We will support the provision of small scale shops and services to meet local needs outside centres, including in Employment Zones, where:

- a) They are in a location that is not, or will not be, reasonably served by an existing or proposed centre or local shop;



- b) There are no suitable vacant shops nearby; and
- c) They will be accessible to local residents / workers on foot.

In line with guidance for Core Strategies, national policy for retail development outside town centres will be applied along with all other relevant policies in the Core Strategy. We will strongly resist any out of centre retail development that could harm the health and vitality of any of our centres and detract from our strategy to regenerate the borough.

Question 13

What are your views on our policy on out of centre shopping and local shops and services?

E2 - Supporting jobs and prosperity

The provision of a good supply of land and premises for employment uses, suitable for all types of businesses in accessible locations, is essential if we are to ensure the creation of more and better jobs and increase prosperity in the borough.

Responses to the Issues and Options report supported the provision of an adequate supply of employment land, but also indicated the need to balance this with supporting regeneration and other priorities.

E2 - Supporting jobs and prosperity

1. Across the borough

We will ensure a sufficient supply of land and buildings in the right places to support the creation and retention of thriving businesses, and increase the number and quality of jobs in the borough. To do this we will:

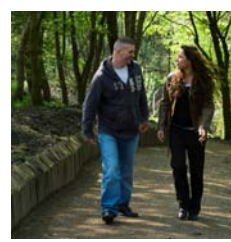
- a) Identify a range of sites, with a total area of about 210ha, suitable for high quality employment development (primarily in use classes B1 – B8) up to 2026, including sites allocated in the Unitary Development Plan (June 2006);
- b) Protect existing Employment Zones (Primary Employment Zones and Mixed Employment Zones in the UDP), apart from land at Dye House Lane, and large employment sites outside employment zones for continued employment and commercial use where appropriate (see below). Their designation will be reviewed through an Allocations Development Plan Document;
- c) Allow new employment development outside Employment Zones, economic growth corridors and employment allocations that supports our spatial strategy; and
- d) Promote the delivery of any infrastructure needed to support the local economy (i.e. transport, highways, education, training, ICT, services etc).

2. In the south

We will focus the creation of most jobs in the south of the borough. To do this we will:

- a)** Ensure that throughout the plan period a 5-year supply of land is available for manufacturing, warehousing and office development in the south. This will be 60 ha in total with about 5ha for offices and 55 ha for other uses;
- b)** Focus most employment development in five economic growth corridors (see policy E3 and Key Diagram) where there is a supply of:
- i)** 303 ha of land in Employment Zones;
 - ii)** 149 ha of land on strategic sites already available;
 - iii)** 30 ha of Green Belt land identified for release; and
 - iv)** The potential to create around 12000 new jobs.
- c)** Direct major office development (over 1000 sq m), including any that has to be accessible to the public, to town centres. We will allow development of major offices not providing face-to-face services to the public close to public transport interchanges in economic growth corridors and in other highly accessible locations;
- d)** Encourage high quality mixed use employment development, in and outside Employment Zones and economic growth corridors, where a site is:
- i)** On a strategic corridor identified in the key diagram (road, river or canal) and it will enable improvement of the corridor in terms of quality of place and image;
 - ii)** Close to a centre or transport interchange where high density development would be appropriate;
 - iii)** Within or close to a priority regeneration area where it will assist the regeneration of the area; and
 - iv)** Highly accessible by foot for the local community and suitable for local facilities (e.g. health, community, leisure).
- e)** Only allow housing development, and any large land use that generates very low density employment, on existing employment sites in and outside employment zones where there is:
- i)** a proven lack of demand for the site for a suitable employment use; and
 - ii)** there is a satisfactory employment land supply in the area (Zone A or B and township); and:
 - iii)** the site is not suited in land use terms to any employment use; or
 - iv)** redevelopment of the site would enable reinvestment in the business in question and the retention of jobs in the borough; or
 - v)** development would remove an environmental problem that causes a nuisance to local residents, or
 - vi)** the site is in a priority location in (d) above; and
 - vii)** in all cases, housing or other development will not have the potential to cause problems for the satisfactory operation of local businesses.

Note:



- Criterion (e) only applies outside employment zones to sites over 0.4 ha in existing employment use;
- We will not allow housing development on Heywood Distribution Park or Stakehill Business Park.

f) Promote the regeneration of Stakehill Business Park, and investigate the potential to do this through implementing a Local Development Order. Support the designation of Heywood Distribution Park as a Simplified Planning Zone.

3. In the north

We will seek to maintain existing levels of employment in the north of the borough. To do this we will:

- a)** Retain and protect existing employment zones (57.7 Ha), sites and premises and support their retention and redevelopment for employment uses where appropriate subject to:
 - i)** the tests in (2e) above; and
 - ii)** provision of some replacement employment on the site; or
 - iii)** evidence that the change of use will not result in the loss of job opportunities in the local area or damage its prosperity; or
 - iv)** the provision of employment opportunities in a suitable location elsewhere in the north or measures to limit the impact of any job losses.
- b)** Not allocate further land for employment uses (B1 – B8), in addition to that in the UDP, unless a suitable site is identified;
- c)** Promote and support small scale and appropriate employment development that generates fewer peak hour journeys and less commercial traffic (e.g. live / work units, small ICT based companies, and services to meet local needs such as nursing homes);
- d)** Not encourage uses that generate a large number of trips (e.g. large offices) or large amounts of heavy commercial traffic (e.g. large-scale manufacturing and distribution);
- e)** Focus on promoting development and facilities that support the visitor economy (E4); and
- f)** Regenerate the rural economy through the reuse of agricultural premises and mills in the Pennine fringe wherever possible for appropriate employment uses (E5).

We will promote better quality jobs

The Spatial Portrait briefly describes the issues facing the local economy. Our Background Document provides more information on the evidence, analysis, advice and guidance on the issues facing the local economy. It in turn is informed by the large number of different studies and strategies for the regional, Greater Manchester and Rochdale economies. These include the North West Regional Economic Strategy⁽²⁴⁾, RSS, Manchester Independent Economic Review (MIER), GM Strategy, ORESA 10 Year Strategy, Borough Masterplan⁽²⁵⁾, Pride of Place⁽²⁶⁾, the Rochdale Borough Economic Development Strategy plus government guidance on the role of the planning system in regenerating local economies. Our policies seek to regenerate the Rochdale economy, in line with these strategies, to the maximum benefit of the GM and regional economies.

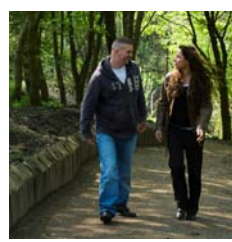
The Rochdale Borough Economic Development Strategy (REDS) is aligned as far as possible with these strategies in setting out proposals to transform the local economy to increase prosperity. REDS's key aims, which are supported by the draft Core Strategy policies indicated below, are to:

- Increase productivity – by increasing the number, productivity and diversity of type of business, and the number of jobs (E1- E5);

24 North West Regional Economic Strategy 2006 (NWDA, 2006)

25 Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005)

26 Rochdale MBC - Sustainable Community Strategy - 'Pride Of Place' 2007-2010



- Raise skill levels and reduce worklessness – by providing the right training and access to jobs (C7);
- Create infrastructure and attract investment – deliver employment sites and premises (E2 & E3), promote integrated transport (T1 & T2), develop town centres as economic hubs (E1), attract inward investment and visitors (E5);
- Improve quality of life and the attractiveness of the borough – this issue is addressed by the entire Core Strategy, but in particular by policies in chapters 6, 7 and 8.

REDS identifies the following key sectors to attract, to modernise and diversify the boroughs economy (use classes and policies shown in brackets) :

- Manufacturing: Food and drink, Chemicals, Technical textile, Advanced engineering, Environmental services / technologies (use classes B1 & B2)) (policies E2 & E3)
- Logistics (use class B8) (policies E2 & E3)
- Financial and professional services (use classes B1 & A2) (policies E1 - E3)
- Creative, cultural and media (use classes B1 & D2) (policies E1 - E3)
- Business administration (use class B1)(policies E1 - E3)
- ICT and digital (use class B1)(policies E1 - E3)
- Hospitality and tourism (use classes A3 – A5, C2) (policy E5)
- Retail (use class A1) (policy E1)
- Public sector, health and social care (use classes B1 & D1) (policies E1 & C6).

The MIER study identifies a lot of the same sectors as growth targets, and advises that developing linkages between sectors, that support and complement each other, can help economic growth. Developing concentrations of businesses in the same sectors can help that happen. The Demand for Employment Land in Greater Manchester study identified Rochdale as an area that has a cluster, and is particularly attractive to, the food and drink and logistics sectors.

The core strategy policies E2 and E3 support the above (REDS) aims by:

- Providing and safeguarding a sufficient supply of land on strategic sites in accessible locations that will be attractive to the target growth sectors (policies that target those sectors shown in brackets above);
- Promoting transport and other infrastructure to support employment development, focused on the economic growth corridors;
- Being flexible by promoting business development in the most appropriate locations to support growth in the local economy;
- Recognising the role that appropriate housing development can play in supporting the local economy, by allowing change of use of employment sites to housing when it is better for the local economy and the amenity of local residents;
- Ensuring that the policies align with and support the other economic regeneration strategies.

The Unitary Development Plan focuses on regenerating the economy by meeting the employment land needs for offices, manufacturing and distribution (use classes B1, B2 and B8). Although it allows a wider range of employment uses in Mixed Employment Zones, other commercial and business uses that can also create wealth and employment are not supported in Primary Employment Zones. Draft PPS 4 emphasises the economic benefits of a wide range of uses, and supports a broader approach being taken to providing land for such uses. It indicates that when allocating sites for economic uses they should as far as possible not be restricted to specific economic uses.

Policy E2 therefore changes the policy approach in the Primary and Mixed Employment Zones designated in the UDP and makes them all Employment Zones (EZs). The policy supports all employment generating uses (apart from retail that should go in town centres) in EZs, and seeks to direct such uses to the most

appropriate locations (see below). A sufficient supply of land for employment uses such as offices, manufacturing and distribution (B1a, B1b/B2 and B8 uses respectively) will be ensured through employment land allocations (see below).

Employment development is focused primarily in the south of the borough, on the strategic sites (mainly already allocated in the UDP) in growth corridors identified in policy E3, where there are larger and better, more accessible, sites close to the motorway corridors. At the same time a good supply of sites to meet local need is provided in EZs. This is in line with the ORESA and Borough Masterplan strategies.

Providing sufficient land for B1 - B8 uses

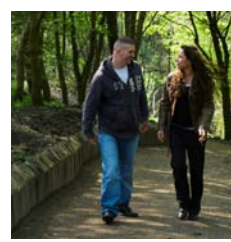
The Regional Spatial Strategy (published in September 2008) prioritises the Regional Centre for growth, followed by the inner areas around the Regional Centre and then towns in the city region, such as Rochdale. Policy W3 of RSS concludes that an extra 917 ha of employment land (for B1 – B8 uses) is required in Greater Manchester up to 2021, creating a total requirement of 2285 ha between 2005 and 2021. Since then there has been the recession and 4NW has, for a number of reasons, advised GM districts that the starting point for assessing employment land requirements should be meeting a need for an additional 536 ha in Greater Manchester to 2021.

Two studies have considered how much employment land Rochdale borough needs to provide, to meet both local and GM needs in the context of the RSS requirements. These are the Rochdale Employment Land Study (July 2008) and the Greater Manchester Employment Land Position Statement (August 2009). The later study took account of the advice from 4NW that a lower target figure should be used. Both studies considered that the borough has one of the best existing employment land portfolios of around 175 ha in the sub-region, and that the current supply is reasonably in balance with the size of the workforce and forecast demand, based on past take-up. The borough, before the recession, was achieving an average annual employment land take-up of around 9 ha a year which would mean a need for about 153 ha up to 2026. A large part of this supply, 95 ha, is on land immediately available for development on Kingsway Business Park. This is one of the largest business parks the northwest and the country and is expected to attract major inward investment to the region.

Despite this land supply appearing adequate, both studies concluded that we need to provide a land supply for employment uses (primarily in use classes B1 to B8) of around 210 hectares in total for the period up to 2026. This means that around 35ha more land needs to be identified on top of the existing 175 ha supply.

The reasons for this conclusion are briefly as follows:

- Our forecasts of demand based on past take and on the Greater Manchester Forecasting Model (GMFM) give quite different results. The economic forecasts giving a more pessimistic view of employment levels and land requirements due to the recession;
- The Core Strategy GMFM forecasts do not take full account of the effect of our policies to regenerate the economy. The past take up rates don't take account of future economic trends;
- There is uncertainty about the current state of the economy and the likely impact of the recession;
- We need to ensure that there is a sufficient employment land supply through to 2026 so that the local economy is not impeded;
- Providing for only the past rate of take up (i.e. 153 ha) may not provide the choice and flexibility needed to support business growth. Also it won't assist the change of use of inappropriate employment sites to housing and other uses to support regeneration;
- We do not want any additional land allocations to undermine the delivery of Kingsway. Therefore whilst seeking to avoid an under supply we do not want an over supply;
- Therefore, the provision of any additional land should be phased taking account of the available land supply;
- This flexible approach will ensure that we can meet all likely eventualities.



Our employment land requirement for B1 – B8 uses will be met primarily through the allocation of sites in the economic growth corridors (policy E3 - see below). There will be, in addition to this supply, windfall sites in and outside EZs that may be used for B1 – B8 uses and that will contribute to meeting the demand. However, those sites can also go to other employment uses or housing subject to policy E2 and other the relevant policies.

The sites identified to meet RSS requirements are suitable for the priority sectors identified above and a range of other needs. They are all in the south of the borough in highly accessible locations, and offer a high quality portfolio of land. No land is sought for allocation in the north of the borough, although if a particularly accessible and appropriate site for employment is put forward when preparing the Allocations DPD it will be carefully considered.

Protecting Employment Zones and existing employment sites

The Rochdale Employment Land Study concluded that the majority of employment zones (PEZs and MEZs) in the UDP are appropriate for employment uses and should generally be retained as employment areas. The only area that scored very poorly was the Dye House Lane area in Smallbridge and we propose to instead allocate it for comprehensive housing redevelopment. Some zones or parts of zones may not be appropriate for employment uses, however they are still in active use by firms. It could be damaging to existing businesses to reallocate these areas for other uses when they are still in active employment use. If there is to be any change in use it should happen gradually and take account of the entire needs of the locality and businesses. Policy E2 therefore sets out a number of criteria that need to be taken into account before allowing the loss of employment land and premises in, and outside, EZs.

We will review, and may amend, the boundaries of EZs through the Allocations DPD. This may also set out some more detailed requirements for each zone, and indicate where changes in use may be encouraged, within the context of policy E2.

Policy E2 simplifies policy for non-B1–B8 uses by allowing all employment uses in EZs, subject to criteria and other Core Strategy policies. This will ensure a more flexible approach, and a more certain supply of sites to meet community, leisure and regeneration needs. The policy seeks to ensure that allowing a wider range of uses in employment areas does not cause problems for existing businesses. Housing in the wrong location, where it could create amenity complaints about existing firms, would be unacceptable. Also low-density employment uses, such as waste processing plants and car sales, which use a lot of land to create few jobs, will be discouraged from sites where better economic uses may be possible.

The policy is more flexible in allowing change of use in the south because of the larger land supply in the south and the need to support regeneration objectives and provide more opportunities for housing development on brownfield sites. However, a strong case will be required if land is to be lost from employment use in an economic growth corridor. In the north we are seeking to restrict the loss of employment sites and jobs, in particular for housing development, and so the policy is more restrictive than in the south.

Overall employment land supply for B1 - B8 uses

Our proposed employment land supply, to meet a requirement for around 210 ha in total , is as follows:

- 175 ha on existing, available, good quality sites;
- 30 ha on additional strategic sites (south of Heywood) to be allocated through the Allocations DPD and released for development subject to policy E3 below; and
- Up to 60 ha of land that could become available for employment development through 'windfall' sites. These will mainly be existing employment sites that become available for redevelopment. However, some of this land may be more appropriate for other employment uses, or housing, and cannot be a certain supply of land for B1 - B8 uses.

Table 2 below provides a breakdown of this land supply.

Table 2 Employment land supply 2009 to 2026 (excluding windfalls)

Location	Land in EZs (ha)	Land in EZs (% of borough total)	Key sites (ha)	Key sites (% of borough total land supply)
1. Rochdale TC / Kingsway corridor	61.7	10.5%	100.5	57.4%
2. Castleton corridor	74.0	12.6%	23.6	13.5%
3. South Heywood corridor	119.0	20.3%	(30*) 24.0	(14.6%*) 13.7%
4. East Middleton corridor	47.9	8.1%	7.7	4.4%
Total in Economic Growth corridors	302.6	51.6%	(185.8*) 155.8	(90.6%*) 89.0%
Stakehill Business Park	88.7	15.1%	0	0%
Elsewhere south of borough	136.7	23.3%	12.2	7.0%
Total South of the borough	528.0	90.1%	(198.8*) 168.0	(97.0%*) 96.0%
Total North of the borough	57.7	9.9%	7.0	4.0%
Total Rochdale Borough	585.7	100%	(205*) 175.0	100%

* With proposed Green Belt allocations in south Heywood corridor.

Question 14

What are your views on our policies for supporting local jobs and prosperity?

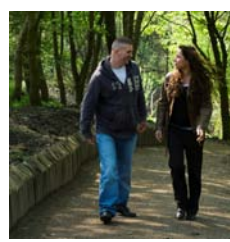
E3 - Focusing on economic growth corridors

As indicated in policy E2, employment development is to be focused in economic growth corridors in the south of the borough, where there is a choice of large, high quality sites in accessible locations attractive to modern employment development. The strategy also offers the advantages of locating firms close together so that they can benefit from the advantages of 'agglomeration' locally and within the wider city region. This means firms taking advantage of the business opportunities, in terms of suppliers and services, between firms in the same and different employment sectors.

E3 - Focusing on economic growth corridors

In the four economic growth corridors listed below, and shown on the Key Diagram, we will:

- a) Focus the majority of employment development in the employment zones, town centres and the key sites (identified below) in the corridor (subject to policy E2);
- b) Focus the delivery of sustainable transport improvements to make the corridors more accessible to the workforce and commercial traffic (policy T1);



- c) Provide suitable sites and premises to attract potential growth sectors, such as financial and ICT services (see h below);
- d) Encourage office and other high density employment development (subject to policies E2 & A2);
- e) Allow appropriate supporting leisure development (subject to policies E2 & C8)
- f) Focus development, and promote clusters, to maximise linkages within and between sectors;
- g) Prioritise the redevelopment of previously developed land for employment uses but allow other uses if more appropriate to promoting the economic corridor, including sites in EZs (see policy E2), or to meeting the needs for any overlapping regeneration areas (C2);
- h) Promote and focus investment in ICT and any other infrastructure that can support businesses;
- i) Promote the development of, and linkages with, education, training and investment services and facilities (policy C7).

The economic growth corridors are:

1. Rochdale town centre / Kingsway corridor - around 8000 additional jobs

In this corridor we will:

- a) Promote appropriate high density mixed use development, including offices, close to the Metrolink stops, railway station and new public transport interchange;
- b) Seek to improve road access to J21 of the M62 via the new link road through Kingsway;
- c) Ensure development proposals support the needs in the overlapping East Central Rochdale, Milkstone and Deepish and nearby Kirkholt regeneration areas (policy C2), in particular in terms of ensuring access to jobs from these areas of social deprivation;
- d) Promote the regeneration of the Employment Zones east of Oldham Road;
- e) Promote the co-ordinated development of the following strategic sites:
 - i) Kingsway Business Park - 95 ha available on this regional site for B1, B2 & B8 and 14 ha for other employment uses (subject to UDP policy EC/7)
 - ii) Sites in and close to Rochdale town centre - Potential for up to 3 ha of B1a office development in the Town Centre East area, on Riverside, around Drake Street (UDP policy R/3) and in the Summercastle areas;
 - iii) Sites on Oldham Road - about 2.5 ha available in the canal basin area on Oldham Road for employment use.

2. Castleton corridor - around 1000 additional jobs

In this corridor we will:

- a) Improve the appearance of the gateway into Rochdale on Edinburgh Way from the A627(M);
- b) Promote highways and pedestrian access improvements on Edinburgh Way;
- c) Support the upgrading of Castleton station;

- d) Promote the improvement of Castleton district centre;
- e) Promote the leisure and tourism potential of this meeting point between the Rochdale canal and the East Lancs Railway (policy E4);
- f) Promote the development of the following strategic sites:
 - i) Cowm Top (7.3 ha) - B1,B2 & B8 (UDP policy EC/8c – has permission)
 - ii) Royle Road (7 ha) - B1,B2 & B8
 - iii) Former Woolworths site (7 ha) – mixed use B1,B2 & B8 with some housing at the western end (see C1)
 - iv) Sandbrook Park (1.3 ha) – B1a offices (UDP policy EC/9 – has permission)
 - v) Trub Farm Area of Opportunity – 1 ha mixed use employment (UDP policy R/4(i))

3. South Heywood / J19 corridor (around 2000 additional jobs)

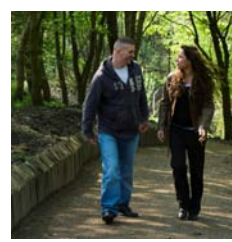
In this corridor we will:

- a) Promote the delivery of a link road between Hareshill Road and J19 of the M62 (T1c), and until that is delivered not support any further employment development in this area above that already permitted;
- b) Support the designation of Heywood Distribution Park as a Simplified Planning Zone (SPZ);
- c) Promote the extension of the East Lancs Railway line to Castleton to provide a commuter rail service to and from Manchester, with the creation of a new station close to Pilsworth Road (T1b);
- d) Promote provision of bus services from Middleton to improve access to jobs in Heywood;
- e) Promote the area mainly for distribution uses with offices in accessible locations;
- f) Promote the development of the following strategic sites:
 - i) Heywood Distribution Park - (7.7 ha) - potential for further redevelopment, permitted uses identified in the SPZ scheme
 - ii) Hareshill Road - (12 ha) - B1,B2 & B8 - (UDP allocation, with planning permission)
- g) Promote the allocation, in the Allocations DPD, of around 30 ha of land in the green field Green Belt locations below, on the principle that the land will be released for development when there is a demonstrated need for the land to meet our employment land requirements:
 - i) Hareshill Road - (12 ha) - B1,B2 & B8;
 - ii) South Heywood - 17 ha in total for mixed use, of which about 7 ha for B1 employment uses;
 - iii) Land south of Hareshill Road and Pilsworth Road (up to 29ha) - B1,B2 & B8.

4. Middleton town centre / Oldham Road (A669) corridor (around 500 additional jobs)

In this corridor we will:

- a) Promote the redevelopment of under used sites close to Middleton town centre for offices;



- b) Promote the upgrading of Mills Hill station with park and ride facilities;
- c) Support the improvement of the Oldham Road corridor (P2);
- d) Support the regeneration of existing employment areas for employment uses;
- e) Promote the development of the following sites:
 - i) North of Oldham Road - (6.7 ha) - mixed use, including housing;
 - ii) Middleton town centre - (around 1ha) - B1a offices.

The economic, social and environmental benefits of focusing economic growth in these corridors are that they:

- All have immediate access to the M62, M60, M66 motorway corridors, apart from the Middleton corridor;
- All provide suitable sites for development,
- Contain EZs that have been assessed as good locations for employment uses;
- All have good access, or the potential to provide good access, to public transport facilities;
- Provide a portfolio of high quality strategic sites that will be attractive to growth industries. There is evidence that the clustering of sectors, and improved linkages between sectors can generate economic growth (Manchester Independent Economic Review);
- Offer the opportunity to focus facilities and services (such as skills and marketing) on these areas.

The opportunities for economic development in each of these locations are:

1. Rochdale town centre / Kingsway corridor (approx 8000 additional jobs)

This corridor, stretching south from Rochdale town centre to the M62, is an important gateway to the town centre from the motorway and critical to the image of the borough. This corridor:

- Has very good access to public transport with 3 Metrolink stops, the railway station and the new public transport interchange in the town centre;
- Has direct road access to J21 of the M62 along Oldham Road, Kingsway and the new Kingsway link road;
- Overlaps, or is well related to and interlinked with, 3 regeneration areas (policy C2) and is easily accessible from these areas of high unemployment;
- Includes a large area of Employment Zones 61.7ha east of Oldham Road;
- Is suited to a wide range of employment uses including manufacturing and distribution on Kingsway and in the EZs on Oldham Road, and offices and leisure in and close to the town centre, the railway station and the Metrolink stop on Kingsway;
- Includes the following strategic sites:
 - i) Kingsway Business Park - 95 ha available for B1, B2 & B8 and 14 ha for other employment uses (subject to UDP policy EC/7)
 - ii) Potential sites in Rochdale Town Centre East, on Riverside and elsewhere in the town centre (3 Ha) – B1a offices
 - iii) Sites on Oldham Road around the canal basin

2. Castleton corridor, Rochdale (around 1500 additional jobs)

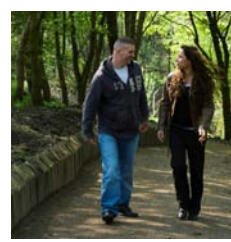
This corridor covers the area from Edinburgh Way to Trub Farm in Castleton and is a gateway from the A627 (M) into Rochdale. This corridor:

- Has good access to the A627(M) and J20 of the M62 by 3 different routes;
- Is on a quality bus corridor to Middleton and has a railway station at Castleton;
- Is close to the Kirkholt regeneration area;
- Includes a large area of Employment Zones (74ha) either side of the railway line, leisure, retail and offices at Sandbrook Park;
- Contains Castleton district centre and a superstore at Sudden;
- Is suited primarily to distribution, manufacturing and commercial uses with some office development close to Rochdale station;
- Includes the following strategic sites:
 - i) Cowm Top (7.3 ha) - B1,B2 & B8 (UDP policy EC/8c – has permission)
 - ii) Royle Road (7 ha) - B1,B2 & B8 (UDP policy EC/2)
 - iii) Former Woolworths site (7 ha) – mixed use B1,B2 & B8 with some housing (see C1) (UDP policy EC/2)
 - iv) Sandbrook Park (1Ha) – B1a offices (UDP policy EC/9 – has permission)
 - v) Trub Farm Area of Opportunity – 1 ha mixed use employment (UDP policy R/4(i) – see Trub Farm Development Framework)

3. South Heywood / J19 corridor (approx 2000 additional jobs)

This corridor covers the area from the Heywood Distribution Park, between the East Lancs Railway and on Pilsworth Road, south down to J19 of the M62. This corridor:

- Has good access to the M66 at J3 via Pilsworth Road;
- Has the potential for excellent access to the M62 at J19 via the proposed link road between Hareshill Road and the junction (see T1). This will make this already major employment location highly accessible to the motorway network, reduce the impact of HGV's on residents, and reduce the amount of fuel used (and hence environmental impact) by vehicles coming from, and going to, the east on the M62;
- Has the potential to be served by a new railway station on the East Lancs Railway at Pilsworth Road (see T1);
- Includes Heywood Distribution Park, which is a major employment location that is being designated as a Simplified Planning Zone (SPZ), and several other distribution estates;
- Is close to and accessible from some areas with high levels of unemployment, such as inner Heywood and Langley in Middleton;
- Includes the following strategic sites that are available for development;
 - i) Heywood Distribution Park (7.7 ha) – permitted uses identified in SPZ scheme;
 - ii) Hareshill Road (12 ha) - B1,B2 & B8 (UDP allocation with planning permission);
 - iii) Includes three areas of land, in an area of search in the Green Belt (with an area of up to 58ha) for suitable sites to meet our longer-term employment land requirements. We propose to identify and allocate land in this area through a policy in the Allocations DPD. That policy will set out in detail the proposed phasing of development of this land. The phasing will allow the land to be released for development only when the Hareshill Road to J19 M62 link road is completed and when the land is needed to meet our strategic employment land requirements (based on policy



E2). The land in this location will be attractive to distribution uses, although manufacturing will also be supported. Offices may also be appropriate in the most accessible locations by bus and the proposed East Lancs Railway commuter railway line.

4. Middleton town centre / Oldham Road (A669) corridor (approx 500 additional jobs)

This corridor covers the area from Middleton town centre to the boundary of the borough with Oldham. This corridor:

- Unlike the other corridors, does not have direct access to any motorway; however, it is within easy reach of J19 of the M60;
- Has a railway station at Mills Hill;
- Includes existing employment zones;
- Includes the eastern side of Middleton town centre that offers opportunities for office development;
- Is mainly suited to manufacturing and general industrial use, with sites close to Middleton town centre with potential for offices;
- Has the following sites available and suitable for employment development:
 - i) Land at British Vita, may be suitable for mixed use development;
 - ii) Site of Rex Mill (B1, B2, B8) – with planning permission
 - iii) Under used sites on the eastern side of Middleton town centre that could be attractive to office development.

21st Century employment site



Question 15

What are your views on our policy of focusing on economic growth corridors?

E4 - Encouraging the visitor economy

The borough has a lot of potential to increase its visitor economy. It has good access to the South Pennines and Manchester city centre and has its own countryside, heritage, leisure and retail attractions. Currently the borough attracts mainly day visitors, with the greatest percentage visiting friends and family. Growth of the visitor economy could benefit the local economy by broadening its base, providing additional employment and improving the image of the borough.

E4 - Encouraging the visitor economy

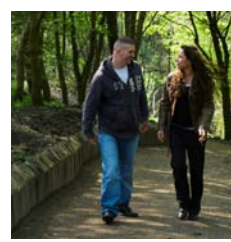
We will support proposals that improve the visitor economy and resist any that could adversely affect it (for any reasons under policy DM1).

We will encourage the provision of:

1. Built leisure, tourism and cultural facilities, overnight accommodation, either in hotels or B&B's subject to the following sequential approach (and also SP5):
 - a) Town centres first; or
 - b) Areas where a need can be demonstrated (i.e. for business visitors and / or close to tourism attractions) in support of the tourism opportunity areas listed below and economic growth corridors (E3).
2. Camping sites, touring and static caravan sites provided that they do not have an adverse effect on the appearance or character of the countryside.
3. Outdoor sport and water based recreation facilities.

The following tourism opportunities will be promoted in particular:

4. **Rochdale Canal and cycleway corridor**, where we will:
 - a) Improve the recreational value of the watercourse and towpath;
 - b) Require development adjoining the canal to improve the setting and visual amenity of the canal corridor and protect its special ecological value;
 - c) Promote the provision of visitor moorings, and other facilities, in association with any development adjoining the canal in the following locations:
 - i) Durn, Littleborough – opportunity for a marina (UDP policy R/4b)
 - ii) Ealees - (UDP policy R/4a)
 - iii) Akzo site - housing development with opportunity for pub / restaurant / visitor accommodation, play area and facilities linked to Hollingworth Lake;
 - iv) Kingsway - high quality canal side mixed use (housing/ business) development (UDP policy E7);
 - v) The canal basin in Rochdale - high quality canal side mixed use (housing/ business) development (UDP policy R/4f);
 - vi) Sandbrook Park – access to indoor leisure at Sandbrook Park;



vii) Trub Farm - mixed use housing and leisure, with links with East Lancashire Railway (UDP policy R/4i)

5. River Roch Valley corridor, where we will:

- a)** Promote and enhance a major recreational route for the rivers entire length through the borough;
- b)** Improve and enhance perception and image of, and access to, the river in Rochdale town centre.

6. Heywood, where we will:

- a)** Promote visitor attractions and facilities at the East Lancashire Railway station at Sefton Street (UDP policy R/4h);
- b)** Improve linkages between the ELR station at Sefton Street, Heywood town centre, Queens Park, Roch Valley and Ashworth Valley;
- b)** Improve access to Ashworth Valley and the Roch Valley;

7. Castleton, Rochdale, where we will:

- a)** Support the extension of the ELR to Castleton;⁽²⁷⁾
- b)** Promote and improve visitor links from the ELR to the Rochdale Canal;

8. South Pennine Moors area and Littleborough town centre, where we will:

- a)** Enhance the Pennine Way and Pennine Bridleway corridor, and other footpath connections (see E5);
- a)** Promote and enhance links between Hollingworth Lake and other countryside attractions, the canal and Littleborough town centre;
- b)** Promote and support development that can enhance the attraction to visitors of the area covering Hollingworth Lake and Country Park, Rochdale Canal, and Littleborough town centre. This may include:

- i)** Supporting new waterside development, of an appropriate scale, to replace the existing public boathouse at Hollingworth Lake, and to provide better waterside and visitor facilities;
- ii)** Improving access to the Hollingworth Lake area by public transport, recreational routes and car. New car parks should be located where vehicles would not increase traffic generation at Smithy Bridge and Lakeside Road. Improved connections should be made with Littleborough and Smithy Bridge rail stations and the Rochdale Canal.

9. Healey Dell, Rochdale, where we will:

- a)** Promote and enhance improved facilities and linkages into and through Healey Dell to connect with the wider countryside and inner Rochdale.

10. Middleton town centre, where we will:

a) Promote the heritage of the Conservation Area north of the town centre, based on the architecture of Edgar Wood, the historic Parish Church and Grammar School, and the park and cemetery;

b) Promote its diverse countryside and woodland assets.

11. Rochdale town centre, where we will:

a) Promote the heritage attractions of the Town Hall, Broadfield Park and the Municipal Gardens, and the Toad Lane Pioneers Trail linked through to the river (based on proposals in the Rochdale TC Masterplan - see policy E1R);

a) Ensure that new retail and leisure development complements and relates well to the above assets.

Rochdale Borough has the ingredients for a strong visitor offer with fascinating heritage and some attractive countryside. Whilst the visitor sector contributes significantly to the local economy, it is recognised that there is still great potential for growth. Tourism is recognised as a area for economic growth in the Regional Economic Strategy. Greater Manchester has a key role to play in the development of the visitor economy and is one of the 4 lead brands identified by NWDA to promote tourism in the North West. The borough is also a major gateway into the South Pennines, which is actively enhancing and promoting tourism and recreation based on the moorland, reservoirs and industrial heritage.

Rochdale has a priority to increase the visitor economy to £373m by 2012, and increase employment in the sector to 5, 700 (Visitor Strategy, RMBC, 2007) by developing a high quality, sustainable tourism industry and visitor economy.

The Rochdale Borough Renaissance Masterplan identifies the need to enhance the role of the borough in the visitor economy and to reposition the borough as a major tourist destination. Although some of the borough's assets are well known there are others which could benefit from further development and promotion.

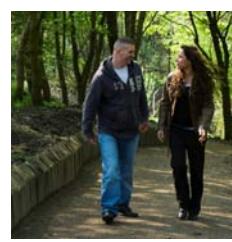
The visitor economy in the borough includes both facilities and attractions within the urban area and outside the urban area in more rural locations such as Hollingworth Lake and the South Pennines Moors. Priorities for the rural visitor economy are addressed in policy E5 "Diversifying the rural economy" which is outlined below.

Question 16

What are your views on our policy for encouraging the visitor economy?

E5 - Diversifying the rural economy

The rural landscapes and communities of the borough cover approximately two thirds of its total land area and include 1.6% of the population. The rural areas support a wide range of economic activities and provide key services and infrastructure for the borough and Greater Manchester. This includes agriculture, forestry, minerals, waste, energy, water, tourism and recreation. A robust and diverse rural economy is essential to keep and provide a high quality and sustainable landscape and townscape. This, in turn, will contribute to the wider economy and provide a sense of place and quality of life for both the borough and wider city region.

**E5 - Diversifying the rural economy**

We will strengthen and diversify the rural economy, in particular in the north of the borough, by supporting proposals where they are in line with national green belt and local protected land policy.

We will support development, outside the urban area, where it:

- a) Has high quality design that protects and enhances landscape and townscape quality and character, biodiversity and any specific cultural or historic attributes of the site or its surroundings;
- b) Enhances the South Pennine Moors landscape including the role of key rural settlements, facilities for tourism, recreation and associated products and services for local communities and visitors;
- c) Improves the recreational and tourist value of the Rochdale canal, Hollingworth Lake, the Roch Valley Corridor, Pennine Way and Pennine Bridleway and other strategic tourist and recreational routes and sites;
- d) Creates stronger physical and economic linkages between urban and rural areas through improved local food production, processing and marketing, access for tourism and recreation, woodland and landscape enhancement, environmental infrastructure and services;
- e) Re-uses redundant farm buildings and mills, and derelict, underused or neglected land for new rural business activity including creative, digital and emerging media industries, renewable energy, and other environmental technologies which contribute to a sustainable low carbon economy where proposals are in line with national Green Belt policy;
- f) Does not result in fragmentation or make movement difficult between of existing viable farm units, and does not cause pollution or other environmental problems which may adversely affect farming; and
- g) Does not result in the loss of agricultural land, particularly the best (grade 3a and above), unless there is an overriding strategic need for development and no appropriate land elsewhere.

The rural areas of Rochdale are varied and diverse in character. They include both the uplands of the South Pennines (in the north) and the open pasture land and river valleys of the Urban Mersey basin (in the south). Within the upland areas the population is small and scattered, with the agriculture mainly sheep grazing. Increasingly renewable energy, including wind farms, is important. The area is also highly accessible for tourism and recreation and includes both the Pennine Way and the Pennine Bridleway. Close to the urban areas of the borough, horse stabling and grazing is becoming important, particularly in the most accessible locations.

The most south westerly parts of the borough, mainly between Middleton and Heywood townships, are flatter more open valleys with some of the best agricultural land used for grazing and dairy farming.

The rural economy of Rochdale is closely linked with the urban economy, due to the influence of commuting, recreational visits, leisure activities and local food production. Parts of the non-agricultural rural economy are the same as that in the urban economy, and may choose a rural location because it can provide cheaper accommodation.

Littleborough is a key service centre for the rural economy in the north, providing goods, services and transport links for the surrounding rural areas and the visitor economy. Other smaller service centres include Milnrow, Norden and Wardle. The local authority is a member of Pennine Prospects, the rural regeneration company for the South Pennines and works with the Commission for the New Economy in

Greater Manchester helping to deliver Greater Manchester rural objectives. The Greater Manchester conurbation has a rural programme under Rural Development Programme England. This recognises the contribution of the borough to the rural economies of Greater Manchester, extending to West Yorkshire and East Lancashire. There is a strong tourism brand in Greater Manchester including Manchester's Countryside branding and website in which Rochdale Council is a founding partner and active member.

The North West Regional Economic and Spatial Strategies support the development of sustainable food and farming and increasing the economic potential of rural areas through farm diversification, tourism development and the identification of rural service centres. In supporting the rural economy, regional policy also requires that the landscapes and heritage of rural areas are protected. The Greater Manchester Rural Economic baseline report (EDAW, 2008) identifies that there is the potential for significant growth in the rural economies of Greater Manchester, particularly in the following sectors:

- creative, digital and ICT;
- food and drink; and
- tourism and hospitality (see policy E4).

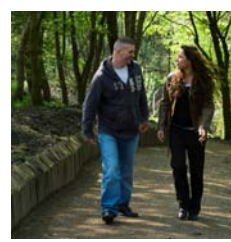
The Rochdale Borough Renaissance Masterplan and the Community Strategy, and the delivery plans for Pennine Edge Forest and Pennine Prospects highlight the importance of the rural setting of the borough and the wider South Pennine desire to “offer the best of urban and rural living”.

Priority areas for increasing jobs and prosperity and strengthening the rural and visitor economy include Littleborough and Hollingworth Lake as a part of the South Pennine Moors gateway, the Rochdale Canal, Pennine Way and Pennine Bridleway. There will also be additional areas where investment in the visitor economy and related services would be appropriate including the Ashworth Valley, Watergrove Reservoir and the Roch Valley (See E4).

Question 17

What are your views on our policy on diversifying the rural economy?

The **next chapter** sets out our policies for creating successful and healthy communities.



7 Creating successful and healthy communities (SO2)

Introduction

Creating successful and healthy communities is about developing good places to live and encouraging community cohesion. It is the key to retaining existing residents, attracting new residents and accommodating the wide range of age groups, family sizes, ethnic groups and income levels that are necessary for diverse and successful communities.

There are a large number of different aspects to what makes a good place and these are covered in the spatial strategy and within the other sections of this document. This includes access to a range of employment opportunities, thriving town centres and local centres, good accessibility, quality open spaces and attractive countryside. This section focuses on the quality and range of housing, access to key services, facilities which improve and add to our quality of life and the importance of feeling safe and secure.

C1 - Delivering the right amount of housing in the right places

It is important that sufficient new housing is provided to support local and township needs. We need to provide a choice of homes in attractive, safe and successful neighbourhoods and achieving this will help to support economic development and regeneration.

Responses to the Issues and Options report generally support the approach of seeking to achieve the number of new homes set out in the Regional Spatial Strategy⁽²⁸⁾ (RSS) but with an adjustment to account for underperformance in the period 2003-2009. In terms of location, many of the responses supported the focus of new development to sites in accessible locations and that help to deliver regeneration.

C1 - Delivering the right amount of housing in the right places

1. Spatial approach to delivery

We will provide sufficient land up to 2026 to deliver 450 additional dwellings per year to assist in the creation of successful communities and meet the requirements of RSS. This new residential development will:

- a) Focus on delivering regeneration areas as broad locations for new homes;
- b) Be on sites that are well related to the key economic growth corridors and town centres;
- c) Maximise the potential of previously developed sites within the urban area in the south of the borough;
- d) In the north of the borough, only be on previously developed sites which are currently committed or where housing development would assist regeneration;
- e) Include the development of greenfield sites in the south of the borough where they are part of major regeneration initiatives / programmes or through phased greenfield land release in sustainable locations; and
- f) Be in accessible locations with good access to local services, facilities, shops, jobs, schools and public transport.

28 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)

These new homes will be delivered through existing commitments, key strategic sites and specific site allocations in the Allocations Development Plan Document (DPD). The overall aim is to achieve a minimum of 80% of new housing development on previously-developed sites.

The major regeneration areas, key strategic housing sites and potential greenfield sites where a large amount of this new housing will be provided are set out below.

2. Regeneration Areas

In the south of the borough, there will be a focus on the delivery of new homes in order to meet housing requirements and support the development of successful communities in the following regeneration areas:

- a) Central Heywood (includes town centre) – 950 dwellings;
- b) East Central Rochdale – 150 dwellings;
- c) Milkstone & Deeplish & Newbold (including Oldham Rd corridor & canal basin) – 400 dwellings;
- d) Kirkholt – 1025 dwellings;
- e) Langley – 600 dwellings;
- f) Rochdale Town centre – 175 dwellings;
- g) Falinge, Spotland and Sparth; and
- h) East Middleton

All proposals in these areas will have to be in accordance with any approved Supplementary Planning Documents and Masterplans.

More detail about these areas is given under policy C2 and the Township plans (section 11).

3. Key strategic housing sites

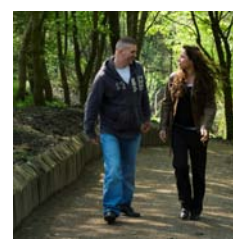
We will seek to deliver key strategic housing sites through the allocations DPD. The delivery of these sites will provide a large number of new dwellings and regeneration benefits. These sites are identified in the Strategic Housing Land Availability Assessment⁽²⁹⁾ (SHLAA) and either have an existing planning permission, have previously been allocated or are newly identified. A list of these sites, which are shown on the Key Diagram, is given at Appendix 1.

4. Potential release of Green Belt and reserved land

We have identified areas outside the urban area in the south of the borough where new residential development, either on its own or as part of a mixed use development, could come forward over the Core Strategy period. These are:

- a) Land east of Manchester Road (Collop Gate Farm), Heywood- Potential residential development as part of a wider employment led mixed used development in the Green Belt including new link road (Policies E3, R2);
- b) Land north of Langley Lane, Middleton - Reserved for residential development as part of a potential mixed used development (Policies E2, R3); and

29 Rochdale MBC Strategic Housing Land Availability Assessment – as at April 2009 (October 2009)



c) Land between Oldham Road and Broad Lane, Rochdale - Reserved for new housing in proximity to Kingsway Business Park but phased to take account of adjacent regeneration areas in Kirkholt and Milkstone, Deeplish and Newbold (Policy R3)

We will allocate these sites through the Allocations DPD for phased release to meet demonstrated need up to 2026.

All new residential development will be expected to comply with the sequential approach and general development management criteria outlined in policies SP5 and DM1.

The RSS requires us to provide an additional 400 homes per year in the borough between 2003 and 2021.

The delivery of this annual additional requirement is equivalent to 7200 additional homes in the period 2003-2021. If the requirement in RSS is continued to 2026 to fit in with the period covered by the Core Strategy, this means 9200 additional homes need to be provided between 2003 and 2026. Because of high levels of clearance in the period 2003-2009 the borough has not been meeting the RSS requirement, with 1456 net completions over that time. This means that in the period 2009-2026 there will be a need for 7746 (i.e. 9200 – 1456) additional homes in the borough which means building 456 additional homes a year.

The focus for the location of these additional homes, as outlined in the policy, is based on the following:

- Regenerating inner areas, town centres, large outlying single tenure estates and other communities through new housing;
- Providing more quality in terms of housing choice to promote economic growth, broaden the appeal of those areas currently suffering from poor image and where the existing housing fails to meet local needs and aspirations;
- Promoting the reuse and regeneration of vacant and underused previously developed sites, particularly those which currently detract from the quality of the residential environment and offer the opportunity to create sustainable communities; and
- Focusing only on those locations outside the urban area which provide the best access to a range of services, jobs and facilities.

The table below gives the results from the Council's latest Strategic Housing Land Availability Assessment (SHLAA) split between the north and south of the borough. The SHLAA provides details of individual sites and broad locations and demonstrates that the RSS requirement for the borough can be met.

Table 3 SHLAA 2009 - North / South split

South		
Sites under construction	650	76.5%
Sites with permission	3008	
New identified sites	1899	
Regeneration areas	3325	
	8882	
North		
Sites under construction	231	23.5%

South		
Sites with permission	1266	
New identified sites	1232	
	2729	
Total	11611⁽¹⁾	

1. Figure does include 922 dwellings currently predicted to come forward immediately after 2026

The intention is to maintain this split of housing delivery between the north and the south to focus on those areas in need of regeneration and which are more accessible. The percentage figure for the north in the table does include several large regeneration sites at Birch Hill Hospital, Dearnley; TBA, Rochdale; Akzo Nobel, Littleborough and Dyehouse Lane, Smallbridge.

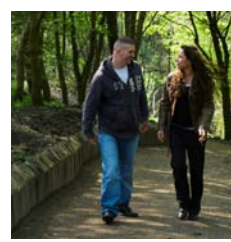
Since the RSS requirement is a net figure it is also necessary to consider the impact of clearance. Many regeneration areas where new housing is proposed will also have some demolition to provide better housing. To take account of this a clearance figure of 100 per year is considered appropriate and so there is a need to build around 550 homes per year (9350 in total) to meet the RSS requirement to 2026.

The SHLAA shows a significant surplus of available land against the RSS requirement (11611 compared with gross requirement of 9350), even taking account of the need to replace homes lost through demolition and the fact that a small proportion of these homes are predicted to come forward immediately after 2026. Therefore it should be possible to meet the housing targets whilst still retaining a focus on regeneration and the development of previously developed land. However, in order to provide further certainty that the housing supply will be sufficient and potentially widen the choice of housing sites in the south of the borough, some greenfield land outside the urban area has been reserved for residential development (see below). Given the recent low level of net completions the apparent oversupply of available land is unlikely to result in a significant oversupply in terms of completions. Also the requirement in RSS is not a ceiling.

The key priority regeneration areas are supported through the Housing Market Renewal and New Deal for Communities programmes and have been identified as Regeneration areas on the Key Diagram. They are a high priority for new housing throughout the Core Strategy period in recognition of the role that new residential development can play in supporting economic growth and attracting and retaining residents.

There are also a number of key strategic housing sites, most of which are identified on the Key Diagram and are important in terms of regeneration and providing housing choice. These individual strategic sites, along with the housing delivery in regeneration areas, form a key element of the Council's housing land supply. The capacities given for these sites reflects available information in relation to a previous or existing planning permission or is an estimate based on the area of the site that can be developed.

The only greenfield sites likely to be required (over and above those with existing planning permission) will be those necessary to deliver the regeneration areas and other identified major regeneration initiatives / delivery programmes. A number of these are already included in the assumed capacities for the regeneration areas. Although, as stated above, the information from the SHLAA suggests that the housing requirement can be met without major greenfield land release, three possible sites have been reserved which could provide new housing over the plan period if required. Two of these areas are mixed use areas whilst one would be solely residential development. At this stage the number of new homes that could be provided on these sites is unknown as it will depend on the mix of uses and the area of land that can be developed. To give some indication of potential capacity on these sites, the estimates are 250 dwellings on Land east of Manchester Road (Collop Gate Farm), Heywood, 150 dwellings on land north of Langley Lane and 250 dwellings on Land between Oldham Road and Broad Lane. The need



to release these sites will be considered as part of the plan, monitor and manage process based on progress towards meeting the RSS requirement. These sites will be subject to detailed policies within the Site Allocations DPD, which will outline phasing and the criteria required for their release.

Question 18

What are your views on our policy of delivering the right amount of housing in the right places?

Developing new housing to create successful communities



C2 - Focusing on regeneration areas

Housing led regeneration is necessary in some areas of the borough to tackle social and economic deprivation and improve the quality of life for existing and future residents. This is being tackled in some areas through Housing Market Renewal and other initiatives such as New Deal for Communities. At present the regeneration priority areas for new housing delivery are: East Central Rochdale; Milkstone & Deepdish & Newbold, Rochdale; Kirkholt, Rochdale; Langley, Middleton; and Central Heywood.

In addition to these areas the redevelopment of Rochdale town centre provides the opportunity to deliver new homes. The areas of Falinge, Spotland and Sparth close to Rochdale town centre and East Middleton are also in need of regeneration.

Whilst these areas have distinctive local issues, the principal objectives are to broaden the quality and choice of housing, to improve the local environment and to create better patterns of land use e.g. not having housing next to 'bad neighbour' employment uses. Tackling these issues will help to create successful neighbourhoods which have broader appeal and consequently strengthen the local housing market.

C2 - Focusing on regeneration areas

We will focus regeneration and the delivery of new homes in the following areas:

- a) **Central Heywood (includes town centre) – 950 dwellings**

In this area we will:

- i) Deliver additional dwellings for sale and rent, predominately in Back o' th' Moss and south of the town centre;
- ii) Redevelop incompatible employment uses in residential areas south of the town centre e.g. Boots Warehouse and the Rope Works;
- iii) Develop a new leisure village on to replace existing facilities on West Starkey Street
- iv) Improve the town centre, including public realm; and
- v) Improve the quality of open space within these areas, including links to the wider Roch valley.

b) East Central Rochdale – 150 dwellings

In this area we will:

- i) Deliver additional homes of a type and design which better matches local need;
- ii) Create new community facilities to serve the wider area including the creation of a community 'hub' on land off Belfield Road;
- iii) Provide new, better quality employment opportunities as part of the economic growth corridor (Policy E3);
- iv) Provide a replacement central leisure facility; and
- v) Create better quality open spaces and links to the River Roch Corridor.

c) Milkstone & Deeplish & Newbold, Rochdale (including Oldham Rd corridor & canal basin) – 400 dwellings

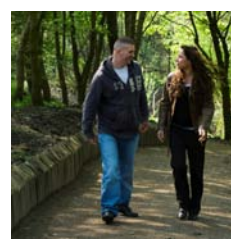
In this area we will:

- i) Provide additional homes on vacant and underused sites and through redeveloping incompatible employment uses in residential areas;
- ii) Create better quality employment premises within existing employment areas, particularly in the area east of Oldham Road as part of the economic growth corridor (Policy E3);
- iii) Improve the areas around Rochdale station, Oldham Road corridor and the canal corridor; and
- iv) Create high quality links to both the town centre and Kingsway Business Park

d) Kirkholt, Rochdale – 1025 dwellings

In this area we will:

- i) Remove obsolete housing and replacing it with high quality housing of an appropriate type, size and tenure;
- ii) Maximise opportunities on other development sites within the estate include vacant / surplus school sites (Hill Top, Balderstone and Queensway Primary) and underused, poor quality open space;



- iii) Improve the local centre and other community facilities;
- iv) Create a network of better quality open space including improvements to Balderstone Park and links to wider countryside; and
- v) Provide better access to job opportunities in the adjacent economic growth corridor (Policy E3).

e) Langley, Middleton – 600 dwellings

In this area we will:

- i) Deliver a range of high quality housing, mainly for sale, to widen tenure choice within the estate;
- ii) Maximise opportunities on other development sites within the estate include vacant / surplus school sites and underused, poor quality open space;
- iii) Improve the local centre and other community facilities; and
- iv) Create a high quality green space network, including a green corridor from Hollin Lane to the local centre.

f) Rochdale Town Centre East – 175 dwellings

In this area we will:

- i) Deliver new apartments a part of the retail led mixed use redevelopment of the town centre (Policy E1).

g) Falinge, Spotland and Sparth, Rochdale

In this area we will:

- i) Improve the residential environment including new high quality housing where opportunities occur;
- ii) Improve the health and well being of existing residents;
- iii) Enhance community facilities and improving access to training and jobs within wider economic growth corridor (Policy E3);
- iv) Create a better local environment with safer and easier access to Rochdale town centre, areas of open space and surrounding neighbourhoods; and
- v) Enhance and respecting the important local heritage of this area of the town.

h) East Middleton

In this area we will:

- i) Provide good quality housing on available brownfield sites, notably around Middleton Junction and Glen Grove;
- ii) Improve the Oldham Road and Grimshaw Lane corridors;

- iii) Develop a comprehensive approach to the land around British Vita including new housing and employment development (see policy EC3 economic growth corridors), improved open space and river;
- iv) Enhance the quality of existing employment areas; and
- iv) Improve access and facilities at and around Mills Hill station to raise its profile as Middleton's train station including facilities for park and ride.

Regeneration work is underway in most of these areas. Many also have clear strategies and masterplans for how they will be improved. East Central Rochdale also has an adopted SPD⁽³⁰⁾ and it is intended to produce SPDs for Heywood and Milkstone & Deepdish & Newbold. Further information on strategies, masterplans and SPDs is given in the Background Paper.

The capacities for these areas are best estimates based on existing masterplanning work and the scale of opportunities in these areas to deliver new homes. The Falinge, Spotland and Sparth and east Middleton regeneration areas are at an early stage in terms of identifying regeneration outputs and therefore there is no estimate for the number of new dwellings that could be delivered.

These regeneration areas are shown on the Key Diagram and Township plans (section 11).

Question 19

What are your views on our policy of focusing on regeneration areas?

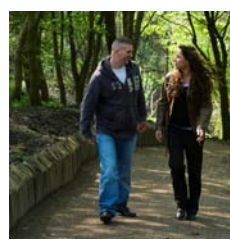
C3 - Delivering the right type of housing

It is important to provide an appropriate choice and mix of housing. Widening housing choice broadens the appeal of an area and assists in meeting the needs of existing residents as well as attracting new residents to the borough and is consequently a key factor in supporting economic growth and prosperity. Many areas are dominated by a specific housing type or tenure. In particular there are large concentrations of older terraced properties and large social rented estates. Providing a variety of housing not only helps to meet needs and aspirations but also reduces the risk of housing market failure often experienced by districts with concentrations of particular housing types.

It is also important to make efficient use of the land available for residential development through increased density of new development. Well designed housing can deliver the right type of homes whilst making efficient use of land.

Responses to the Issues and Options report supported a more positive approach to delivering the right types of housing. They considered that the provision of a greater choice and mix of size, tenure and high quality housing is fundamental to facilitating economic growth and supporting regeneration. However, the provision of choice and mix of new housing should be flexible enough to respond to market conditions and local factors and influences. The general view on densities was they should have regard to the locality of each site.

30 East Central Rochdale Area Framework Supplementary Planning Document (May 2008)



C3 - Delivering the right type of housing

We will deliver the right types of homes to meet the overall needs and aspirations of the borough in the following ways:

1. In the **south of the borough**:

- a) All new development will be expected to provide housing types that take account of local needs and aspirations;
- b) Within the East Central Rochdale, Milkstone & Deeplish & Newbold and Falinge, Spotland and Sparth regeneration areas there will be a particular emphasis on larger, 3 and 4 bed family housing, including affordable housing, to address issues of overcrowding and widen housing choice;
- c) Within Heywood, Kirkholt, Langley and east Middleton regeneration areas the emphasis will be on a mixture of housing with an emphasis on good quality family housing to attract new residents and retain existing residents;
- d) Elsewhere in Heywood, Middleton and Rochdale the focus will be on higher value housing to retain and attract residents (e.g. south Heywood, Castleton, Kingsway and Broad Lane);
- e) All development will be expected to be at a minimum density of 30 dwellings per hectare with higher densities (50 dwellings per hectare and above) limited to sites in and around Rochdale, Middleton and Heywood town centres; and
- f) Higher densities may also be appropriate along major transport corridors, the Canal corridor, and key local centres.

2. In the **north of the borough**:

- a) All new development will be expected to provide housing types that take account of local needs and aspirations but with an emphasis on larger, higher value housing;
- b) Development will be expected to achieve a minimum density of 30 dwellings to the hectare with higher densities (50 dwellings per hectare and above) limited to sites in the centres of Littleborough and Milnrow and the canal corridor; and
- c) Densities below 30 dwellings to the hectare will be allowed if they are seeking to deliver dwellings of a type and size that are currently in short supply across the borough.

We will also provide housing on appropriate sites to meet the needs of specific groups including older people and other vulnerable groups.

We will expect all new development to be of a high quality in terms of design and layout. (Policy P3).

The Greater Manchester Strategic Housing Market Assessment published in December 2008 shows that within the North Eastern housing market area (which includes Rochdale along with Oldham, Tameside and part of North Manchester) there is demand for all types of properties, except terraced. It adds that there is above average demand for detached and semi-detached homes reflecting the comparatively low supply of these properties currently. Therefore to create and maintain a more attractive housing market it is important to deliver these types of properties as well as meeting local housing needs.

In terms of density it is important that higher density development is focused in those areas that can sustain higher densities. This includes accessible sites in and around town centres, sites on or close to high frequency bus routes and sites close to railway stations or proposed Metrolink stops. Exceptions to this could be: where the development relates to the conversion of an existing building; if a particular design solution is required on the site; to retain a building of heritage value; or to achieve regeneration and design objectives.

The population aged 65 or over in Rochdale borough is expected to increase by 38% between 2009 and 2026⁽³¹⁾ and therefore meeting the needs of older people in terms of housing provision will become increasingly important. There are also other vulnerable and special need groups identified in the Supporting People Strategy⁽³²⁾ that may have specific accommodation needs in terms of type, design, location and on-site facilities. If appropriate, new sites will be identified in the Allocations Development Plan Document to accommodate these needs.

Question 20

What are your views on our policy on delivering the right type of housing, including the density of development?

C4 - Providing affordable homes

The need for affordable housing has increased in recent years due to an ever-increasing gap between housing costs, particularly for owner occupation, and household incomes. This national trend is evident throughout much of the Rochdale borough area, but in particular in the terraced market (which is typically the entry level housing for home buyers). In the first quarter of 2002 average prices were around £39,000, however by the first quarter of 2009 the average price of terraced properties had risen to around £87,000 and had peaked at £104,000 in the last quarter of 2007⁽³³⁾.

The responses to the Issues and Options report acknowledged the need for a policy to deliver affordable housing but emphasised that this should be based on a robust assessment of viability in terms of the thresholds and targets being sought.

C4 - Providing affordable homes

We will seek affordable housing on all developments of 15 dwellings or more. The target provision for affordable housing is 7.5% of the total development sales value that is to be used to deliver an agreed number of affordable homes within the scheme.

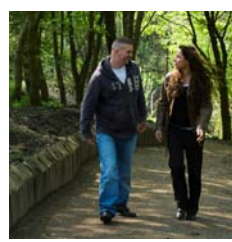
We will take the following factors into account when negotiating the level of affordable housing to be provided:

- a) Meeting local affordable housing needs;
- b) The availability of Social Housing Grant or equivalent;
- c) Whether the provision of affordable housing would prejudice other planning objectives with a higher priority; and

31 2006 based subnational population projections, ONS

32 Rochdale Borough Supporting People Strategy 2008-11

33 House price data - HM Land Registry

**d) The economic viability of the development.**

New affordable homes will be expected to be delivered in partnership with Rochdale Boroughwide Housing or a Registered Social Landlord. The types of affordable housing provided within a scheme will be agreed by the developer and the local authority based on local evidence.

Affordable housing should be provided on-site. An off-site financial contribution will only be accepted in exceptional circumstances. The level of off-site contribution will be calculated in the same way as on-site provision (i.e. 7.5% of the total development sales value).

More detail is included within the Council's Affordable Housing SPD, March 2008.

The Housing Needs Study Update⁽³⁴⁾ was completed for the borough in 2006 and highlights a shortfall for the whole borough of 451 units per annum. This shortfall is across all sizes of accommodation, with the largest shortfall being for two and three bedroom units. In terms of tenure the study shows that there is a need for both rented and intermediate housing (e.g. shared ownership).

Since this Housing Needs Study Update was published, the Greater Manchester Strategic Housing Market Assessment (SHMA) has been published which identifies housing need across wider housing market areas. This document shows significant need across the North Eastern Housing Market Area of 1,211 affordable homes per year, of which 299 are identified in Rochdale borough. This equates to 75% of our overall Regional Spatial Strategy requirement and therefore, whilst we cannot realistically meet all this need, it does support the above policy along with other potential programmes to deliver affordable housing e.g. delivering new Council housing.

A key issue in providing affordable housing is how it impacts on the overall viability of the scheme. In order to ensure that the viability of sites is not compromised the Council will be undertaking work to assess the deliverability of the affordable housing requirement. Any applicant seeking to reduce the affordable housing requirement will be required to demonstrate why this is necessary through a detailed financial appraisal of the scheme.

Question 21

What are your views on our policy on providing affordable homes?

C5 - Meeting the housing needs of gypsies and travellers

The Council currently operates a 27 pitch traveller's site at Chichester Street, Rochdale. The Greater Manchester Gypsies and Travellers Accommodation Assessment (GM GTAA) that was completed earlier this year shows a need for an additional 51 pitches within the borough in the period up to 2015. The draft Partial Review of the RSS⁽³⁵⁾ that is currently being consulted on sets out a requirement for 40 additional pitches up to 2016 along with a year on year 3% increase beyond 2016. Therefore new sites will have to be identified to accommodate this need in the Allocations DPD.

Comments on the Issues and Option report supported the use of a criteria based approach which would deal with the identification and allocation of sites and any unexpected demand which is encountered.

34 Rochdale MBC Housing Needs Study Update (2007)

35 Submitted Draft North West Plan Partial Review (4NW, July 2009)

C5 - Meeting the housing needs of gypsies and travellers

We will work with stakeholders and community groups to identify appropriate sites to meet the requirement for additional pitches within the borough. A site will be acceptable if:

- a) It would be acceptable, in terms of location and adjoining uses, for any form of housing in accordance with policy DM1;
- b) It is suitably located in terms of access to a range of services and local facilities;
- c) It is appropriately sited and is / can be designed in a way which respects the amenity of new and existing residents;
- d) It can be satisfactorily accessed from the public highway;
- e) There is appropriate provision for parking, turning and servicing on site; and
- f) It includes appropriate provision for landscaping in order to give structure and privacy and maintain visual amenity.

These criteria will be used both in terms of joint work in identifying sites and in considering planning applications for both Council and privately operated sites.

Evidence gathered in relation to the GM GTAA showed that there was currently no demand for travelling showpeople accommodation within the borough. The draft partial Review of RSS shows a small requirement for 5 pitches up to 2016. The need to provide for travelling showpeople will continue to be monitored and if local need arises any identified sites will be assessed using the above criteria and relevant good practice guidance. More details regarding delivery, consultation and ongoing monitoring will be included within the Councils strategy for gypsies, travellers and travelling showpeople. Work on this strategy will commence in autumn 2009.

In assessing the size and design of specific sites, proposals will be expected to demonstrate that they have taken account of the good practice guidance⁽³⁶⁾ published in relation to designing gypsy and traveller sites. This guidance also sets out those sites which are unlikely to be acceptable for locating new pitches and this includes those next to refuse sites, industrial processes or other hazardous places as this could have a detrimental effect on the general health and well-being of the residents.

Question 22

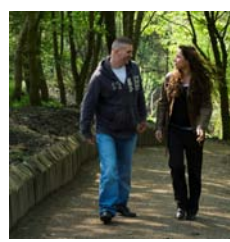
What are your views on our policy on meeting the housing needs of gypsies and travellers?

C6 - Improving health and well being

Improving the health and well-being of the Borough's residents is a high priority and objective of the Community Strategy⁽³⁷⁾. We are keen to turn round the borough's poor health record, particularly in some inner areas. We aim to make the whole borough a healthier and safer place where people live longer, have healthy lifestyles and have good access to quality health facilities.

36 Designing Gypsy and Traveller Sites Good Practice Guide - DCLG (May 2008)

37 Rochdale MBC - Sustainable Community Strategy - 'Pride Of Place' 2007-2010



Responses to the Issues and Options report sought a direct policy reference to sport and active recreation, both facility-based and informal, to promote more active and healthy lifestyles a related point was that new jobs and community facilities should be accessible by public transport, walking and cycling. We've reflected these points here and in related policies. Working with health providers, a programme of built facilities to meet needs over the next five years is supported and underway. Longer term provision of built facilities will be based on providing accessible facilities in locations where there is a need, and increased demand due to housing growth is expected, based on the Spatial Strategy, joint working with health agencies is underway to identify locations for built health facilities in the final Core Strategy.

C6 - Improving health and well being

The health and well being of the borough's population will be improved by ensuring:

- a)** New development and management of the environment makes a positive contribution to health and well-being;
- b)** Primary health care facilities are provided to meet demand in areas of greatest need (i.e. areas of growth and poorest health);
- c)** Health provision is easily accessible by walking, cycling or public transport; and
- d)** Our strategy overall promotes healthy lifestyles and increased activity.

We will do this by:

- i)** Managing and mitigating the effects of climate change by reducing atmospheric pollution, reducing risks of flooding, mitigating adverse microclimates and promoting tree planting. (Policies R1, R4-R7);
- ii)** Requiring buildings to be well designed and sustainable in order to make buildings more efficient, reduce use of raw materials, energy use and emissions, and reduce running costs. (Policy P3);
- iii)** Ensuring all new development protects the health and amenity of users and neighbours (Policy DM1);
- iv)** Improving housing quality and choice to improve living conditions and adapt to changing lifestyles and provide a sense of well being;
- v)** Not allowing the over-concentration of take-away food premises where they may cause a health problem;
- vi)** Promoting new and improved sport and recreation facilities, and improvements to recreational open space, in areas of deficiency and where health is a particular problem;
- vii)** Promoting more sustainable lifestyles through the provision of cycle lanes, and improved pedestrian routes, focusing on links to key recreational areas, important public transport hubs and town centres;
- viii)** Ensuring that development is located in accessible areas to reduce the need to travel and reduce air and noise emissions;
- ix)** Safeguarding existing and creating new natural habitats which can have beneficial effects on health;

- x) Encouraging well designed and managed places with variations of tenure, income level and age of population, adequate public spaces and amenities in order to promote socialisation, community cohesion, and reduce the fear and risk of crime. (See policy P3); and
- xi) Ensuring that new facilities (e.g. LIFT centres, joint service centres and Surestart) are planned to serve areas of likely population growth on sites accessible by public transport and close to local and town centres if possible. The following priority areas for provision of new facilities are shown on the Key Diagram.

Obesity, cardiovascular diseases and other lifestyle-related health risks are a problem in Rochdale.

Smoking, and obesity and inactivity particularly in children and young people, can lead to illnesses such as diabetes, heart disease, respiratory diseases, cancer and high blood pressure. Poor lifestyle choices such as bad eating habits and physical inactivity, along with poor access to essential services, have created a serious health problem for the borough. This Core Strategy must therefore promote public health through the provision of suitable health and other services and encourage healthier lifestyles.

Increased opportunities for cycling, walking and physical activity, better housing and employment and access to education and leisure opportunities can all contribute to improving health and well-being. This can lead to better social inclusion, a more productive workforce and a more prosperous and better quality of life in the borough.

This policy sets out the issues that we will consider in assessing and addressing health issues. It should be used with the other relevant policies indicated in the strategy.

More modern, high quality healthcare facilities are needed to support housing and population growth in Rochdale, Heywood and Middleton. The NHS Local Improvement Finance Trust (LIFT) initiative aims to deliver modern, high quality, sustainable and flexible buildings designed to meet the changing service needs of the NHS and social care agenda and to meet the greatest needs of the community such as regeneration areas and areas of deprivation. The locations of these LIFT centres are Alkington Health Centre in Middleton, Nye Bevan House in Rochdale, The Phoenix Centre in Heywood, Middleton Joint Service Centre (JSC) at Eastway, Middleton, Littleborough JSC in Rochdale and Centre for Hamer and Wardleworth. Additional LIFT programmes include Kirkholt and Ings Lane, but these are subject to funding.

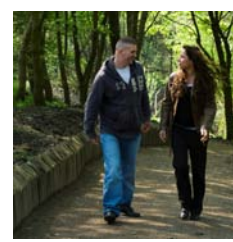
Heywood, Middleton and Rochdale Primary Care Trust has identified a need for the provision of joint up services to support people with complex health and social needs, linking existing care provided by hospitals, social services and GP services.

Question 23

What are your views on our policy on improving health and well being?

C7 - Delivering education facilities

Educational attainment of young people in the borough is below the national average and is particularly poor in some deprived wards. There is also a high proportion of the working age population with no qualifications. Education is therefore seen as a high priority to improve social and community cohesion and to improve skills and productivity to improve the prosperity of the Borough. Responses supported the need to ensure that education at primary and secondary level was closely related to areas of need and planned housing growth.



C7 - Delivering education facilities

In order to improve the overall levels of education and skills in the borough we will support, along with our partners, the implementation of strategies to provide new and improved educational facilities.

In particular, we will support the:

- a)** Development / replacement of secondary schools, in accessible locations on transport corridors, through the Building Schools for the Future programme (BSF);
- b)** Development of primary schools funded from the Primary Capital Programme (PCP) in locations that are accessible to the community they are intended to serve;
- c)** Growth of the university / college campus in Saint Mary's Gate adjoining Rochdale College;
- d)** Proposals for the Hopwood College Campus at Middleton, consistent with Green Belt policy; and
- e)** Development of Rochdale College and Rochdale Sixth Form at a combined site at Saint Mary's Gate and Middleton.

We will also:

- i)** Promote the re-use of redundant school sites, when they become available, to support regeneration priorities;
- ii)** Ensure that, where new schools are proposed, they are well designed, well related to neighbourhood services / amenities and easily accessible;
- iii)** Seek developer contributions and agreements towards the funding of employment skills, training, facilities and associated skills;
- iv)** Seek developer contributions to the cost of new school places; and
- v)** Create opportunities to access the natural environment to support life-long learning.

Our aim is to support the provision of high quality education and training provision to enable everyone to improve skill levels, productivity and incomes to encourage a growing workforce to meet regional job growth forecasts.

The authority has reviewed the need for primary and secondary school places and there is a need for more reception class places in each township from 2011 onwards, although that trend may not continue. At the same time, there is an opportunity to invest in building new schools to meet modern educational needs and improve levels of educational attainment. There are also opportunities to provide for wider community use of school facilities.

This will happen through the Building Schools for the Future Programme and Primary Capital Programme, and by negotiating planning obligations for additional facilities where needed to allow additional housing to go ahead. School expansion would most often be needed for the primary school sector, but additional provision may be required for nursery education for children aged 3+ and secondary schools.

The Community Strategy for the borough has identified an important role for Higher and Further Education Institutions in relation to encouraging innovation and technology transfer to develop knowledge based businesses. Investment in the right education and training facilities will encourage people to develop the qualifications and skills that are needed for business and enterprises. As such the Council will support

proposals for new provision for new education facilities as they emerge. The transformation of the borough's economy will require new skills and the appropriate training opportunities need to be provided in time. Targeted training and employment facilities will be used to create new training and employment opportunities for people and communities who are excluded from employment, particularly in area of greatest need and regeneration. This will help to raise economic activity levels and reduce benefit dependency.

The creation of the new Six Form College and expansion of Rochdale College at the Rochdale site will be critical to Rochdale role as the higher educational centre for the borough, but training can also be provided through the private sector and through legal agreements connected with major employment developments.

Question 24

What are your views on our policy on delivering education facilities?

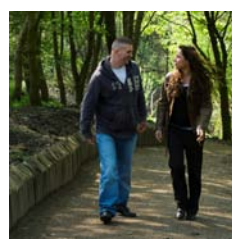
C8 - Improving community, sport and leisure and cultural facilities

These facilities are vital to our local communities and provide the services we need for our quality of life, e.g. access to public services, education, health and well being, leisure and enjoyment and community cohesion. They include council buildings, community centres and public halls, police, fire and ambulance services, youth centres, libraries, places of worship, care homes, child nurseries, and services provided by the voluntary sector. Sports and active leisure facilities such as sports halls, leisure centres, swimming pools, health and fitness centres are increasingly important in improving health and well being. Arts, cultural facilities and entertainment facilities e.g. theatres, other venues and museums are vital for residents, visitors and tourists to enjoy and are also essential to support local culture and heritage and improve the borough's image. Few comments were received at the Issues and Options stage although some concern was expressed in public meetings about the possible closure of community facilities, the lack of facilities for young people, the cost of travel to facilities and design and safety issues. A policy is therefore needed to provide new and protect existing facilities in appropriate locations.

C8 - Improving community, sport and leisure and cultural facilities

We will support the provision of built facilities in appropriate locations, following the sequential approach set out below, provided they are of a type and scale appropriate to the size of settlement, are accessible and support Core Strategy objectives. We will:

- a) Expect facilities that serve the borough as a whole and facilities that attract large numbers of people to be located within or adjoining Rochdale town centre;
- b) Expect facilities serving other towns to be located in or adjacent to town centres or local centres or highly accessible locations;
- c) Expect facilities intended to serve a local community or neighbourhood to be in or adjacent to key local centres;
- d) Encourage the development of shared service centres which, combine public services, health and community functions in modern accessible buildings;



e) Support proposals for facilities that are not appropriate in or adjacent to centres, or for which sites are not available, provided they are highly accessible by a choice of transport and do not harm the character or amenity of the area, and satisfy the following criteria:

- i)** It supports the visitor economy and is based on local cultural or existing visitor attractions; or
- ii)** it is a sports facility which supports a business use, is appropriate in an employment area, or supports an outdoor sports facility, school or related community/visitor facility; or
- iii)** it is, a community building or cultural venue based on specific local connections or demand.

f) Identify sites for key facilities in the Allocations DPD and provide guidance on opportunities for enhancing facilities in area based SPDs;

g) Work with agencies, services and businesses responsible for providing facilities to ensure that the needs and demands of communities are met Identify sites for new or extended facilities or protect existing facilities from development for other uses in the Allocations DPD;

h) Ensure that development and wider regeneration schemes contribute through land assembly and financial contributions, towards new or improved facilities where development will increase demand and there is a recognised deficiency; and

i) Implement as a priority the following schemes within or adjoining town centres:

Rochdale

- i)** New council offices;
- ii)** Cultural and community facilities in and adjoining the Town Hall; and
- iii)** Replacement indoor pool and leisure centre.

Middleton

- iv)** Shared service centre (health, council services and library).

Heywood Town Centre

- v)** Sports complex.

Littleborough

- vi)** Shared health centre (health, council services and library); and
- vii)** Cultural, arts centre.

Encouraging active and healthy communities through new or improved facilities



Consistent with our policy on centres and in the interests of sustainability, major facilities that attract a large number of people should be located in accessible locations such as town centres or local centres. Smaller facilities should be located close to existing centres where possible or close to the communities it is primarily serving. Where sites are not available in centres, other accessible locations will be acceptable subject to their impact on surrounding uses. Accessibility is a critical issue for most community facilities as they are by nature used by all groups in society including those without access to a car. The cost of using and accessing many leisure and sports facilities can be restrictive and discourage healthy lifestyles and therefore provision should be as accessible and local as possible. Young people and elderly can be disadvantaged in terms of accessibility to community facilities and accessibility by public transport and safe pedestrian routes is essential.

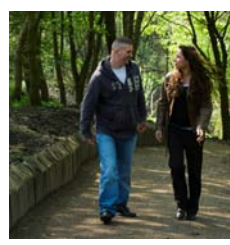
Focusing major facilities in our town centres not only ensures good standards of accessibility but also help to ensure vibrant and viable town centres. Major out of town leisure facilities are not encouraged. It is accepted that some facilities serve a very local need or will only be viable in locations outside centres but the policy seeks to ensure that their impact is not harmful on the surrounding area.

There is increasing demand for sport and fitness facilities and we will support proposals and their contribution to improving the borough's health and well being. These range from new large multifunctional centres, school sports facilities available for public use, to small gyms or specialist facilities in low cost accommodation. The policy will allow a flexible approach to the location of such facilities.

Some facilities are publicly funded whilst others are funded and operated by businesses. The Council and its partners are committed to securing more and better facilities by working with the private sector on major regeneration and development projects. The intention is to ensure that opportunities are taken to incorporate community facilities where they are complimentary and where demand is likely to increase as a result of the development and where there is currently a lack of quality facilities.

Shared centres where public health facilities, council offices, libraries, police and other services are in one building can be both cost effective and more convenient for the public and are therefore supported.

These schemes listed under h) above represent our current priorities in order to meet identified needs and potential opportunities in the short term but which will provide benefits over the long term.

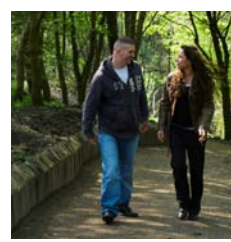


Question 25

Do you agree with this approach and what other options for improving community facilities should we consider?

The **next chapter** sets out our policies on improving design, image and quality of place.

Seven creating successful and healthy communities (so2)



8 Improving design, image and quality of place (SO3)

Introduction

Improving the 'quality of place' i.e. the live-ability and sustainability of our urban areas is a priority. We will do this by making development more attractive and sustainable, by making our environment cleaner, greener and safer, and easier to move around. In particular, residents wanted to see livelier, exciting town centres, more distinctive housing areas, public spaces that are used and well maintained, more innovative landmark buildings, greater use of heritage in regeneration and the re-invention of some older, tired areas by establishing new character through redevelopment.

We also want to make a step change in promoting better design and focusing improvements in highly visible locations e.g. gateways into the borough, town centres, characterless or unattractive transport corridors and at key attractions.

The Issues and Options consultation responses emphasised the importance residents place on local distinctiveness and maintaining the character of the towns and settlements within the borough. Its best landscape and townscape qualities are an asset but there are areas which are degraded, underused and of poor design quality which we want to improve. There was a consensus that some areas have a poor visual 'image' and that this may discourage investment in the borough, reduce its attractiveness as a place to live, work and visit and reduce design expectations and standards.

P1 - Protecting character and heritage

P1 - Protecting character and heritage

We will protect and enhance the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes. We will do this by:

- a) Requiring new development to integrate successfully with the key natural features of the borough, e.g. river valleys and the Pennine landscape;
- b) Requiring new development to take opportunities to protect and open up important views of hills and valleys which are part of the borough's unique character;
- c) Restoring the River Roch and other water bodies to their place as key and attractive features of the borough, including opening up waterways where they have been covered, and enhancing their setting and biodiversity potential;
- d) Protecting and enhancing outstanding heritage landscapes such as the Cheesden Valley area and the landscapes around Littleborough and Hollingworth Lake;
- e) Protecting and enhancing the most significant built heritage assets and requiring the very highest standards in all aspects of conservation and heritage, including:
 - i) the three outstanding conservation areas: central Rochdale, Middleton and Rock Nook;
 - ii) the borough's Grade 1 and grade 2* listed buildings;
 - iii) the borough's scheduled ancient monuments;
 - iv) the heritage of the Rochdale canal; and
 - v) the heritage of the railways.

- f) Conserving, promoting and interpreting the borough's other heritage assets such as grade 2 listed buildings, conservation areas and buildings of local interest, in accordance with national policy;
- g) Using heritage assets positively to regenerate areas, improve image and character and support the visitor economy;
- h) Prioritising the conservation of heritage assets at risk from either decay or development, and giving special attention to listed buildings and conservation areas; and
- i) Using development and regeneration schemes to introduce new identity and character in areas lacking character and vibrancy.

There are two principal natural landscapes in the borough; the Pennine landscape to the north and east and the more level sandstone plain leading to the edge of the city of Manchester to the south and west. The varied topography results in spectacular views from the hills onto the lowland areas and vice versa. All new development will be expected to protect, and where possible enhance, the natural landscape character. Protecting wider views when new development takes place can be achieved by tree planting between buildings, perimeter woodland planting for screening and the use of dark colours for roofing and other surfaces which have a significant visual impact in the landscape.

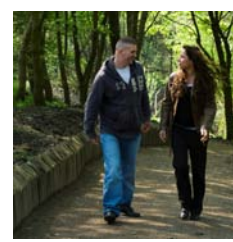
The borough's natural and man-made water features, including rivers, reservoirs, the Rochdale canal and mill lodges, are an important element of its character which should be protected and, where opportunities arise, enhanced. There are nearly 15,000 metres of culverted watercourses in the borough (Environment Agency 2007), with the main watercourse, the River Roch, covered for much of its length through Rochdale town centre; these 'hidden' sections of waterway are a lost part of the borough's landscape heritage, and policy will encourage their opening up wherever possible, and will discourage any future culverting.

Within the natural setting there are a number of heritage landscapes, individual or groups of historic buildings and other heritage assets that are spread out across the borough. Historic landscapes of particular significance are designated as outstanding heritage landscapes, and these areas are archaeologically superb and very important assets to the borough.

As well as the heritage landscapes and built heritage assets, the borough contains some important cultural landscapes which should be afforded the same protection and consideration if affected by new development. These include

- The heritage of the co-operative movement, which began in Rochdale (e.g. Toad Lane);
- The architecture of Edgar Wood and J Henry Sellers, mainly in Middleton;
- The heritage of the textile industry, which covers both rural and urban areas in the borough's river valleys, Rochdale canal corridor and South Pennine fringe; and
- The upland landscapes of the South Pennines which contain a wealth of heritage associated with, for example, the development of farming, water gathering and settlement.

Heritage assets, including listed buildings and conservation areas, need to be protected in line with Planning Policy Statement 15 and the related historic environment planning practice guide. The value of heritage assets in terms of their contribution to place making, image, tourism, regeneration and the economy, culture, education and social cohesion will be informed by historic environmental records (HERs), and urban historic landscape character assessment and as well as other studies and information and the views of local communities. Development affecting a heritage asset should assess the significance of the asset and the impact of the proposed development on it.



It is important that assets that are listed, registered or scheduled by Government or English Heritage are protected and conserved with regard to their interior, exterior, curtilage and setting, with those assets which are the subject of local designations, such as conservation areas and buildings of local interest being conserved with respect to their external appearance, character and setting. The conservation of archaeological assets should be proportionate to their significance and fragility. Of particular importance are listed buildings and conservation areas at risk to which special attention will be given.

Further detailed guidance for development affecting landscape character and significant heritage assets will be provided in Supplementary Planning Documents (SPDs). Historic Landscape Characterisation will inform the design and assessment of development proposals.

New development should respect the borough's character and heritage



Question 26

What are your views on our policy on protecting character and heritage?

P2 - Improving image

P2 - Improving image

We will improve the image of the borough through focusing improvements to the physical environment at highly visible locations, especially:

1. Key gateways into the borough (see Spatial Strategy key diagram);
2. Local gateways to centres, communities and attractions (see township delivery maps);
3. Those stretches of main transport corridors which are characterless or unattractive;
4. Town centres; and

5. Prominent sites and key visitor attractions.

We will do this by:

- a) Requiring especially high standards of design in new development demonstrating innovation and originality;
- b) Requiring major developments to incorporate art in the design of buildings and spaces or contribute to public art projects where developments:
 - i) Are over a hectare in size; or
 - ii) Are prominent developments in the above locations; where public art contributes to local character and image and has the support of the local community.
- c) Helping to 'green' the urban environment, for example by securing tree planting on sites and along streets and roads;
- d) Promoting the development of under-used land and buildings; and
- e) Creating people-friendly, vibrant public areas.

The borough's image in the minds of residents and visitors is important for quality of life and to encourage inward investment.

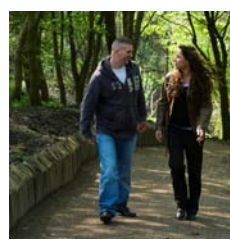
In line with the Borough Renaissance Masterplan⁽³⁸⁾, the Core Strategy promotes improvements to key gateways and corridors. Gateways are the main entrance points into the borough, usually related to road or rail, and corridors are the main routes through our towns. The key gateways and corridors are identified on the Spatial Strategy Key Diagram. As well as the gateways into the borough, there are a number of local gateways which identify access points into key community areas, business areas, landscapes, town centres and at prominent corridor sites. These are shown on the township delivery diagrams.

Public art can play a major part in re-enforcing the borough's character and distinctiveness and can be incorporated in many ways in developments and regeneration schemes. Developers will be expected to provide public art in the above locations and in major developments or make a financial contribution towards public art in the vicinity. Developers may be expected enter into a legal agreement e.g. planning obligation, possibly under a 'Percent for Art' scheme. We will produce a Public Art Strategy to provide further guidance.

Further 'greening' of our centres and urban areas is vital to maintain environmental quality and to reinforce the image of towns within the countryside and our green links between town and countryside.

Some prominent sites and public areas in the borough are not successful because they have no clear function, are not inviting places and are not well used. We therefore want to ensure that public areas are well defined, relate to the buildings and uses around them and have genuine interest.

38 Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005)



Good design can lift potential gateway sites and corridors



Eight improving design, image and quality of place (so3)

Question 27

What are your views on our policy on improving the image of the borough?

P3 - Improving design of new development

P3 - Improving design of new development

We will expect all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. This will be done by requiring all new developments to demonstrate they have satisfied the 'design principles' contained within the Oldham and Rochdale Urban Design Guide, Residential Design Guide and Public Realm Design Guide SPDs. The ten design principles for development are:

1. Character

Enhancing the borough's identity and sense of place, by respecting context and reflecting the colours, building materials and building forms which are characteristic of the wider areas where they are located, as well as connecting well with those wider areas.

2. Safety and inclusion

Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access.

3. Diversity

Providing variety, choice and interest in design, materials, cultural connections etc.

4. Ease of movement

Ensuring it is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles.

5. Legibility

Ensuring there are clear boundaries and routes so that users can easily find their way round an area or development.

6. Adaptability

Ensuring buildings can be easily adapted to meet future/alternative needs of occupants.

7. Sustainability

Minimising impact upon the environment, and adapting to the impact of climate change by, for example, maximising the benefits of passive systems for energy efficiency, incorporating features to promote biodiversity on the site, and incorporating measures for water conservation and reducing run-off.

8. Designing for future maintenance

Design buildings and spaces so that quality and appearance can be maintained over time.

9. Good streets and spaces

Have attractive outdoor spaces which people like and will use.

10. Well designed buildings

Ensuring buildings are designed to last, contribute to the townscape, and are attractive and functional.

It is also expected that new developments should adhere to 'Building for Life' standards, or equivalent.

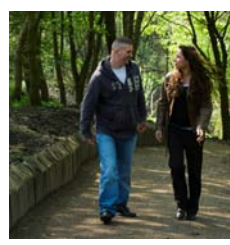
The SPDs listed below set out in detail the Council's expectations for new development in terms of design but development will need to have regard others that may be produced in future and which link to policies of the Local Development Framework.

- Urban Design Guides SPDs, September 2007
 - Urban Design Guide SPD, September 2007;
 - Residential Design Guide SPD, September 2007;
 - Public Realm Design Guide SPD, September 2007;
- Littleborough Town Design Statement SPG, 2005
- Guidelines and Standards for Residential Development SPG, 1995 and;
- Design Guidelines for Shop Fronts and Associated Advertisements SPG, 1995

Guidance in respect of the Council's requirements for landscaping will be contained in a future SPD as well as in the above documents.

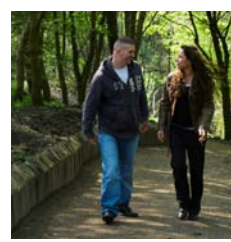
Question 28

What are your views on our policy to improve the design of new development in the borough?



The **next chapter** sets out our policies for conserving and managing the natural environment and resources.

Eight improving design, image and quality of place (so3)



9 Conserving and managing the natural environment and resources (SO4)

Introduction

The borough's environment is one of its strongest assets and we have a responsibility to protect and manage our land, minerals and water resources wisely in the interests of sustainability and meeting the plan's strategic objectives. We are also committed to tackling climate change and adapting to the impact of climate change. The Issues and Options consultation responses broadly supported this approach, although there is some concern that planning requirements in respect of energy efficiency and renewable energy requirements may impact on the viability of developments. However, there are clear targets and commitments which the planning system must deliver through requirements on new development. Another particular area of concern was in respect of large-scale wind turbine developments, and the impact they can have on the landscape.

R1 - Tackling climate change

R1 - Tackling climate change

We will take robust measures to address climate change and ensure growth does not increase CO₂ emissions. We will do this by:

- a) Locating new housing and employment development in areas which are sustainable, accessible and likely to minimise the need for travel or length of trips and by focusing growth and regeneration in accessible urban areas well served by public transport;
- b) Requiring the design and layout of development to maximise opportunities for energy efficiency, heating and cooling through the use of natural passive systems;
- c) Fostering decentralised and renewable or low-carbon energy infrastructure in areas where opportunities arise e.g. town centres and growth areas or where development is adjacent to a public building, requiring new developments to contribute towards and connect into this infrastructure as well as contributing towards the development of such infrastructure on a wider scale;
- d) Securing the highest standards of energy efficiency in new developments and lowest levels of CO₂ emissions as defined in government and local targets using energy efficient design, on-site renewable technologies and low carbon technologies;
- e) Encouraging standalone renewable energy developments that have no unacceptable impact upon the local area, its character and environmental assets and adjoining uses;
- f) Promoting sustainable means of transport such as cycling, walking and public transport, through all development and regeneration schemes;
- g) Promoting the efficient re-use of buildings, especially those of heritage value and the recycling of construction waste;
- h) Protecting the borough's peatlands, which act as a 'carbon sink', absorbing CO₂;
- i) Encouraging the opening up of covered and culverted sections of waterways, to help cooling;
- j) Promoting sustainable waste management through the operation of policies in the Core Strategy and Greater Manchester Joint Waste Plan;

- k) Expecting new developments to take opportunities to provide tree planting on site or, where this is not appropriate, to make financial contributions towards tree planting elsewhere, through planning obligations; and
- l) Securing planning obligations for energy infrastructure and climate change adaptation measures.

The UK is aiming for an 80% reduction in greenhouse gas emissions by 2050, and a reduction in CO₂ emissions of at least 34% against 1990 levels by 2020⁽³⁹⁾. This is mainly to tackle climate change. These are legally binding targets, reflected in the Regional Spatial Strategy (RSS)⁽⁴⁰⁾ for the North West. The borough is committed, through the RSS and through signing up to the Nottingham Declaration on Climate Change and National Indicator 186, to develop plans to tackle climate change and reduce CO₂ emissions. There are also impacts of climate change which are already unavoidable, whatever happens⁽⁴¹⁾. The Council is committed to adaptation to these impacts, in particular through its adoption of National Indicator 188, and measures to promote adaptation include allowing natural flood management to take place, careful consideration of flood risk and the 'greening' of the urban areas.

The reduction of energy demand will be promoted first and foremost, over and above the promotion of renewable energy. This can be achieved by ensuring that the development maximises energy efficiency through its siting, layout and construction and the use of natural passive systems such as solar gain, natural lighting and natural ventilation. Green roofs and green walls should be incorporated into developments where appropriate.

The Association of Greater Manchester Authorities (AGMA) has commissioned a study to develop a decentralised and zero carbon energy planning framework for the 10 Local Authorities, and it will assist with the identification and implementation of local solutions (for particular areas such as strategic sites and 'character areas') including decentralised low and zero carbon infrastructure opportunities (e.g. combined heat and power CHP). Other LDF documents may include energy requirements and provide guidance on developer contributions for energy infrastructure.

Consideration of the impact of standalone renewable energy developments should cover not only the developments themselves but any associated infrastructure. Cumulative impacts should be taken into consideration. For wind power developments, full consideration of the impact of any proposal including construction, vehicular access, visual and physical impacts and the effect on local residential amenity will be sought by the Council through a detailed statement of the environmental effects, to be submitted preferably at the time of application. The Council, working with neighbouring South Pennine local authorities, is carrying out a study of landscape capacity for wind power developments which will further help to inform and encourage new development in appropriate locations.

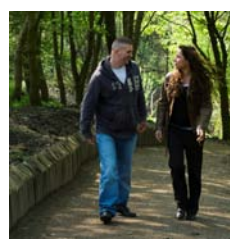
Trees and landscape features can help to absorb CO₂, provide shade and cooling and provide shelter for biodiversity to adapt to climate change. Developments should therefore contribute to increasing tree cover overall and 'designing in' soft areas to ensure long term adaptation to climate change as well as provide amenity and recreational benefits.

Further guidance on how policies dealing with climate change should be interpreted and applied, together with information on the use of planning obligations to secure adaptation measures is contained in Supplementary Planning Documents (SPDs).

39 Carbon Budgets Factsheet, HM Government, July 2009

40 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)

41 UK Climate Projections, ukcip 2009



Wind energy is just one of a range of renewable energy solutions



Question 29

Do you agree with the approach to tackling climate change?

R2 - Managing Green Belt

R2 - Managing Green Belt

1. General approach

We will continue to protect the following broad areas as Green Belt.

- a)** South of the borough: the urban fringe countryside in the south where its primary role will be to prevent neighbouring towns from merging (i.e. land between the towns of Rochdale, Middleton and Heywood and between those and towns outside the borough); and
- b)** North of the borough: the Pennine rural fringe to the north and east of the borough where its primary role will be to prevent encroachment into the countryside (i.e. land north of Rochdale and Heywood, east of Rochdale).

We will restrict development in the Green Belt in accordance with national policy.

2. Land release from Green Belt

In order to meet development needs up to 2026 and beyond, the limited release of land from the Green Belt will be necessary. Such land will not be released until an Allocations Development Plan Document (DPD) is prepared consistent with regional and sub-regional policy and which defines boundaries, permitted uses, and the development principles to be applied.

Our preferred area for release is in south Heywood (approximately 30 hectares in total) where development would not undermine the role of the strategic Green Belt between Heywood and Middleton and where development is supported within an economic growth corridor. The areas are:

- a) Land south of Hareshill Road, Heywood where employment should be the primary use; and
- b) Land east of Heywood Old Road, south of Hopwood, Heywood where mixed development will be appropriate (including offices, housing, open space and local shopping and community facilities).

When we allocate sites for development, we will ensure that:

- i) Development is consistent with policy E3 and C1 and can not be met within the urban area;
- ii) Areas are developed comprehensively and in a sustainable manner;
- iii) Development will not undermine the delivery of other allocated sites or regeneration objectives or release is phased based on need; and
- iv) Transport or other infrastructure necessary to serve the development, and where possible provide wider local benefits, can be delivered development.

3. Land additions to the Green Belt

We will consider the possibility of adding land to the Green Belt. Additions will only be appropriate where land clearly meets the purposes of Green Belts, result a defensible Green Belt boundary and where long term development needs have been taken into account alongside reviews of sub-regional and regional policy. Any additions will be identified in the Allocations DPD. Two significant areas we are considering putting in the Green Belt are:

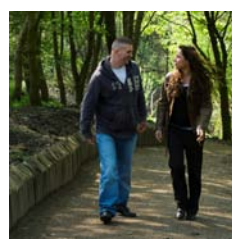
- a) Open land at Rhodes Green, Middleton; and
- b) Open land north of Hollins, around St Anne's Academy, Middleton.

4. Major existing developed sites in the Green Belt

We will permit infilling at major existing developed sites in the Green Belt as currently defined or reviewed by future DPDs. The redevelopment of existing major developed sites in the Green Belt other than those currently identified or identified in a future DPD, will not be permitted.

The borough's green belt plays a vital role in separating our towns and preventing development from encroaching into the countryside. It has played a major role in directing development pressures into our urban areas to assist regeneration. In green belt, the aim is to protect its openness and visual amenity and to apply a general presumption against development by assessing proposals against national policy (currently PPG2)⁽⁴²⁾. It is not appropriate to repeat that policy here. However, national policy must be interpreted and applied have regard to the character of the green belt, the pressures for development

42 Planning Policy Guidance 2 – Green Belts (ODPM, 1995)



and use and the opportunities to meet other policies of the Core Strategy. To guide the interpretation and application of national policy having regard to other policies of the Core Strategy, we may prepare Supplementary Planning Documents.

The Unitary Development Plan (Adopted June 2006) identified a significant number of existing major developed sites in the green belt where infilling or redevelopment is permitted. These sites form part of the character of the borough's green belt and it is sustainable to maintain these in productive use where they contribute to the landscape and where they can meet employment, housing or other needs in a sustainable way. As some sites have deteriorated and some have new potential for change or new uses, we will review these sites and include a revised policy included in the Allocations DPD.

With regard to changes to the green belt, the Regional Spatial Strategy for the North West (RSS) makes it clear that there is no need for any substantial change to the green belt in Greater Manchester before 2011 and beyond that substantial change should be guided by RSS. Thus significant changes to the Green Belt will be guided by a future review of regional and sub-regional policy.

There is evidence that all our development needs cannot be met within the urban area and on brownfield sites. Therefore peripheral land, including green belt, needs to be considered. The options for Green Belt release south of Heywood provide the opportunity to help meet the borough's employment land requirements within an economic growth area in line identified in policy E3. The scale of release is limited to a maximum of 30 hectares to ensure that the strategic gap between Heywood and Middleton can remain robust and defensible in future. The Allocations DPD will define exact boundaries, the range of uses permitted and how development and access improvements should be achieved. A number of other areas have been put forward for consideration by landowners and developers but these were rejected because their release would be likely to undermine the strategic role of the Green Belt in those areas, they would not support the spatial strategy or because development would have negative environmental impacts.

Question 30

What are your views on our policy for managing the green belt?

R3 - Managing other protected / reserved land

R3 - Managing other protected / reserved land

We will resist development on land outside the urban area not in the Green Belt unless:

- a) It is acceptable were it in the Green Belt; or
- b) It is within a location identified as reserved land within the Core Strategy (see below); and
- c) Is allocated for development within an Allocations DPD and satisfies the requirements of that policy; and
- d) There is evidence that land is required to meet development needs, that the area can be developed comprehensively and in a sustainable manner, and that the development will not undermine the delivery of other allocated sites or regeneration objectives.

Our preferred areas to be reserved for development if required by 2026 or beyond are:

- i) Land west of Broad Lane, north of M62, Rochdale (10 hectares);

- ii) Land north of Langley Lane, Middleton (14 Hectares); and
- iii) Land south of Bowlee, Heywood (limited to around 10 hectares)

There are areas of land outside the urban area and not in the Green Belt which have been protected for over 20 years for their amenity value and as a possible resource to meet future development needs. Whilst protected areas have some intrinsic open land value, not all provide a vital green infrastructure resource (e.g. for biodiversity, recreation, flood management, minerals etc.). They therefore provide a potential resource to meet future development needs which cannot be met within the urban areas or on previously developed land.

To ensure there is sufficient land to meet development needs it is important to identify broad areas that have development potential and are in good, sustainable locations. It is likely that some protected land will need to be released in the life of the Core Strategy. Three broad areas or options are identified below. The principle of reserving areas for future development has to be established in the Core Strategy but the exact boundaries, specific uses and development requirements will be set out in policies in a subsequent 'Allocations' DPD. Planning applications for the development of those areas will need to satisfy those policies.

Land west of Broad Lane would help meet long term housing needs in an area of high demand and where this could complement the regeneration of south Rochdale. The capacity of this area will be limited as lower density housing will be more appropriate and will need to be an appropriate distance from the motorway.

Land north of Langley Lane has potential to accommodate housing, employment or mixed development in the longer term to help satisfy future demand that cannot be met within the urban area of Middleton. Development here could also deliver new accessible open space and improve access to the wider countryside.

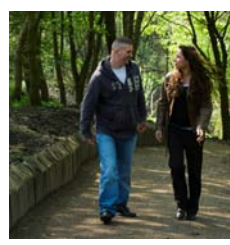
Land around Bowlee Middleton has potential for limited built development that could support the regeneration of Langley through widening job opportunities, securing improvements to Bowlee park, improving leisure and recreational facilities.

Question 31

- a) What are your views on the two 'preferred areas' of green belt release?
- b) What are your views on the two areas identified for possible inclusion in the green belt?
- c) What are your views on the three areas of currently protected open land being reserved for future development?
- d) Are there any other aspects of green belt policy that that should be covered in the Core Strategy?

R4 - Enhancing green infrastructure

Rochdale borough benefits from an extensive network of open spaces and green corridors which extend from the South Pennine Moors to the main urban centres through the river valleys, the Rochdale canal corridor and a series of parks, other open spaces and water bodies. This green infrastructure supports growth, the economy and borough's communities by protecting against risks from flooding and other



climate change impacts, and by providing quality of life benefits for the community. Representations on the Issues and Options tended to focus on the need for better recreational greenspace in certain parts of the borough and the need to focus on the quality and accessibility of existing greenspace.

R4 - Enhancing green infrastructure

We will sustain and enhance a green infrastructure network to support growth and regeneration, protect green assets and features, improve health and well being, and to tackle the impacts of climate change. We will also ensure that the network supports the sustainable growth of the Greater Manchester city region and links with the wider strategic network.

Our priorities will be to:

- 1.** Focus protection and enhancement on the principal river valleys and where strong connections can be made with other key green spaces including urban recreational and amenity open spaces, urban woodland, water bodies and the wider countryside;
- 2.** Provide high quality and accessible open spaces close to where people live and work to improve health and well being and opportunities for sport and recreation;
- 3.** Provide improved access to the countryside, using river valleys and green corridors; and
- 4.** Maximise the value of greenspace for managing environmental risks and responding to climate change, e.g. flooding.

A green infrastructure strategy will inform and support area based masterplans and initiatives, development proposals and associated developer contributions, regeneration programmes and environmental management schemes.

We will expect development proposals and other proposals affecting green infrastructure to satisfy the following:

- a)** Sustain or enhance locally distinctive townscapes and landscapes and the image of the borough;
- b)** Protect and enhance the character, accessibility, biodiversity and flood risk management role of the Roch Valley and other principal river valleys;
- c)** Avoid the loss of existing recreational greenspace unless suitable alternative provision is made;
- d)** Improve recreational provision in areas of deficiency, applying a standard of 2.1 hectares per 1000 population;
- e)** Contribute, in the case of housing developments to the provision of recreational open space to achieve the above standard;
- f)** Prioritise enhanced recreational provision by focusing on:
 - i)** Areas which are deficient;
 - ii)** Areas where health and well being is a problem and where greenspace can contribute positively to addressing the issue; and
 - iii)** Areas where it adds value to and can be delivered through development and regeneration proposals, and is supported by the local community.

- g)** Take opportunities to enhance greenspace corridors and their multifunctional role for recreation, amenity and wildlife, flood plain etc, and avoid the fragmentation of those corridors;
- h)** Protect and enhance key greenspace assets which are central to combating the effects of climate change in particular trees, woodland and blanket peat;
- i)** Protect ancient woodlands and hedgerows and support new woodland and tree planting, and in new developments, replace removed trees from a site at a ratio of 2:1;
- j)** Improve access to and within the countryside and the natural environment in particular the South Pennine Moors, the Pennine Way, Pennine Bridleway, Rochdale Way, National Cycle Routes, the Rochdale canal corridor, areas of managed countryside, greenspace corridors and the river valley network; and
- k)** Encourage innovation in the design and use of greenspace in developments and improvements to expand its potential functions.

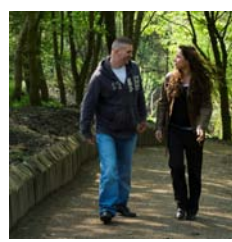
We want to protect and improve our greenspaces, ranging from gardens, street trees, public open spaces, woodlands, water bodies, river valleys and corridors to open countryside, not just for us to enjoy but for wider environmental reasons, to improve image and attract investment. Greenspace has an important strategic role in terms of managing flood risk, providing tourism and leisure opportunities and major environmental assets both at borough and Greater Manchester level. For example, the Roch Valley is the backbone of our local and sub regional network and the Core Strategy focuses on enhancing and managing this asset better in the future. The greenspace corridors identified in the Unitary Development Plan reflect a multifunctional approach to protecting and enhancing green infrastructure and this policy will be saved until the corridors are reviewed in the Allocations DPD.

The benefits of green infrastructure are recognised in the RSS for the North West and the Greater Manchester Spatial Strategy⁽⁴³⁾ as necessary to deliver sustainable growth and communities. A range of initiatives such as the Pennine Edge Forest are delivering enhancements to green infrastructure assets through regeneration of derelict and neglected land, enhancing urban green infrastructure such as street trees, hedgerows and woodlands and improving access to the countryside and promoting biomass opportunities.

New woodland planting will be encouraged and promoted in appropriate locations, to assist biodiversity climate change mitigation and for fuel (biomass). Planting should not have a negative impact on existing amenity or environmental values such as habitats or views. Ancient semi-natural woodlands and hedgerows are scarce and are priority habitats in the Greater Manchester and Local Biodiversity Action Plans. Guidance within the Biodiversity and Development SPD (January 2008) outlines approaches to including trees and woodlands within the design of development.

A Green Infrastructure Strategy will provide an evidence base and establish the priorities for delivering improvements within the context of other relevant strategies at local and sub-regional level. Sites identified for protection or improvement will be shown in an Allocations DPD.

43 Prosperity for All: Greater Manchester Strategy (AGMA, August 2009)



Open space should be high quality and accessible



Question 32

- a) What are your views on our policy for enhancing green infrastructure?
- b) Should standards for recreational open space provision be reviewed?
- c) Should standards be applied for other types of greenspace e.g. natural areas?

R5 - Increasing the value of biodiversity and geodiversity

Over two thirds of Rochdale borough is open space and countryside and includes significant areas of ecological and geological interest. Biodiversity assets include the internationally important South Pennine Moors, (which has rare bird interest and blanket peat) and the Rochdale canal (which has floating water plantain). The borough also includes significant wooded areas and habitats especially along the river valleys of the Roch and its tributaries, its woodlands, and waterside habitats, are connected or have the potential to be linked into to a wider Greater Manchester ecological network. The geology of the borough is dominated by millstone grit deposits of the carboniferous era which have shaped the moorland which surrounds the town, including the exposure at Blackstone Edge.

Issues and Options consultation supported protecting and enhancing biodiversity and whilst the importance of geodiversity was not a key issue in the consultation, it was suggested greater emphasis should be placed on the borough's geodiversity resources.

R5 - Increasing the value of biodiversity and geodiversity

We will ensure that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection and enhanced where possible.

Development proposals which would affect a species protected by law or its habitat will not be permitted unless it can be demonstrated that

- a) There is no adverse impact on the species concerned;
- b) Loss of, or damage to habitats is minimal or alternative habitat provision is effective in maintaining those species.

Development proposals affecting designated sites will be given appropriate protection according to their status and in accordance with policies in other development plan documents and supporting SPDs and Biodiversity Action Plans.

We will expect development proposals and improvements to:

- i) Enhance strategic wildlife corridors and the most natural areas and ensure that habitats and corridors are not fragmented by development;
- ii) Retain and enhance existing features such as ponds, wetlands, reservoirs, mill lodges, trees, hedges, wooded areas, meadows, flora and fauna. Important geology should be protected and interest and accessibility increased through sympathetic design;
- iii) Take opportunities to promote biodiversity and create habitats through using landscaping and building and construction features wherever possible (e.g. ponds, species of vegetation, green roofs and walls, bat boxes, roof space, appropriate nest boxes and landscaping);
- iv) Protect and include existing biodiversity within new developments, public realm and open spaces and meet the requirements of the, Biodiversity and Development SPD, Greater Manchester and Local Biodiversity Action Plans; and
- v) Where practicable, take opportunities for new features of biodiversity value within new developments.

We are required by regional policy (RSS policy EM1) to deliver an increase in the region's biodiversity through the development of plans and policies. New development has the potential to significantly contribute to this through good design and planning.

The Natural Environment and Rural Communities Act (2006)⁽⁴⁴⁾, requires local councils to have due regard for the conservation of biodiversity in exercising all of their functions.

The Greater Manchester Ecological Framework⁽⁴⁵⁾ will identify the main strategic opportunities to conserve and extend biodiversity interest in Greater Manchester. In Rochdale the core biodiversity interest is reflected in the protected site network, both statutorily and non-statutorily designations which will be maintained and enhanced through habitat improvements, links and buffering. The list of designated sites can change over time but currently includes:

Statutorily designed sites:

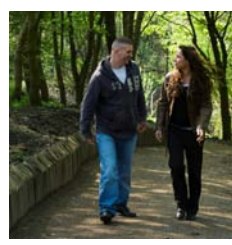
- Special Areas of Conservation and Special Protection Areas (South Pennine Moors and the Rochdale Canal);
- Sites of Special Scientific Importance (South Pennine Moors and the Rochdale Canal; and
- Local Nature Reserves (Hopwood Woods, Healey Dell and Alkington Woods)

Non statutorily designed sites:

- 43 Sites of Biological Importance (SBI's)

44 Natural Environment and Rural Communities Act 2006 – Section 40 'Duty to conserve biodiversity'

45 An Ecological Framework for Greater Manchester (AGMA, 2009)



Other key assets of interest include the wider South Pennines upland fringe, peat lands, greenspace corridors and the river valley network.

The priorities for specific habitats and species in the borough and Greater Manchester, including those within the Greater Manchester Biodiversity Action Plan are identified in the Biodiversity and Development SPD which includes details on enhancements, maintenance and expansion in appropriate locations. It is important to ensure that statutorily protected sites are given very strong protection e.g. the borough's SSSI's, SPA and SAC's. For non-statutorily designated sites, development should not adversely affect its core ecological value and extent and wherever possible avoid and fully mitigate any impacts. Proposals should also take full account of protected species interest and the need to maintain existing population levels and minimise unavoidable impacts on either protected species or their habitats.

In all cases, proposals will be required to contribute to the biodiversity interest of the development site and its surroundings, strategic wildlife corridors and natural greenspace through the key principles outlined in relevant Supplementary Planning Documents.

Opportunities need to be taken to create new habitats based upon sound ecological principles of survey, design and secure long term management.

There are currently no designated geological sites within Rochdale Borough. However, a partnership lead by Greater Manchester Geological Unit is currently undertaking the survey work to commence a programme of designation. Once identified the approach for geological sites will be similar to that outlined for sites with biodiversity interest, to protect existing interest, enhance this where possible and increase access to features of interest for education and recreation.

Countryside can provide a number of different functions



Question 33

What are your views on our policy for increasing the value of biodiversity and geodiversity in the borough?

R6 - Managing water resources and flood risk

Flood Incidences and the risk of flooding have been increasing and we are committed to protecting our communities and built assets from flooding. Councils are expected to have local policies which reflects the approach set out in Planning Policy Statement 25: Flood Risk⁽⁴⁶⁾ and relevant Strategic Flood Risk Assessments⁽⁴⁷⁾. Managing water resources effectively to maintain supplies and improve quality is also a matter the Council can address through its planning policies. Respondents at Issues and Options stage sought strong policies to tackle existing and potential flooding and to ensure development proposals were properly scrutinised in terms of their potential impact.

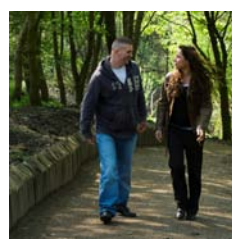
R6 - Managing water resources and flood risk

We will ensure that new development (including flood risk mitigation measures) does not lead to any form of increased flooding locally or further downstream, contributes where possible to alleviating existing flood risk, is itself well protected from flood risk and ensures prudent use of water resources. We will do this by:

- a) Adopting a 'sequential' approach to new development and flood risk, directing development away from areas of high risk;
- b) Targeting actions, measures and greater scrutiny of developments, where they can address acute risk (e.g. River Roch and tributaries upstream of Rochdale town centre);
- c) Having full regard to the advice of the Environment Agency and the provisions of the Strategic Flood Risk Assessments (SFRA) including any mitigation measures recommended for particular sites;
- d) Identifying additional flood storage areas which will be protected from development;
- e) Ensuring that development incorporates appropriate measures for the management of surface water;
- f) Promoting Sustainable Urban Drainage Systems (SUDS);
- g) Expecting compliance with any Surface Water Management Plan or drainage strategies produced, such as for the identified critical drainage areas of Littleborough and Heywood, including identifying areas for SUDS and surface water flow paths on development sites;
- h) Expecting compliance with any future Flood Risk Management Strategy, such as to improve defences along Buckley Brook and identify flood storage opportunities;
- i) Expecting culverting to be avoided wherever possible;
- j) Expecting new developments to incorporate measures for the conservation of water to minimise potable water consumption, including rainwater collection measures, which should be integral to the design of buildings and spaces;
- k) Ensuring that new development does not lead to pollution of existing water resources such as watercourses and groundwater; and
- l) Supporting a range of measures to improve water quality.

46 Planning Policy Statement 25 – Development and Flood Risk (DCLG, 2006)

47 Greater Manchester Strategic Flood Risk Assessment Level 1 (AGMA, 2008)



The sequential approach to new development and flood risk is set out in Planning Policy Statement 25, and the Greater Manchester Strategic Flood Risk Assessment (SFRA) and the Bury, Rochdale and Oldham Level 2 SFRA provide a tool for implementing this approach. The approach is primarily based upon fluvial and tidal flood zones, but the SFRAs also consider risk from surface water / drainage sources and residual risks such as from canal and reservoir breaching. All new developments should have regard to the SFRAs and any equivalent documents which may replace them, and developers may be required to undertake additional Flood Risk Assessments (FRAs).

Suitable mitigation measures to reduce risk to, and ensure the safety of, people and property should be taken, and these measures may be sought through the means of planning obligations. Mitigation measures should also consider the impact of flooding on the environment and cultural heritage. Mitigation measures expected from some individual development sites are outlined in the Level 2 SFRA.

New development must not adversely river catchment areas and functional flood plains and flood storage areas or increase the risk of flooding elsewhere, and this must be taken into account.

Areas where there is a need to focus on flood management solutions, either restrictions on development or areas with potential for flood storage or defences will be explored through the Level 2 Strategic Flood Risk Assessment and identified in an Allocations DPD. For instance, issues with defences along Buckley Brook to the north east of Rochdale town centre need urgent attention to deal with current flood risk, and there is also potential to provide flood storage at Buckley Brook, in order to reduce future risk to the town centre in the near future and offset the impacts of climate change in the long term; these matters should be taken into account when considering planning applications in that area. There will also be a need to incorporate effective flood risk management measures in re-developing sites along the Roch Valley corridor in central Rochdale.

Run off from development is an important consideration when assessing development proposals and evidence will need to be provided to show that development incorporates measures to manage risk from run-off. Risks can be reduced through the use of green roofs, onsite attenuation such as storage ponds incorporated into landscaping and, on a smaller scale, water butts and rainwater harvesting and permeable surfaces around buildings or through sustainable urban drainage systems (SUDS) where a comprehensive package of measures is used to provide wider environmental benefits.

Littleborough and Heywood areas have been identified as Critical Drainage Areas (CDAs) which are at particularly high risk of surface water flooding (SFRA Level 2, 2009). These areas may be subject to Surface Water Management Plans. There are also other areas which may be subject to a drainage strategy.

It is important that flood defences and related engineering works are designed to ensure they do not harm key conservation interests e.g. natural meandering of a watercourse, waterside habitats, or increase or decrease the flow of water in particular locations. Areas used for flood defence can also perform a useful role for recreation.

New development should avoid exacerbating existing problems such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of capacity, and should ensure that there will be no detrimental effect upon the availability of water resources to existing users and the environment.

The objectives of the EU Water Framework Directive and those of the North West River Basin Management Plan will be taken into account when considering new developments, including the targets which relate to them.

Question 34

Do you agree with the approach to water management and flood risk outlined above?

R7 - Reducing the impact of pollution**R7 - Reducing the impact of pollution**

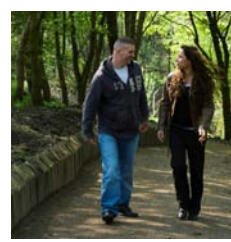
We will reduce all forms of pollution in the borough, by:

- a) Focusing on measures that reduce air pollution in Air Quality Management Areas, and other areas where pollution levels are unacceptable;
- b) Ensuring that any new development does not lead to an increase in air, water, noise, light or other pollution;
- c) Ensuring sensitive new developments such as housing, schools and hospitals are not adversely affected by existing sources of pollution such as roads and certain types of industry;
- d) Requiring Low Emissions Strategies (LESs) where appropriate;
- e) Requiring that any risks arising from contaminated land, and appropriate actions to address these risks, are identified prior to any development taking place on that land and the identified actions taken;
- f) Requiring that any risk to surface water and ground water resources from the disturbance of contaminated land be ascertained and preventative measures devised; and
- g) Using planning conditions or obligations to control pollution from new development, or the impact of pollution on new development.

Pollution can pose a range of risks for health and well-being and the environment. It can also restrict opportunities for development and regeneration and impact on the image of the borough. Air Pollution is a problem created by vehicular traffic along major road corridors within the Borough (A58 and M62 motorway) and an Air Quality Management Action Plan⁽⁴⁸⁾ is in place to guide improvements. Major transport corridors may have opportunities for high density development and therefore it is important to consider impacts on health and the potential to reduce pollution impact through design, greening and traffic management and investment in public transport. As traffic from new development will ultimately filter on to the strategic road network it is necessary to apply a package of policies and measures across the borough to reduce the number and length of car trips.

Whilst separate legislation will be used to tackle polluting uses and processes, spatial planning can help to prevent potential problems by preventing the potentially polluting uses or developments likely to give rise to nuisance from locating next to sensitive uses e.g. housing.

Noise from new development is an increasing problem but may be controlled through careful design, measures such as earth mounding and planting, noise barriers and limited hours of operation imposed through planning conditions or obligations.



Water pollution can sometimes result from surface water run-off and it is important for developments to incorporate run-off management measures such as Sustainable Drainage Systems (SUDS); more in respect of this can be found in Policy R6: Water Management above.

Lighting schemes for new developments will need to have full regard to minimising negative impact on residential areas, the character of the area and biodiversity.

Low Emissions Strategies provide a package of measures to mitigate the transport impacts of development. These aim to secure the use of efficient fuels and technologies in and around the development site. They will identify a package of measures and can apply to developments over a certain threshold, and / or to particular types of or combined developments. We will provide guidance in future supplementary planning documents.

The possibility of contamination should be assumed on all land subject to or adjacent to current or previous industrial use. Where there are reasonable grounds to suspect that land proposed for development has the potential for contamination, we will require a detailed survey of ground conditions, details of any proposed remedial treatments and a completion report to establish that the work has been carried out in accordance with the agreed remediation scheme. In considering proposals for new development or change of use, we will take account of their potential for contamination of land and will seek to prevent further contamination by refusing proposals likely to give rise to significant contamination or by imposing stringent conditions.

Question 35

Do you agree with the approach to pollution control?

R8 - Managing mineral resources

Minerals are important to the economy but their extraction must be balanced with environmental and social costs. Known reserves need to be safeguarded from other development to prevent sterilisation. Policies are therefore required to protect workable resources in the borough, to maximise the use of secondary or recycled aggregates to reduce pressure on primary minerals, and to assess the sustainable movement of minerals. Comments at Issues and Options stage supported this approach and the need for the policy to refer to the role of substitute/recycled/secondary aggregates.

R8 - Managing mineral resources

We will ensure the sustainable management of mineral resources and make an appropriate contribution towards helping Greater Manchester to meet its contribution.

We will, therefore:

- a) Work with other Districts, potentially through a Greater Manchester Joint Minerals Development Plan Document to define minerals safeguarding areas and/or areas of search and sites for minerals extraction, including energy minerals, and identify and safeguard sites for storage, processing and transfer;
- b) Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible, as an alternative to primary extraction and identify and safeguard sites for storage, processing and transfer;
- c) Support proposals that encourage and safeguard sustainable transport of minerals; and

- d) Expect proposals to balance the environmental, social and economic impacts of minerals extraction, storage, processing and transfer within the borough, including the need to ensure effective restoration and aftercare of sites where necessary.

Minerals are important natural resources for power, construction and manufacturing processes. Although mineral resources are finite, they have often been lost or sterilised by other forms of development. Safeguarding the resources is crucial if the need for minerals is to be met in the longer term. In the borough, there are significant areas underlain by sand, sandstone and gritstone. Whilst current levels of extraction are low, changes may occur in supply and demand patterns over the next 10-15 years and demand will increase if national, regional and sub-regional economic growth aspirations (particularly housing and employment growth) are realised. In particular, Rochdale borough will need to contribute towards the provision of aggregates as identified in the RSS and National and Regional Guidelines for Aggregates Provision in England⁽⁴⁹⁾. A key objective will be to reduce demand for mineral extraction by recycling and using materials. The Council will also need to ensure that minerals are extracted and transported in an environmentally acceptable manner and that sites are appropriately restored.

The management of minerals resources within Greater Manchester requires a consistent and comprehensive approach between the ten Greater Manchester Districts and therefore a joint plan is proposed. Policies will need to define minerals safeguarding areas and/or areas of search and sites for minerals extraction, including energy minerals, and identify and safeguard sites for storage, processing and transfer.

Question 36

Do you agree with our policy on managing mineral resources?

R9 - Managing waste

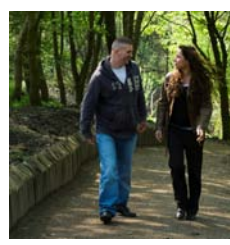
The borough produces too much waste and still sends most of it to landfill sites. There is a need to provide a range of types of facilities in future to ensure that our waste is dealt with in the most sustainable way possible (and to ensure that waste is minimise, recycled and used for energy and other by-products). A sustainable approach requires districts and waste agencies to work together to consider opportunities for providing key facilities and landfill and minimising unnecessary transportation of waste. New technologies make it possible to ensure that built facilities and waste processing need not have a negative impact on neighbouring uses. Responses at Issues and Options stage generally supported an approach of identifying sites and areas suitable for facilities and policies setting criteria for controlling the impact and location of facilities that come forward, through the Core Strategy and the Greater Manchester Joint Waste Plan.

R9 - Managing waste

We will support sustainable waste management and ensure that Rochdale borough makes an appropriate contribution towards Greater Manchester's waste management needs.

We will, therefore:

49 National and Regional Guidelines for Aggregates Provision in England: 2001-2016



- a)** Require all developers of new waste management facilities within the Borough to demonstrate the proposal's conformity with the principles of the waste hierarchy (reduction, re-use, recycling/composting, energy recovery, final disposal);
- b)** Work with other Districts, through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD), to identify and safeguard sites for waste management in appropriate locations, including some existing sites in employment zones;
- c)** Encourage the sustainable transport of waste, including by use of modes such as rail where possible;
- d)** Promote the use of site waste management plans in major construction projects within the borough;
- e)** Expect proposals to balance the environmental, social and economic impacts of new waste management facilities proposed within the borough, including the scope for securing long-term benefits in improving the local environment; and
- f)** Require that proposals for new waste management facilities within the borough do not, through their impact, undermine or discourage the regeneration of areas and strategic sites identified for investment in the Core Strategy.

The RSS and the Greater Manchester Municipal Waste Management Strategy set out targets for reducing different types of waste within the region, and provide a framework of management and locational principles linked to national guidelines. Rochdale borough generates substantial volumes of waste material from households and businesses and it is important that economic and housing growth does not lead to a proportionate increase in waste. National planning guidance (PPS10)⁽⁵⁰⁾ requires each community to take responsibility for their own waste and to adopt the principles of the waste hierarchy – reduce, reuse, recycle. Given that Rochdale has very limited landfill capacity it is even more important that priority is given to reducing, reusing and recycling waste within the borough to limit the volume of waste needing to be transported elsewhere for treatment. Within the borough there are 10 waste treatment facilities and these are generally within or adjacent to older employment areas. Some of these areas are being reviewed and/or are being regenerated and waste uses may not be considered appropriate in some cases. In general, however, because newer methods of waste treatment often take place in a completely enclosed, controlled environment built facilities will not have a negative impact on adjoining uses, unless they are particularly sensitive. In this context existing facilities need to be safeguarded or if unacceptable need to be relocated.

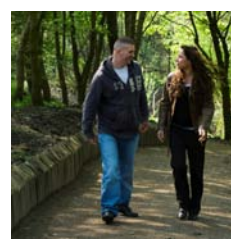
The Council recognises the importance of sustainable waste management both locally and in co-operation with other districts in Greater Manchester to ensure that all the waste management needs of the conurbation are met.

A Joint Waste DPD is currently in production for the whole of Greater Manchester, which will set out the overall strategy for waste and provide some of the detail of site identification for waste facilities, development of waste technologies, the need for safeguarding areas for waste management development, and generic development control policies. Adoption is due in 2012.

Question 37

What are your views on our policy for managing waste?

The **next chapter** sets out our approach to improving accessibility and delivering sustainable transport.



10 Improving accessibility and delivering sustainable transport (SO5)

Introduction

Accessibility to jobs, education and training, shopping, health, leisure and other essential facilities, is influenced by two factors: where development is located and the quality and choice of transport links available to access it. We need to tackle improvements at the strategic level (links to other parts of Greater Manchester and other regions), the borough-wide level (access within and across the borough) and the local level (access to local amenities, transport hubs and interchanges). Improving access to provide employment, housing, shopping and leisure choices must however be balanced with the need to minimise car trips and trip length to reduce congestion, emissions, and other environmental and health impacts. These policies seek to achieve this balance.

It is important that transport policies support the Core Strategy Strategic Objectives and help the delivery of development and regeneration including access to economic growth corridors, promote wider travel choice and a shift towards more sustainable forms of travel.

Consultation responses have influenced this approach. Transport stakeholders, individuals and local community groups advocated a programme of exclusively sustainable transport improvements. Developers and business views advocated greater mix of sustainable and highway improvements. Issues of concern were congestion and unreliability of peak time highway and public transport journeys, the need to improve cross-borough transport links and access / connectivity between neighbouring centres particularly Manchester and the borough. Policies T1 and T2 seek to reconcile these differences, with specific highway proposals included where they improve access to development growth areas and address existing traffic problems. Supportive measures will enhance safety, protect traffic sensitive town centres and residential communities. Most of the measures proposed encourage public transport use along with cycling and walking for short journeys reducing the number and length of trips made by car.

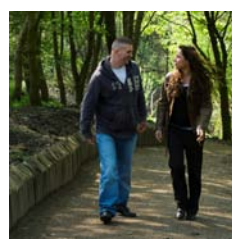
T1 - Delivering sustainable transport

T1 - Delivering sustainable transport

We will work with relevant agencies to secure strategic, borough-wide and local transport improvements through the delivery of the following schemes and measures that link to Strategic Objectives SO5 in Chapter 4. The proposals will:

- a) Improve inter and sub-regional links to neighbouring centres including Manchester City Centre and Manchester International Airport, through:
 - i) Increased passenger capacity and line speeds on the Calder Valley Railway line between Manchester, Leeds and the borough's Railway Stations (including Rail Utilisation Strategy (RUS) and Manchester Hub proposals);
 - ii) Strengthened sustainable travel links between Heywood / Castleton and Manchester, including connecting Heywood to the Calder Valley line via East Lancashire Railway to provide all purpose passenger services;
 - iii) Quality Bus Corridors between urban centres and key destinations particularly Middleton and Manchester, GM Orbital Quality Bus Corridors; and
 - iv) Highways Agency proposals to introduce "hard shoulder running" on M62 between Junctions 18 (M66 Simister) and 20 (A627(M) Rochdale).

- b)** Improve access to the public transport network and interchange / hub facilities including:
- i)** Rochdale Town Centre Public Transport Interchange;
 - ii)** Rochdale Railway Station improvements;
 - iii)** Improved Park and Ride at Rochdale, Mills Hill, Littleborough, Smithy Bridge and Castleton Railway Stations and Metrolink stations;
 - iv)** A Metrolink stop serving Kingsway Business Park;
 - v)** Enhancements to Heywood Station and a new station at Broadfield (to serve distribution parks south of Heywood) on East Lancashire Railway;
 - vi)** Provision of a Heywood Bus Interchange and supporting town centre traffic management measures; and
 - vii)** Enhanced pedestrian/cycle links to key transport hubs / interchanges.
- c)** Provide access to development focus areas and town centres including:
- i)** Heywood Southern Relief Road to M62 Junction 19 (allowing bus services to Heywood Distribution Park) and supporting traffic management;
 - ii)** Connect 2 Cycle Network Improvements (linking the township centres, Kingsway Business Park and neighbouring centres);
 - iii)** Rochdale Town Centre Relief Road (Smith Street to Drake Street);
 - iv)** Kingsway Business Park access improvements (Metrolink, bus, cycle, walking links);
 - v)** Metrolink Phase 3B (Rochdale Railway Station to Town Centre);
 - vi)** Congestion Relief – A58 Littleborough to Rochdale and Heywood Town Centres), and Milnrow Town Centre;
 - vii)** Pedestrian and cycle routes to local town centres and development focus areas, with convenient through routes and provision of secure cycle parking and facilities; and
 - viii)** Identifying / designating routes for commercial vehicles to local businesses, minimising conflict with visitors, shoppers and other vulnerable road users.
- d)** Make the best use of the existing transport infrastructure by:
- i)** Maintaining the borough’s transport asset (roads, footways / cycleways, structures, drainage and verges etc);
 - ii)** Increase use of intelligent transport systems and technology (Urban Traffic Management systems, Satellite Navigation, Real Time Information Variable Message Signing etc) where it enhances network operation and information for all transport users;
 - iii)** Ensuring the transport network continues to become safer and more secure for all users with targets for reducing KSI (killed and seriously injured) and slight accidents met or exceeded;
 - iv)** Increase requirements for travel plans that include “Smarter Choices” and Behavioural Change initiatives, encouraging people to travel less by car; and



v) Working with local communities, hauliers and freight interest groups informally or through freight quality partnerships to minimise the impact of commercial traffic on local communities.

Improving public transport infrastructure is a priority



Question 38
What are your views on our proposals in the delivering sustainable transport policy?

T2 - Improving accessibility

Policy T2 outlines the factors we will consider in making recommendations on planning applications for development proposals and transport infrastructure improvements. Promoters should consider these issues, particularly for large schemes from the early master planning and conceptual design stages through to post construction.

T2 - Improving accessibility
We will improve accessibility by locating development where suitable transport infrastructure is available or can be provided, reduce the number and length of car trips, encourage more sustainable means of transport, and by focusing key transport improvements in development growth areas, e.g. town centres, housing regeneration areas and employment growth corridors. We will do this by:
a) Requiring development and infrastructure proposals to satisfy the Council's accessibility hierarchy. This requires transport user needs to be considered in the following priority order:
i) People with impaired mobility and Pedestrians;
ii) Cyclists;

- iii) Public transport (Bus, Heavy and Light Rail);
- iv) Taxi, private hire vehicles;
- v) Powered two wheeled vehicles;
- vi) Commercial traffic for local access;
- vii) Shopping, visitors / tourist and off peak traffic; and
- viii) Long stay and peak time commuter traffic.

In all circumstances, the safety, accessibility and amenity of people who live or have business in the area will have priority above those travelling through. A home zone approach with 20mph zones installed where feasible around schools, colleges, local community facilities to provide safer routes and access for vulnerable road users will be encouraged to improve safety in residential communities.

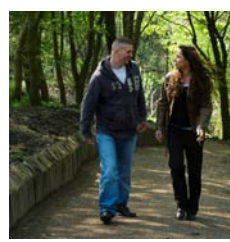
b) We will expect developments to provide a Transport Assessment (TA) and Travel Plan (TP) if they generate any of the following:

- i) 500 or more vehicle movements per day (24 hours);
- ii) 100 or more person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
- iii) 50 or more vehicle movements in any single hour;
- iv) More than 20 Heavy Goods Vehicles (over 7.5 tonnes) per day;
- v) Any goods vehicle movement between midnight and 6am; and
- vi) 20 or more car parking spaces are proposed.

c) We will require Transport Assessments and Travel Plans for:

- i) Residential developments of 50 units or more (TA), over 80 units (TP);
- ii) All schools (including extensions);
- iii) Developments located in or having an impact on Air Quality Management Areas (AQMA); and
- iv) Areas where the Council has defined initiatives or targets to reduce traffic, restrict development growth, or promote public transport, walking and cycling and including measures promoting low emissions and tackling poor air quality.

d) We will ensure that development allocations and submitted proposals are in accessible locations, and rated at least moderately accessible based on the North West RSS⁽⁵¹⁾ Area Accessibility Assessment criteria. Developments in the urban centres of Rochdale, Middleton Heywood, Littleborough and Milnrow should score at least a “good” accessibility rating. Developments will also comply with the North West RSS parking standards. Initial accessibility standards for different land uses are included in Appendix 3 and will be expanded on in a Supplementary Planning Document.



e) We will expect development proposals to contribute to transport improvements where additional traffic movements cannot be accommodated by the existing network. Such contributions will contribute to:

- i) Improvements to the highway infrastructure;
- ii) Improvements to public transport and related infrastructure;
- iii) Measures to secure modal shift and change in travel behaviour away from vehicular travel; and
- iv) Other traffic management and local safety measures and/or removal or restriction of parking provision.

f) We will expect developers to work with us in regeneration areas to ensure their combined impact on the transport network and local communities of development proposals are comprehensively considered. Developers will be expected to contribute to essential transport infrastructure to service the development and that identified in the council's Transport Strategy, transport programmes, GM Local Transport Plan, the Allocations DPD or Supplementary Planning Documents where their proposals have an impact.

It is vital that development is accessible by a choice of transport modes and that improvements are sustainable and focus on support areas of development growth. They must also improve access in the borough and to centres outside the borough. The Council will work with partners to enhance the movement of people, goods and information and positively manage trip demand, so that it contributes to improving air quality, tackling climate change and the health of people in the borough. Average weekday traffic growth in the borough is projected to increase by between 10.3% and 15.8% between 2009 and 2026⁽⁵²⁾. Our accessibility policies support wider Council and Local Strategic Partnership policies and objectives.

The economic development growth areas are focused in the south of the borough, close to the motorway corridors, where the transport network already operates at capacity at peak times. This will increase pressure on this and the adjacent major local road network. The Highways Agency "hard shoulder running" proposals for M62 will offer some additional capacity to ease this, however additional measures to encourage travel other than by car are required to tackle this congestion. If this development was located elsewhere in the borough, it would still need access to the motorway, so would have the same impact on the motorway congestion. It may have greater impact on the local transport network and local communities if it was located elsewhere.

Sub-regional and inter-regional rail links are vital to the borough and Calder Valley railway line morning peak services, also run at capacity into Manchester. To reduce these capacity problems the rail industry is seeking to lengthen trains to increase capacity and improve journey times between Manchester and Bradford. This may increase services to railway stations in the borough. Electrification of sections of the line will also be considered between now and 2026.

Rochdale borough's travel to work pattern is relatively self-contained and sustainable with less outward commuting than most GM districts. 77.2% of travel to work trips are made within the borough⁽⁵³⁾. While this may appear to be sustainable, 66.9% of these trips are made by car, higher than the average for GM (65%) and England and Wales (61.5%). A shift in travel towards more sustainable forms of transport is necessary. This will assist air quality improvement in the borough's AQMAs. This shift in travel behaviour will also assist in tackling climate change, reducing CO₂ levels and, contribute to our objectives to improve health.

52 Based on a calculation using NRTF 1997 and TEMPROv5.4

53 ONS 2001 Census UK Travel Flows (by local authority)

The proposals package in Policy T1 as a whole encourages a move away from car use while supporting delivery of the strategic objectives of this LDF and the LTP, as well as regeneration priorities and extending travel choice for journeys generated by development growth areas.

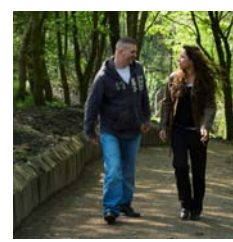
Improving employment opportunities and access to them will put additional demands on the transport network and potentially increase road congestion. To alleviate this, widening travel choice to/from employment areas, to local town centres, Kingsway Business Park, the business and distribution parks south of Heywood, Stakehill Industrial Estate and proposed development growth corridors in Castleton, South Rochdale and East Middleton from within the borough is vital, as are links with neighbouring urban centres. Increasing sustainable transport capacity between the borough and Manchester is especially important, enhancing access to a wider range of employment, leisure, shopping and education opportunities.

Improving sustainable transport links to Kingsway Business Park to neighbouring authorities (Oldham, Bury, Calderdale and Rossendale) with potential employment land supply shortfalls is important as the development will provide their communities with new employment opportunities. Improving sustainable transport links to Kingsway Business Park from these areas is vital if we are to provide greater travel choice and improve air quality, reduce carbon emissions and contribute to health improvement.

Enhancing the sustainable travel offer will:

- Minimise additional motorway traffic ensuring journey reliability at peak times and supports Highway Agency measures to maximise use of the existing infrastructure e.g. “hard shoulder running” (Delivered by proposals T1a(iv));
- Deliver more opportunities for sustainable travel by improving transport hubs and interchanges to improve access to adjacent high density development in line with policies E2 and E3 (Delivered by proposals T1b(i) to T1b(vii));
- Provide appropriate access freight and commercial traffic access to meet the operational needs of local businesses and future development while avoiding unwanted local community intrusion and exploit opportunities to move goods by rail rather than road (Delivered by proposal T1c(viii));
- Minimise further traffic impact on AQMA’s which follow the major highway network (particularly the motorway and A58 corridors) in line with a Greater Manchester Low Emissions Strategy⁽⁵⁴⁾ (Delivered by proposals T1a(i), T1a(ii), T1c(ii), T1c(iv), T1c(vi), T1c(vii), T1d(ii)&T2);
- Minimise health impacts on local people from traffic, and contribute to tackling climate change / CO₂ emissions by prioritising walking and cycle trips (supporting priorities of the LSP, LTP) (Supports Policy R1 and delivered by proposals T1b(vii), T1c(ii), T1c(iv), T1c(vii) & T1d(ii), T1d(iv) & Policy T2);
- Reduce traffic intrusion into the borough’s urban centres, while enhancing access for sustainable modes and managing parking regimes to support regeneration and enhance vibrancy of urban centres as areas to work, shop, live and spend leisure time (Delivered by proposals T1a(ii), T1b(i), T1b(ii), T1b(vi), T1c(i), T1c(ii), T1c(iii), T1c(v), T1c(vi), T1d(ii) & Policy T2);
- Increase peak time public transport network capacity, journey reliability, service frequency and network coverage, (particularly Calder Valley Railway line, strategic bus services e.g. Middleton to Manchester and orbital bus services in centres without Heavy Rail or Metrolink services) (Delivered by proposals T1a (i), T1a(iii), T1b(iv), T1b(v), T1b(vi), T1c(v) and Policy T2);
- Enhance access by sustainable modes to and from key attractors that serve the borough e.g. Manchester Airport, Trafford Centre and neighbouring centres (Delivered by proposals T1a(i) to T1a(iii), T1b(i) to T1b(vii), T1c(v) and Policy T2); and
- Progress the Connect 2 network to provide a coherent walking and cycle network for utility and leisure trips across the borough and to neighbouring centres. (Supports Policies C6c, C8e and R4,4j, Delivered by proposals T1c(ii) and T1c(iv) and policy T2).

54 Low Emissions Strategies – using the planning system to reduce transport emissions: Good practice guidance (Consultation draft) (Beacons Low Emissions Strategies Group, June 2008)



Maximising the operational efficiency of the existing highway network, and use of the existing road space will be national transport priorities with limited transport capital resources concentrated on improving safety, addressing bottlenecks, delays and maintaining journey reliability particularly for commercial and freight journeys, supporting local economic competitiveness. Measures will also enhance safety for vulnerable road users (particularly pedestrians, people with disabilities and cyclists) by relieving unnecessary traffic from local communities and urban centres and prioritises access by sustainable modes. (Delivered by proposals T1c(viii), T1d(i), T1d(ii), T1d(iii), T1d(iv) & T2),

The schemes proposed in Policy T1 will be exceptions to this and will rely on demonstrating the deliver of wider, justified economic, environmental and community regeneration benefits. They will be funded and delivered during the period covered by 2026. The Council has long-term aspirations for further major sustainable transport improvements and feasibility studies will be carried out on the following to assess whether there is a justified business case to enable them to progress towards implementation. These are:

- New heavy rail stations at Slattocks, Stoneyfield / Sandbrook Park and Summit;
- Bowker Vale to Middleton Town Centre Metrolink line;
- Rochdale to Littleborough Metrolink extension;
- Rochdale to Whitworth Metrolink extension; and
- Kingsway to Rochdale Town Centre Transport Links.

We will finance the package of proposals in Policy T1 through a combination of LTP capital finance, Regional Funding Allocations and the Greater Manchester Transport Fund for those schemes that demonstrate satisfactory business cases and have a high enough priority. Private sector funding through planning obligations and Section 106 agreements from benefiting developments will contribute to delivery of the remaining schemes.

Regeneration Funding through the North West Regional Development Agency (NEDA), European Regional Development Fund (ERDF) and the Homes and Communities Agency for eligible proposals will also contribute to the delivering these priorities. GMITA / GMPTE and other public transport partners will also contribute with enhanced or revised services. More detail on funding is presented in the Borough Transport Strategy.

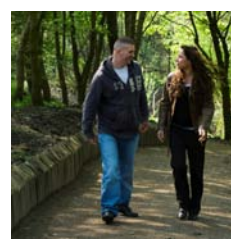
Good road accessibility must be balanced with rail and bus improvements



Question 39

Do you agree with our policy for improving accessibility?

The **next chapter** sets out our approach to delivering the core strategy in the townships.



11 Delivering the Core Strategy in our townships

This section sets out how the Core Strategy will be delivered in each of the Townships. We provide a Vision of what we think each township should be like by 2026. We then set out some key area based initiatives and projects that will help deliver our Vision for each township and improve the overall quality of place. These projects are briefly described for each township, along with the policies that will help deliver them, and shown on the township maps along with some other ideas and proposals.

The township visions and maps are intended to provide a picture of how each township may be changed by the Core Strategy and to help inform the Borough Masterplan⁽⁵⁵⁾ and set priorities for regeneration. The initiatives and projects identified are not exhaustive and do not prevent other initiatives emerging and being delivered, providing they fit in with the Spatial Strategy and its policies.

These initiatives and projects will be taken forward through the Allocations DPD.

Delivery of the Core Strategy in Heywood

Our Vision for Heywood is that:

Heywood will have more and better jobs with new high quality employment opportunities in the M62 corridor. There will be a wider choice of good quality housing to attract and retain residents. This new development will support a more vibrant town centre and reduce the levels of industrial traffic going through the town centre through better traffic management. The East Lancashire Railway will be a successful visitor attraction and commuter link. Key gateways and routes into Heywood will be more attractive and the Roch valley will play a stronger role in the town's identity and leisure offer.

Some of our proposals to deliver this vision are:

HT1 - Improve access to and use of the Roch Valley and Ashworth Valley

To deliver this we will:

- Create and enhance links to the Roch and Ashworth Valleys from inner Heywood (Policies E4, R4);
- Improve derelict, underused and neglected land within the Roch Valley close to Back O' Th' Moss (Policies P2, R4);
- Provide opportunities for improved access to the Roch Valley and links to the Rochdale Canal through the Connect 2 cycling project (Policies R4, T1); and
- Create a green infrastructure hub around Queens Park and the Roch Valley at Queen's Park Road (Policies E4, R4).

HT2 - Regenerate the town centre and inner Heywood

To deliver this we will:

55 Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005)

- Promote additional retail for medium sized units in the town centre to provide a better retail offer (Policy E1);
- Deliver public transport improvements including a new 'hub' (Policy T1);
- Improve north south pedestrian links between the Leisure Village, the Times Retail Park, Market Street and possible new retail development to the south of Market Street (Policy T1);
- Improve the pedestrian environment on the A58 through the town centre (Policy T1);
- Create tourism links to the East Lancs Railway Station and the Phoenix initiative⁽⁵⁶⁾ via Manchester Street Improvement Corridor (Policy E4);
- Deliver 950 new dwellings for sale and rent, predominately in Back o' th' Moss and south of the town centre, on cleared sites, underused open space, incompatible employment uses in residential areas (e.g. Boots Warehouse and the Rope Works) and possible redevelopment of Angel Meadow (Policies C1, C2);
- Deliver new housing at Unity Mill and Gort Sand Pit (Policy C1);
- Develop a new leisure village on land north of West Starkey Street (Policy C8);
- Explore the future use of Mutual Mills to make better use of the listed mill complex and key landmark within the town (Policies C2, P1); and
- Improve the quality of open space within these areas, including links to the wider Roch valley (Policy R4).

HT3 - Enhance East Lancs Railway as a tourist attraction and commuter line

To deliver this we will:

- Promote opportunities for tourism related development on vacant land around Sefton Street (Policy E4);
- Explore the potential for an additional station at Broadfield (Policy T1);
- Continue the railway line to link up with the main Calder Valley line at Castleton providing access to main line passenger services - see RT10 (Policy T1); and
- Improve links to and from town centre and adjoining neighbourhoods (Policy T1).

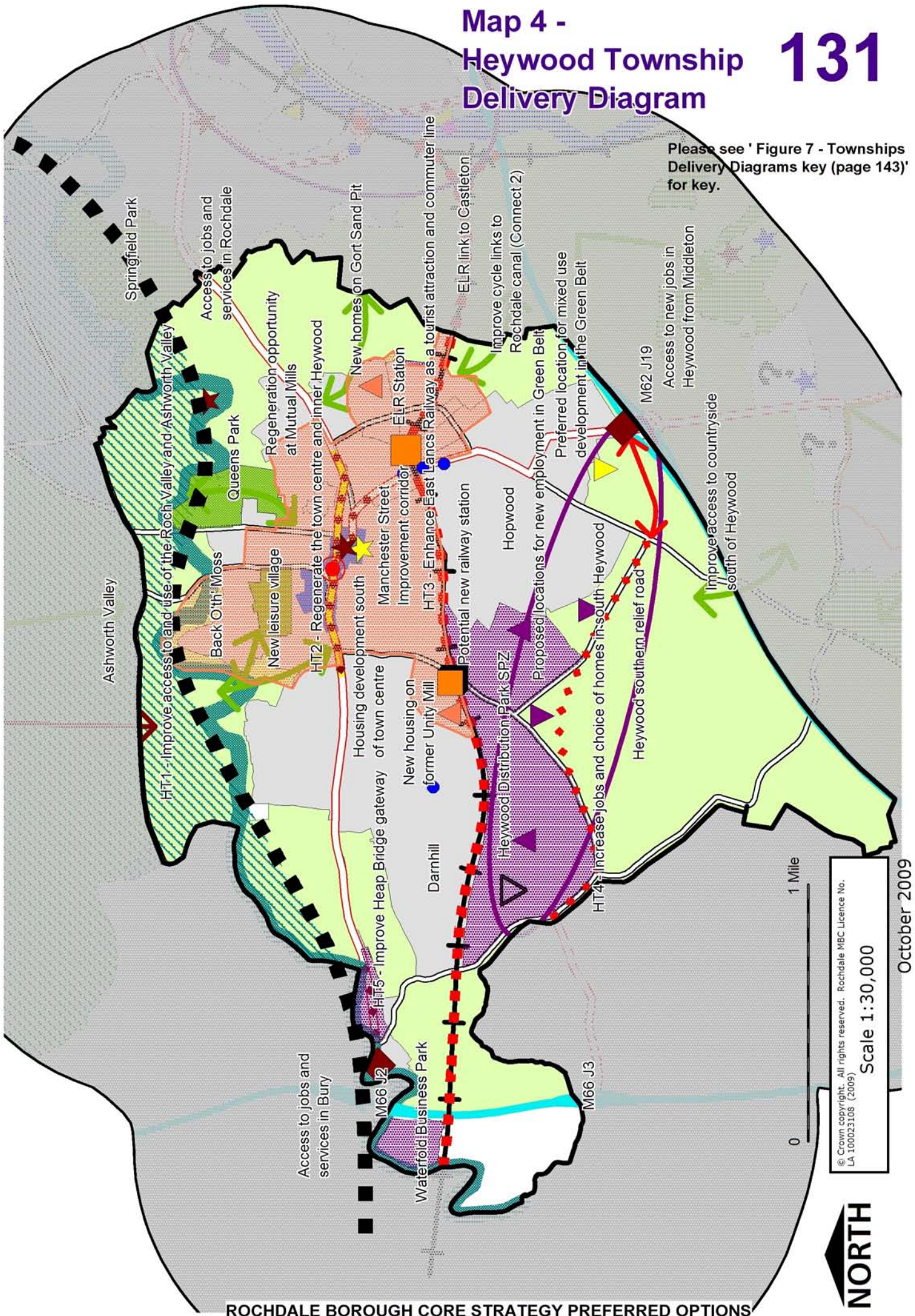
HT4 - Increase jobs and choice of homes in south Heywood

To deliver this we will:

- Designate Heywood Distribution Park as a Simplified Planning Zone (SPZ) (Policies E2, E3);
- Develop existing employment sites within the urban area off Hareshill Road before releasing additional land (Policies E2, E3);
- Provide new employment development on land currently in the Green Belt off Hareshill Road following development of existing sites (Policies E3, R2);
- Deliver mixed use development (housing and employment) around Collop Gate Farm with a new local centre, providing an attractive new location attracting new residents (Policies E3, C1, R2);
- Provide a link road between Junction 19 of M62 and junction 3 of M66 to service new development and reduce heavy traffic in Heywood town centre (Policies E3, T1); and
- Deliver high quality development, landscaping and greenspace to improve the edge of the urban area (Policy P3).

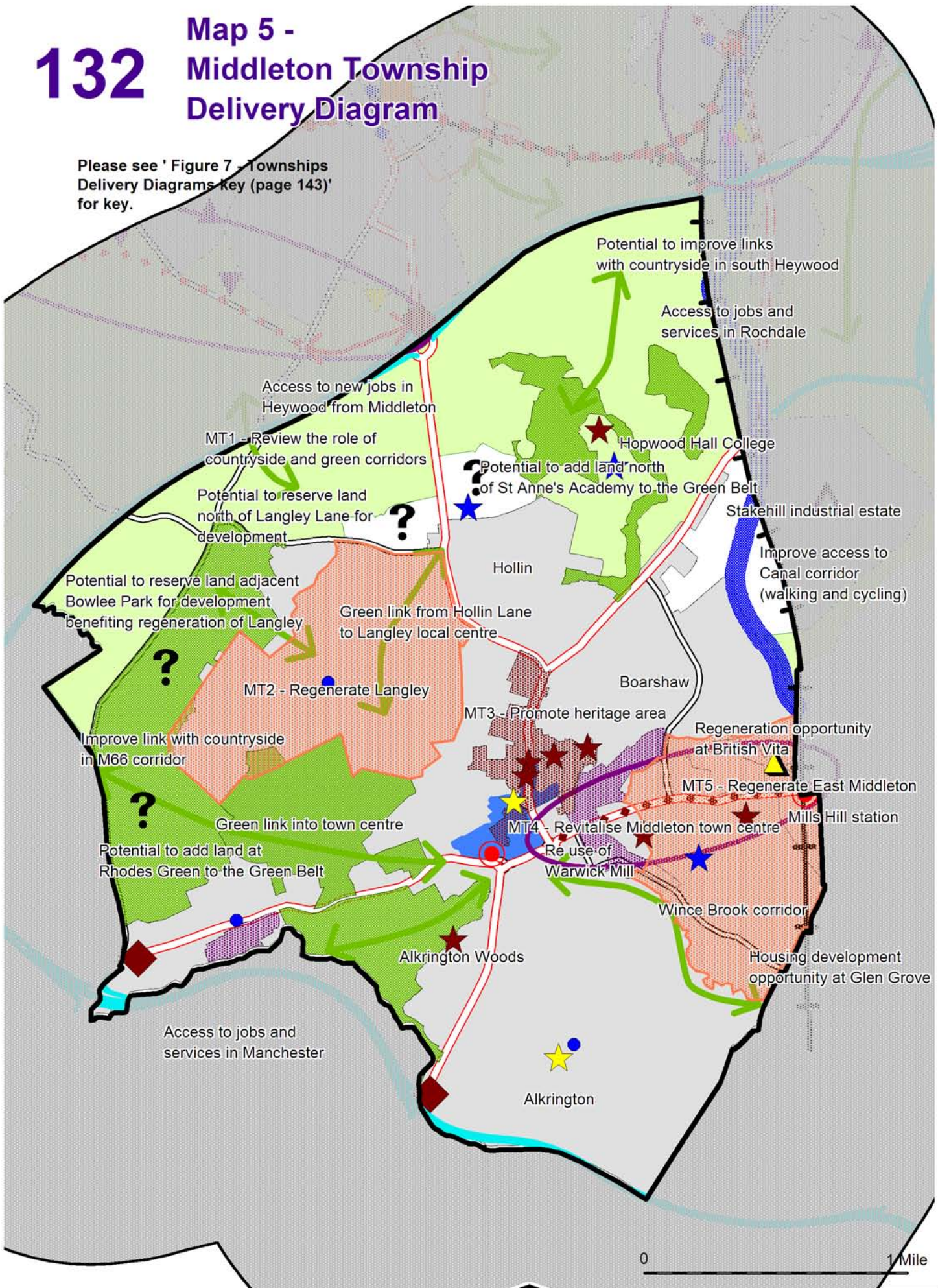
56 Phoenix centre, Heywood is part of the New Heart for Heywood proposals

Map 4 - Heywood Township Delivery Diagram 131



Map 5 - Middleton Township Delivery Diagram

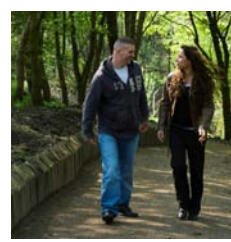
Please see ' Figure 7 - Townships Delivery Diagrams key (page 143)' for key.



0 1 Mile



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HT5 - Improve Heap Bridge gateway

To deliver this we will:

- Enhance key western gateway into Heywood and borough by promoting new uses (Policy P2); and
- Promote high quality new development, public realm improvements and enhancement of the river corridor (Policy P3).

Question 40

What are your views on our approach to the core strategy in Heywood?

Delivery of the Core Strategy in Middleton

Our Vision for Middleton is that:

Middleton will have a vibrant and revitalised town centre with a better range of attractive shopping and community facilities. Regeneration within Langley and East Middleton will provide new quality homes to widen housing choice within the town and make these areas more attractive. The town's image and character will be boosted by its improved gateway and transport corridors and through the promotion and enhancement of its heritage assets. A wider range of employment opportunities will be available to residents through the release of land in south Heywood and through improved transport links to Manchester city centre and the rest of the Borough.

Some of our proposals to deliver this vision are:

MT1 - Review the role of countryside and green corridors

To deliver this we will:

- Balance opportunities for improved countryside and potential new development around Middleton (Policies R2, R3, R4);
- Protect and enhance key landscapes and countryside as part of a 'green chain' around Middleton (including Alkrington Woods, Rhodes Green, land around Hopwood Hall College, Wince Brook and the Rochdale Canal corridor) and improve links to the urban area (Policies R4, R5);
- Consider release of open land north of Langley Lane to assess for long term development (Policy R3);
- Consider release of land next to Bowlee Park for employment uses, leisure, recreation and open space to assist regeneration of Langley (Policy R3); and
- Consider open land at Rhodes Green and north of St Anne's Academy for inclusion in the Green Belt (Policy R2).

MT2 - Regenerate Langley

To deliver this we will:

- Continue the development of new homes already committed and an additional 600 new high quality homes identified in the masterplan to widen tenure choice within the estate (Policies C1, C2);
- Improve the local centre and other community facilities (Policy C8); and
- Create a high quality green space network with linkages to open space beyond the urban area, including a main green corridor from Hollin Lane to Langley local centre (Policy R4).

MT3 - Promote the heritage area

To deliver this we will:

- Identify a heritage focus area north of the town centre (Policy P1);
- Support measures to enhance this area through better public realm and publicity (Policies P1, P2, P3);
- Ensure that new development respects the character and setting of the conservation area and key buildings (Policy P3);
- Improve linkages to the town centre (T2); and
- Improve the park and explore potential to improve the cemetery (Policy R4).

MT4 - Revitalise Middleton town centre

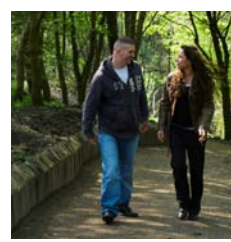
To deliver this we will:

- Ensure the new large supermarket is successfully integrated with the remainder of the town centre (Policy E1);
- Regenerate the area around the arena, including office development, to create a better quality corridor adjacent to the town centre (Policy E1, E3);
- Promote the re-use of Warwick Mill either for residential or mixed use (Policies C1, P1);
- Improve pedestrian, cycling and public transport links to and from the town centre, particularly key links to Manchester, Rochdale and Heywood (Policy T1); and
- Explore potential to improve other areas immediately around the town centre (Policy P2).

MT5 - Regenerate East Middleton

To deliver this we will:

- Improve the Oldham Road and Grimshaw Lane corridors (Policy P2);
- Develop a comprehensive approach to the land around British Vita including new housing and employment development, improved open space and River Irk corridor (Policies E3, C2, R4);
- Provide good quality housing on available brownfield sites, notably around Middleton Junction and Glen Grove (Policies C1, C2);



- Enhance the quality of existing employment areas (Policy E2); and
- Improve access and facilities at and around Mills Hill station including facilities for park and ride to raise its profile as Middleton's train station (Policy T1).

Question 41

What are your views on our approach to the delivery of the core strategy in Middleton?

Delivery of the Core Strategy in Pennines

Our Vision for Pennines is that:

The Pennines area will be seen as a distinct collection of attractive settlements within the rural Pennine fringe landscape. Littleborough will be a key gateway and service centre for the adjoining Pennine edge. Its countryside will have a more diverse rural economy, a thriving visitor economy, better managed landscapes and buildings, and improved public access. The Canal and River Roch Corridor will be enhanced through high quality development on brownfield sites and improved access and management. There will be a greater choice of affordable and up-market homes. Rail and Metrolink services will be providing improved access to jobs and facilities and supporting regeneration opportunities in Littleborough, Smithy Bridge, Milnrow and Newhey.

Some of our proposals to deliver this vision are:

PT1 - Enhance the River Roch and Rochdale Canal corridors

To deliver this we will:

- Improve access to and within the Roch Valley and Canal corridor linked to the Connect 2⁽⁵⁷⁾ cycling project and other opportunities for recreational enhancements to create a Roch Valley Trail (Policies R4, T1);
- Regenerate key sites along the canal including Durn, Ealees and Akzo Nobel (Policies E2, C1);
- Ensure that regeneration contributes to the biodiversity value of the Rochdale canal as a Special Area of Conservation (SAC) and does not damage its special interest (Policies R4, R5);
- Promote and facilitate environmental improvements such as woodland planting and reclaiming derelict, underused and neglected land to enhance the landscape and biodiversity quality of the river valley and canal corridor (Policies R4, R5); and
- Protect and enhance the flood risk management role of the Roch Valley and its tributaries (Policy R6).

PT2 - Enhance the South Pennine gateway with focus on reservoirs and key routes

To deliver this we will:

- Enhance the role of Hollingworth Lake Country Park as a strategic gateway to the South Pennines for walkers, cyclists and horse riders linked to Littleborough town centre, the Rochdale Canal and the Pennine Way and Bridleway National Trails (Policies P2, R4);
- Improve access to existing and potential key recreational areas, routes and facilities including Watergrove Reservoir, Summit Quarry, Blackstone Edge, the Pennine Way and Pennine Bridleway National Trails and the Rochdale Way (Policy R4);
- Establish a Reservoirs trail as part of a promoted South Pennines recreational area extending between Watergrove Reservoir and Castleshaw Reservoir in Oldham (Policy R4);
- Protect and support measures to enhance the special biodiversity and landscape value of the South Pennine Moors Special Protection Area and Special Area of Conservation (Policy R5); and
- Promote rural economic activity that supports and enhances the South Pennine gateway through improved visitor facilities and services, supporting agriculture, forestry, local produce and marketing, and appropriate renewable energy enterprises (Policy E5).

PT3 - Raise the profile of Littleborough town centre

To deliver this we will:

- Promote its role as the Borough's recreation and leisure destination and gateway to the South Pennines (Policies E1, E4, P2);
- Encourage new and specialist retail within the town centre (Policy E1);
- Enhance the public transport interchange including better access onto the station platforms (Policy T1);
- Improve the public realm and enhance the Conservation area within the centre (Policy P1); and
- Improve links and signing to surrounding tourism and visitor destinations including Hollingworth Lake, the canal corridor and south Pennines (Policies T1, T2).

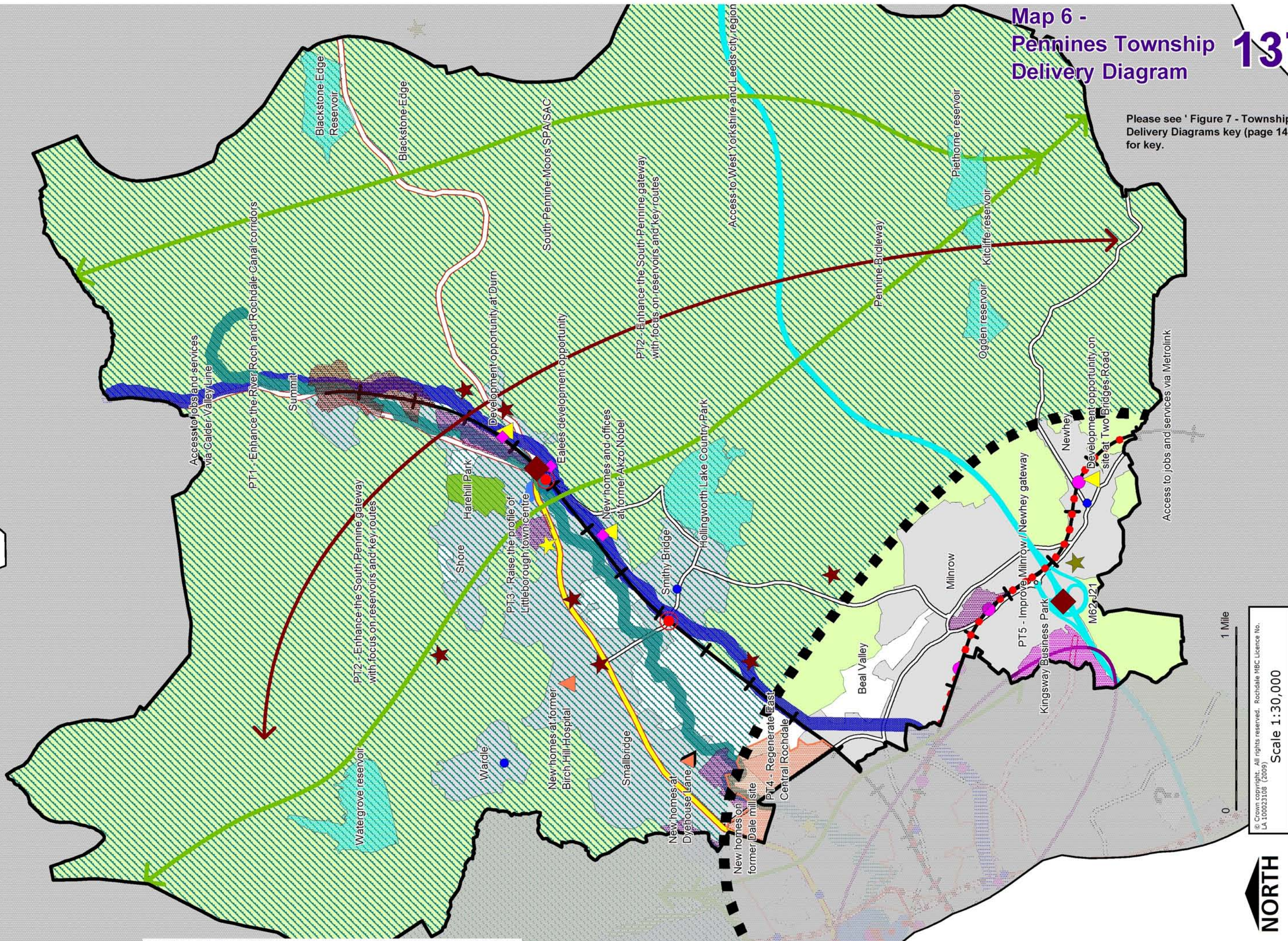
PT4 - Regenerate East Central Rochdale

To deliver this we will:

- Deliver high quality housing on the Dale Mill / Arkwright Mill site and the Dover Street site which better matches local need (Policies C1, C2);
- Improve the residential environment (Policy C2); and
- Create better quality open spaces and links to the River Roch corridor (Policy R4).

Map 6 - Pennines Township Delivery Diagram 137

Please see 'Figure 7 - Townships Delivery Diagrams key (page 143)' for key.



1 Mile

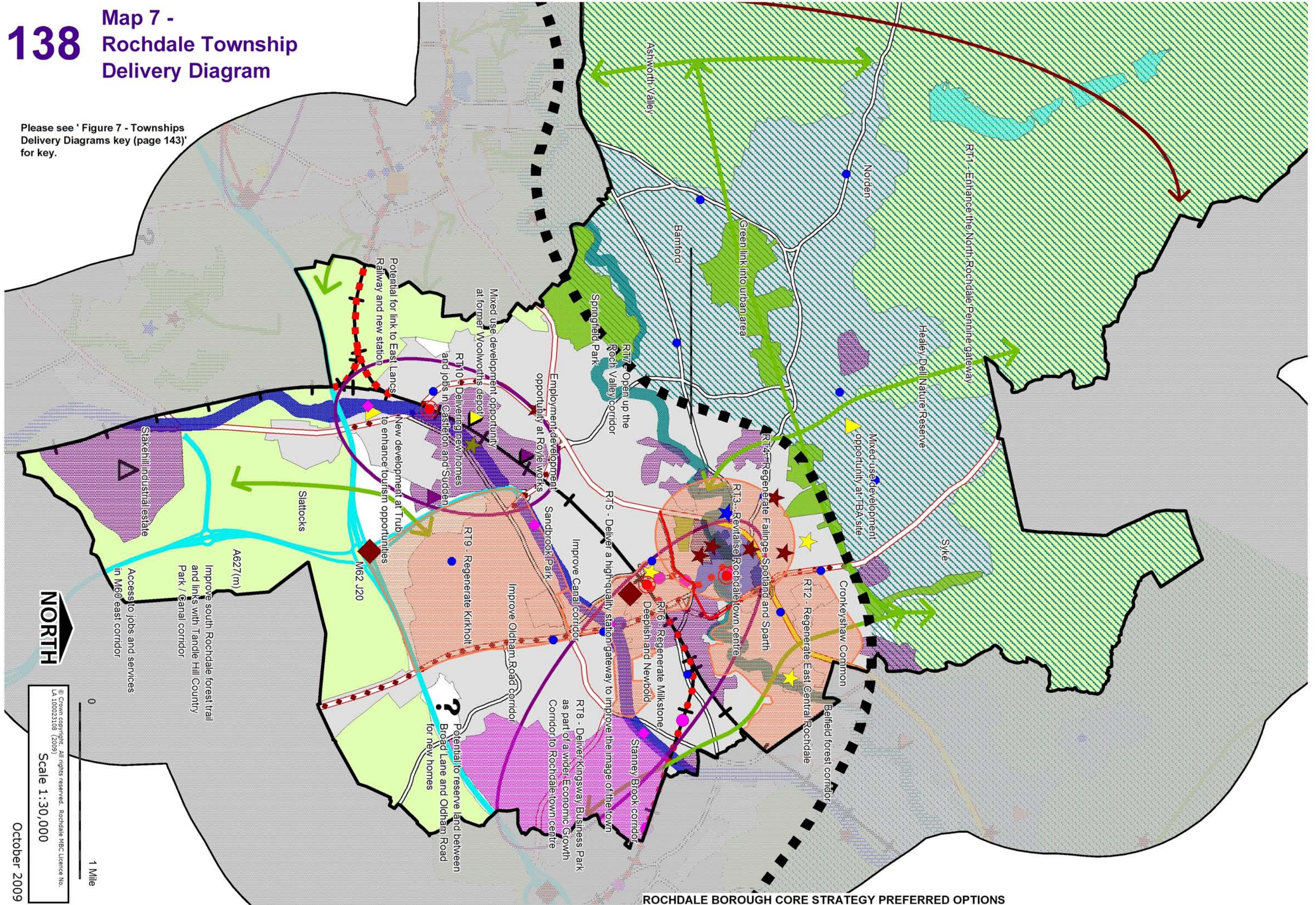
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Map 7 - Rochdale Township Delivery Diagram

Please see ' Figure 7 - Townships
Delivery Diagrams key (page 143)'
for key.

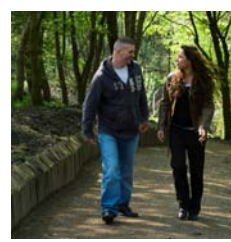


NORTH

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PT5 - Improve Milnrow / Newhey gateway

To deliver this we will:

- Maximise the opportunities provided by the arrival of Metrolink and the two stations in Milnrow and Newhey for development and regeneration (Policies E2, C1, T1);
- Provide high quality links to adjoining Kingsway Business Park (Policies T1, T2);
- Promote high quality and high value housing on available sites (Policy C1);
- Enhance the quality of the main road corridors and wider public realm (Policy P2); and
- Expand the role and function of the centres in Milnrow and Newhey to provide for shopping needs and other key services and facilities (Policy E1).

Question 42

What are your views on our approach to implementing the core strategy in Pennines?

Delivery of the Core Strategy in Rochdale

Our Vision for Rochdale is that:

Rochdale will have a vibrant and attractive town centre which is more accessible due to Metrolink, and a new interchange. There will be new employment opportunities within Kingsway and the corridor to the town centre, and around Castleton. These will provide more and better jobs to boost the local economy. The most deprived areas of the town will be regenerated with better housing, jobs, facilities and environment. New homes will be provided that will attract new residents to the borough as well as matching the needs and aspirations of existing residents. Rochdale station and the adjoining area will be regenerated as a new transport / mixed use hub providing an exciting gateway into the town centre.

Some of our proposals to deliver this vision are:

RT1 - Enhance the North Rochdale Pennine gateway

To deliver this we will:

- Improve access to key recreational areas, routes and facilities in the North Rochdale gateway including the Ashworth and Cheesden Valleys, Greenbooth and Naden reservoirs, Healey Dell Local Nature Reserve, the Pennine Bridleway National Trail and the Rochdale Way (Policy R4);
- Promote and facilitating landscape enhancement measures including appropriate new woodland planting and habitat improvement schemes (Policies R4, R5);
- Improve connections between the Ashworth and Cheesden Valleys and the Roch Valley, Heywood (Policy R4); and
- Enhance linkages between the North Rochdale Gateway and the wider South Pennines (Policies P2, R4).

RT2 - Regenerate East Central Rochdale

To deliver this we will:

- Deliver around 150 additional homes of a type and design which better matches local need (Policies C1, C2);
- Creating new community facilities to serve the wider area including the creation of a community 'hub' on land off Belfield Road (Policies C6, C7, C8);
- Provide new, better quality employment opportunities (Policy E2);
- Provide a replacement central leisure facility (Policy C8); and
- Create better quality open spaces and links to the River Roch corridor (Policy R4).

RT3 - Revitalise Rochdale town centre

To deliver this we will:

- Promote proposals which maintain and reinforce the centre as the location for major retail, office, culture, leisure and tourism facilities (Policies E1, P2);
- Deliver major new retail led development in the Rochdale Town Centre East area that is well integrated with the existing centre (Policy E1);
- Create a first class public space linking the open space with the new bus and proposed Metrolink station through to the Butts and the Esplanade and the area around the Town Hall to produce a quality Cultural Quarter (Policies E1, P2, P3, T1); and
- Develop and implement a masterplan for the whole of the town centre and surrounding area to raise the image and profile of the centre within the region (Policies E1, P2).

RT4 - Regenerate Falinge, Spotland and Sparth

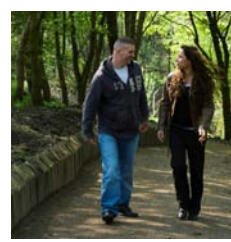
To deliver this we will:

- Improve the health and well being of existing residents (Policies C2, C6);
- Improve the residential environment including new high quality housing (Policy C2);
- Enhance community facilities and improving access to training and jobs (Policy E2);
- Create a better local environment with safer and easier access to the town centre, areas of open space and surrounding neighbourhoods (Policies R4, T1, T2); and
- Retain and enhance important heritage and features of value (Policy P1).

RT5 - Deliver a high quality station gateway to improve the image of the town

To deliver this we will:

- Improve and modernise Rochdale train station (Policy T1);
- New Metrolink stop adjacent to the station (Policy T1);
- Deliver park and ride facilities to maximise use of this major transport hub (Policy T1);



- Promote high quality, high density development that improves the townscape and builds on the existing local character and heritage value of the area (Policies P1, P2, P3); and
- Improve access south of the station to provide better links to the surrounding residential areas and Oldham Road corridor (Policies T1, T2).

RT6 - Regenerate Milkstone, Deeplish & Newbold

To deliver this we will:

- Provide around 400 additional homes on vacant and underused sites and other sites which become available to provide larger family housing and widen housing choice (Policies C1, C2, C3);
- Create better quality employment premises within existing employment areas to widen employment opportunities and provide better jobs as part of economic growth corridor (Policy E3);
- Focus environmental improvements on the public realm, Oldham Road corridor and the canal corridor (Policy P2); and
- Creating high quality links to the town centre, Rochdale train station and Kingsway Business Park (Policies T1, T2).

RT7 - Open up the Roch Valley corridor

To deliver this we will:

- Improve access to and within the Roch Valley in particular close to areas where access to the countryside or high quality greenspace is poor (Policy R4);
- Create a Roch Valley Trail (Policy R4);
- Ensure that new development in and adjacent to the river valley contributes to environmental regeneration and improved access (Policies P3, R5);
- Improve key visitor gateways to the Roch Valley in Rochdale Town Centre, East Central Rochdale and at Springfield Park (Policies E4, P2, R4);
- Protect and enhance the flood risk management role of the river valley (Policy R6); and
- Protect and enhance the biodiversity corridor value of the river valley through improved landscape management and design of new open spaces (Policies R4, R5).

RT8 - Deliver Kingsway Business Park as part of a wider economic growth corridor to Rochdale town centre

To deliver this we will:

- Deliver new high quality employment development to provide wider job opportunities (Policies E2, E3);
- Provide related development including a new local centre, hotel and leisure facilities (Policies E2, E3);
- Develop new housing to serve the business park and wider area (Policy C1);
- Deliver new Metrolink stop and quality public realm (Policies P3, T1);

- Create a gateway to the business park (Policy P2); and
- Enhance Stanney Brook corridor as an important open space (Policy R4).

RT9 - Regenerate Kirkholt

To deliver this we will:

- Remove obsolete housing and replacing it with high quality homes of an appropriate type, size and tenure (Policies C1, C2);
- Maximise opportunities on other development sites within the estate include vacant / surplus school sites and underused, poor quality open space (Policy C2);
- Improve the local centre and other community facilities (Policies C6, C7, C8); and
- Create a network of better quality open space (Policy R4).

RT10 - Delivering new homes and jobs in Castleton and Sudden

To deliver this we will:

- Develop area at Trub for mixed use development including enhancement of canal corridor and tourism opportunities linked East Lancs railway extension (Policies E3, C1, T1);
- Redevelop Woolworths depot site for mixed used development (Policies E3, C1);
- East Lancs railway extended to Castleton with new station providing commuter link and tourism opportunities (Policies E4, T1);
- Ensure that new development supports the regeneration of Castleton local centre (Policy E1);
- Redevelop Royle Works site to provide new employment opportunities (Policies E2, E3);
- Creation of replacement superstore at Sudden (Policy E3);
- Support proposals for redevelopment along the Queensway / Canal corridor (Castleton) which assist the regeneration of the area and secure new jobs.

Question 43

What are your views on our approach to the delivery of the core strategy in Rochdale?

The **next chapter** sets out how we will deliver our Spatial Strategy and policies and monitor them to ensure that we are working towards achieving our Objectives and Vision.

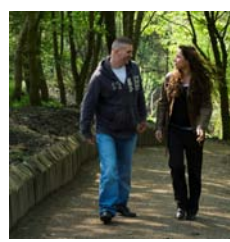
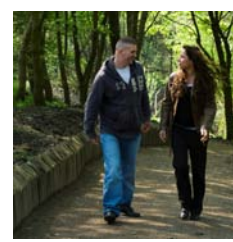


Figure 7 Townships Delivery Diagrams key



Eleven delivering the core strategy in our townships



12 Managing delivery and monitoring progress

The preceding chapters set out the policies and projects that will achieve the overall spatial vision and visions for each township. They will help shape the future of the borough, in terms of the amount of growth, use of land and form of development.

This section is concerned with:

- How this growth and development will be delivered and managed to ensure quality and sustainability;
- What infrastructure is required to support this growth and development; and
- How we will monitor the implementation of the strategy to make sure it is delivering what we want.

Managing Delivery

Three main ways in which the strategy will be implemented are:

- Through the granting of planning permissions;
- Through the implementation of schemes and masterplans; and
- Through delivering sites allocated in an Allocations Development Plan Document (DPD).

Whatever the main delivery mechanism, it is vital that new development comes forward in a way which delivers the overall strategy but mitigates against impacts such as the amenity of residents, the natural and built environment and climate change.

In order to achieve this, the following policy sets out a criteria based 'checklist' for new development to ensure that the relevant factors in delivering certain types of development have been properly addressed. This has been set out in a way which reflects the delivery of the Strategic Objectives. The purpose of this policy is to ensure that all new development is of a quality and type that reflects the delivery of the strategy whilst being 'sustainable' i.e. having regard to the environmental, social and economic impacts.

DM1 - Delivery and management of new development

DM1 - Delivery and management of new development

1. General approach

We will permit development proposals where they comply with the Spatial Strategy and satisfactorily deliver the Strategic Objectives, taking into account:

- a) All relevant Core Strategy policies, retained UDP policies, retained UDP Proposals Map boundaries that will be replaced through an Allocations DPD and other DPD policies (see Appendix 2);
- b) Relevant Supplementary Planning Documents and other guidance;
- c) Relevant government guidance and regional policy; and
- d) The sequential approach set out in policy SP5 and other relevant policies.

We will expect all development proposals (where appropriate and subject to policy) to satisfactorily deliver the Strategic Objectives taking into account the following:

2. Achieving a more prosperous economy

To deliver this objective, development must comply with all the relevant policies in chapter 6 and should:

- a) Have, where possible, a positive impact on prosperity either directly by creating jobs or indirectly by improving image, enabling development and delivery of infrastructure or increasing investment opportunities; and
- b) Not have a negative impact through the loss of land or premises that are more appropriate for employment uses, or by hindering the delivery of schemes that could deliver jobs, or by creating a poor image and discouraging investment.

3. Creating successful and healthy communities

To deliver this objective, development must comply with all the relevant policies in chapter 7 and should:

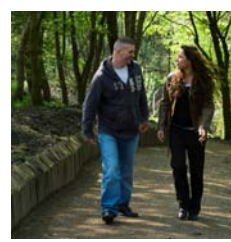
- a) Provide good quality housing that meets local need, including the provision of affordable housing on sites of 15 or more homes;
- b) Not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
- c) Ensure that the necessary service and community infrastructure is available or provided to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space (see policy R4 criterion d);
- d) Minimise opportunities for crime against people or property (see policy P3);
- e) Not adversely affect the amenities of residents of any existing / proposed dwellings through overlooking, overshadowing, loss of open aspect, or loss of privacy;
- f) Not impact on amenity due to noise, air, dust, light pollution, traffic generation or inadequate access; and
- g) Incorporate, where appropriate, high quality landscape schemes that improve quality of life.

4. Improving design, image and quality of place

To deliver this objective, development must comply with all the relevant policies in chapter 8 and should:

- a) Respond to the surrounding area and adjacent buildings by reflecting the qualities and character it is desirable to maintain;
- b) Be compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;
- c) Fully take into account its impact on, and any opportunities arising from, built, archaeological and natural heritage;
- d) Comply with design policy and guidance and take opportunities to uplift the image of areas; and
- e) Incorporate, where appropriate, high quality landscaping and treatment of public areas and public art (5f)

5. Tackling climate change and conserving natural resources



To deliver this objective, development must comply with all the relevant policies in chapter 9 and should:

- a) Address and manage environmental risks such as flooding land instability, land contamination landfill gas pollution and impact on surface and ground water, and address opportunities for the reclamation of derelict land and buildings;
- b) Conserve and enhance biodiversity and geodiversity. ;
- c) Minimise its contribution, and help adaptation of the environment, to climate change;
- d) Maximise energy efficiency, and utilise renewable energy technologies;
- e) Satisfactorily address the management of waste; and
- f) Safeguard and enhance, where appropriate, designated habitats and natural features (including trees).

6. Improving accessibility and delivering sustainable transport

To deliver this objective, development must comply with all the relevant policies in chapter 10 and should:

- a) Be in an accessible location, or in a location that can be made accessible, by a choice of means of transport to minimise car trips;
- b) Ensure the highway network is capable either as existing or proposed to accommodate additional vehicular traffic without detriment to amenity, network operation or road safety;
- c) Adopt the transport accessibility hierarchy and provide satisfactory and safe pedestrian and cycle access; and
- d) Provide satisfactory vehicular access, with adequate off-street parking and on-site manoeuvring, parking and servicing arrangements (dependent on use and location)

7. Delivery of supporting infrastructure and / or measures to mitigate impact of development

To deliver this, development must comply with all the relevant policies including DM2 and should:

- a) Make appropriate contributions for the delivery of off site infrastructure (e.g. highways and public transport improvements, public facilities etc) to support development and measures to mitigate and / or enhance the impact of development (e.g. local employment agreements) through conditions / S106 agreements / Community Infrastructure Levy contributions. (see DM2)

All new development will be expected to demonstrate that the relevant requirements within this policy have been taken into account. More detail regarding some of these requirements is set out in existing Supplementary Planning Documents (SPD's). These are linked to policies and national planning policy and include:

- Affordable Housing SPD, March 2008;
- Biodiversity and Development SPD, January 2008;
- East Central Rochdale Area Framework SPD, May 2008;
- Energy and New Development SPD, May 2008;
- Urban Design Guides SPDs, September 2007
 - Urban Design Guide SPD, September 2007;

- Residential Design Guide SPD, September 2007;
- Public Realm Design Guide SPD, September 2007;
- Provision of Recreational Open Space in New Housing, March 2008;
- Rochdale Town Centre East Area Framework, December 2007;
- Travel Planning and New Development, (Draft February 2009).

These SPD's will be monitored and reviewed if necessary to take account of new evidence. New SPD's will be produced if it is considered that additional guidance would assist in the practical implementation of policies or area based projects.

Question 44

What are your views on our approach to the delivery and management of development?

DM2 - Delivering planning contributions and infrastructure

The development proposed in the Core Strategy must be supported by the necessary infrastructure at the appropriate time and in a coordinated way. Infrastructure can include services and utilities, roads and transport, community facilities and green infrastructure.

The Council has worked with other infrastructure providers within the Council and external agencies, including for example utility providers, the Highways Agency, Rochdale Primary Care Trust and the Environment Agency. This ensures all parties understand what infrastructure needs and costs will be, if phasing of development is required, what funding sources are available and who is responsible for delivery. This policy seeks to ensure that development helps to contribute to that infrastructure.

DM2 - Delivering planning contributions and infrastructure

1. General approach

We will require developers to:

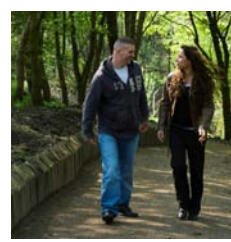
- Provide, or contribute towards the cost of providing, any physical and social infrastructure that is needed because of proposed development; and/or
- Mitigate the impact of development, through planning obligations and agreements, if the development would otherwise have a negative impact on the delivery of a Strategic Objective.

2. Residential development

For new residential development, unless on site / other provision is made, we will seek contributions for:

- Affordable housing (policy C4 and SPD);
- Open space provision and maintenance (policy R4 and SPD);
- Health and well-being;
- Education; and/or
- Community facilities;

3. All types of development



For all types of development, including housing, we will seek contributions for any infrastructure or other measures necessary to mitigate any on site or off-site impacts from the development.

These contributions may cover, dependent on need:

- Off-site highways and access improvements covering all types of transport, including public transport facilities and services, cycling and walking;
- Replacing / protecting / moving biodiversity features where appropriate to address an adverse effect on a feature of biodiversity interest;
- Providing green infrastructure to mitigate the impact of development on the site and surrounding area or greenspace (this is in addition to the requirement for open space as part of new housing development)
- Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary;
- Mitigation or compensation against air quality impacts, particularly in Air Quality Management Areas;
- Public realm improvements within town and local centres, and the incorporation of public art as appropriate;
- Delivery of energy infrastructure as part of major schemes;
- Provision of art in new development where appropriate; and
- The delivery of any other infrastructure that is necessary because of, and related or connected to, the proposed development.

For major developments we may also seek an agreement to use local firms and labour for construction, and to make satisfactory arrangements to try to recruit employees from within the borough.

This policy requires contributions from developers towards infrastructure or measures to mitigate against the impact of new development. These contributions are often delivered through Section 106 agreements and seek to ensure that any requirements for infrastructure, services and facilities, as well as any impact on the environment, that arise from new development are met. National advice, including appropriate tests for these agreements (paragraph B5), is set out in Circular 05/2005 'Planning Obligations'⁽⁵⁸⁾.

The Council has for some years pursued planning obligations in respect of affordable housing, open space, off-site highway improvements, public transport infrastructure improvements, etc. However, as new development puts pressure on a number of services, such as education and health facilities, the Council will seek contributions from those developments which would require the existing infrastructure to be improved e.g. a large new housing development putting pressure on school places in a particular area.

SPDs will be prepared to provide further explanation of the policies in this and future DPDs, and their application, good practice to be followed and the circumstances where mitigation, maintenance and other matters will need to be agreed. They will also provide guidance on:

- When contributions may be needed;
- The type and scale of contributions, taking account of the viability and deliverability of the scheme;
- The circumstances when financial rather than direct provision will be required;
- How financial contributions will be calculated; and
- The form and timing of legal agreements.

58 Planning Obligations (ODPM Circular 05/2005)

Question 45

What are your views on our approach to delivering planning contributions and infrastructure?

Infrastructure

It is clear that government expects development to contribute more to infrastructure requirements arising from new development. In addition the move towards more sustainable development and the increasingly important issue of climate change requires a broader range of possible contributions.

With the exception of the potential release of land outside the urban area south of Heywood, there are no other exceptionally large sites identified in the Core Strategy where significant infrastructure requirements have been identified, either by the Council or by relevant providers (as evidenced during consultation), that will required prior to development.

We are currently working on producing an Infrastructure Plan that will be finalised before the Core Strategy is submitted to the Secretary of State. This will itself be informed by other key delivery and project documents such as the Transport Strategy and the revised Rochdale Borough Renaissance Masterplan. In producing the Infrastructure Plan we will work closely with key partners and stakeholders such as education providers, the PCT, Highways Agency, utilities providers etc. Where existing infrastructure is unable to meet the additional demands placed on it from new development, the Council will expect contributions to alleviate these needs and will use planning obligations to do so.

Introduction of Community Infrastructure Levy (CIL)

The government's proposals for the introduction of a Community Infrastructure Levy⁽⁵⁹⁾ (CIL) to force developments to contribute to infrastructure improvements in a standardised way may affect how policy DM2 is implemented.

CIL may ensure that the burden of contributing to development is spread more fairly. Whatever approach is adopted to securing developer contributions it is important that the demands on development to support new infrastructure are appropriate and do not affect delivery through reducing the viability of development.

If we do introduce CIL, we will produce a charging schedule which will be subject to a separate consultation exercise and independent examination. The schedule will set out which existing planning obligations will be replaced by CIL and which will remain and therefore require S106 agreements.

Question 46

What do you think about us introducing CIL? Would this be preferable to S.106 Obligations in some cases?

59 The Community Infrastructure Levy (DCLG, 2008)



Implementation and monitoring

Table 4 Implementation and monitoring

Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
6. Delivering a more prosperous economy				
E1 - Establishing thriving town and local centres	<p><u>Mechanism</u> Allocations DPD, development control decisions, private sector (including development partners)</p> <p><u>Partners</u> Rochdale Town Centre Management Company, retailers, developers and development interests, RDA, HCA, Environment Agency, retailers, owners and businesses, GMPTE</p> <p><u>Funding</u> Private sector, Public sector</p>	<p>Increase the retail floorspace available to meet the need set out in WYG Retail Study.</p> <p>Reduce level of retail leakage out of the borough.</p> <p>Increase number of shoppers / footfall in Rochdale town centre.</p> <p>Increase proportion of Heywood and Middleton residents using Rochdale town centre.</p>	<p>NI 170 Previously developed land that has been vacant or derelict for more than five years</p> <p>NI 175 Access to services and facilities by public transport, walking and cycling</p> <p>NI 154 - Net additional homes provided</p> <p>Core Output Indicator (COI) Retail development 4a, 4b and Leisure development 4a and 4b</p>	<p>Regional Spatial Strategy, Regional Economic Strategy, Pride of Place, GM Tourism Strategy, Rochdale Renaissance Masterplan, Rochdale Town Centre Masterplan, Rochdale Town Centre East SPD</p>
E2 - Supporting jobs and prosperity	<p><u>Mechanism</u> Allocations DPD, development control decisions, private sector (including development partners)</p> <p><u>Partners</u></p>	<p>Provide a minimum land supply of at least 60 ha through to 2026.</p> <p>Develop 10 ha per annum for employment uses.</p>	<p>Employment land supply available</p> <p>Amount of land developed</p>	<p>Regional Economic Strategy, Rochdale Economic Strategy, Rochdale Renaissance Masterplan, Manchester City Region Development</p>

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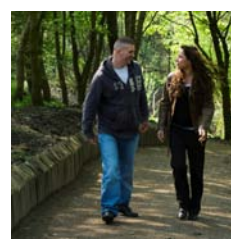
Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
	Regional DA, Rochdale DA, HCA, developers and development interests, land owners and businesses, Commission for the New Economy, Marketing Manchester, GMPTE <u>Funding</u> Private sector, Public sector	90% of employment development to be in the south of the borough. Increase employment rate in borough. Reduce unemployment rate in borough.	RSS employment land development indicators N151 Overall employment rate NI 152 Working age people on out of work benefits NI 166 Average earnings of employees in the area	Programme, Prosperity for all: GM Strategy, ORESA Prospectus and Delivery Strategy
E3 - Focusing on economic growth corridors	As above	Develop strategic sites. Attract businesses in target growth sectors	As above plus: N153 Working age people on out of work benefits in the worst performing neighbourhoods	As above
E4 - Encouraging the visitor economy	As above and below	Increase visitor numbers	Visitor numbers Number of employees in visitor related sectors	Rochdale Visitor Strategy



Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
E5 - Diversifying the rural economy	<p><u>Mechanisms</u></p> <p>Rural Development Programme England, Rural regeneration partnerships e.g. Pennine Prospects, Pennine Edge Forest, Development Control decisions, Private sector</p> <p><u>Partners</u></p> <p>AGMA, Natural England, Forestry Commission, Pennine Prospects, Pennine Edge Forest, Commission for the New Economy, NWDA, Marketing Manchester</p> <p><u>Funding</u></p> <p>RDPE, External grants, Private sector, NWDA, Forestry Commission</p>	Increase employment in the rural area	To be confirmed	Regional Spatial Strategy, Regional, GM Rural Delivery Plan (to be finalised), Heritage Strategy for the Southern Pennines, GM Tourism Strategy, Pride of Place
7. Creating successful and healthy communities				
C1 - Delivering the right amount of housing in the right places	<p><u>Mechanisms</u></p> <p>Allocations DPD, Development control decisions, Regeneration programmes, Private sector (including development partners)</p> <p><u>Partners</u></p>	<p>Deliver 450 additional homes per annum between 2009 and 2026</p> <p>Deliver at least 80% of new housing on previously developed land</p>	<p>NI 154 - Net additional homes provided</p> <p>NI 159 - Supply of ready to develop housing sites</p>	<p>Regional Spatial Strategy, Manchester City Region Spatial Strategy, Rochdale Housing Strategy</p> <p>GM Strategic Housing Market Assessment (SHMA), Strategic Housing Land Availability Assessment (SHLAA)</p>

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Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
	<p>Oldham and Rochdale Partners in Action, RDA, New Heart for Heywood, HCA, Housebuilders, Rochdale Boroughwide Housing, Housing Associations</p> <p><u>Funding</u></p> <p>Public sector funding streams including HMR and New Deal for Communities, HCA (e.g. 'Kickstart'), Private sector</p>		<p>BVP1106 - % New Homes Built on Previously Developed Land (COI - 2b)</p> <p>BVP1164 - Empty homes back into use</p> <p>Housing Trajectory (COI - 2a)</p>	
C2 - Focusing on regeneration areas	<p>As above plus:</p> <p><u>Partners</u></p> <p>Oldham and Rochdale Economic and Skills Alliance</p>	<p>Reducing deprivation scores for Super Output Areas (SOAs) within regeneration areas</p> <p>Area specific targets to be set where appropriate</p>	<p>Index of Multiple Deprivation (IMD) score and ranks for borough and individual SOAs</p> <p>Area specific indicators to be set where appropriate</p>	<p>As above plus:</p> <p>Oldham Rochdale Partners in Action (most up to date prospectus / business plan, Area specific Masterplans (including SPDs)</p>
C3 - Delivering the right type of housing	As above	Overall target to provide a range of housing types whilst making efficient use of land	<p>COI - 2c % of dwellings completed at:</p> <p>i) < 30 dwellings per hectare</p> <p>ii) 30 to 50 dwellings per hectare</p> <p>iii) > 50 dwellings per hectare</p>	<p>Regional Spatial Strategy, Manchester City Region</p> <p>Spatial Strategy, Rochdale</p> <p>Housing Strategy, Greater Manchester SHMA</p>



Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
C4 - Providing affordable homes	As above plus: <u>Partners</u> Rochdale Housing Initiative, private landlords	Targets for 08-11 are: 08/09 - 90 (actual was 158) 09/10 - 45 10/11 - 45 Future targets to be agreed based on up to date evidence of need	NI 155 - Number of affordable homes delivered (gross) BVP1164 - Empty homes back into use	Regional Spatial Strategy, Rochdale Housing Strategy Greater Manchester SHMA
C5 - Meeting the housing needs of gypsies and travellers	As above plus <u>Partners</u> Northern Network of Travelling People, Roch Vale Multi Agency Group, Local communities <u>Funding</u> any designated CLG funding streams)	To meet requirements as set out through the Partial Review of RSS	Monitored through RSS monitoring (H4) and AMR	Regional Spatial Strategy, Rochdale Gypsies and Travellers Strategy (due to be started late 2009), Rochdale Policy for Dealing with Unauthorised Encampments
C6 - Improving health and well being	<u>Mechanisms</u> Allocations DPD, Development control decisions, PCT and Acute Trust, Private sector <u>Partners</u> PCT, Acute Trust, Sure Start and Children's Centres, Private sector, Police, Local communities	Reduce the gap in health inequality in the borough. Assist in meeting the targets set out by individual services.	We will monitor the development of health facilities. See related NI and local indicators set out by LSP for health	Community Strategy, Rochdale Health and Wellbeing Strategy 2008-11 - Pride of Place 2007 -1, Choosing Health (Public Health White Paper 2004), The Heart of Local Health:

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Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
	<u>Funding</u> Public sector, Private sector (BRAHM LIFT, PCT and Acute Trust)			Heywood, Middleton and Rochdale PCT Plan 2007-10
C7 - Delivering education facilities	<u>Mechanisms</u> Allocations DPD, Development control decisions, Private sector <u>Partners</u> Building Schools for the Future, Programme, Primary Capital Programme, Private sector, Local communities <u>Funding</u> Public sector, Private sector	Assist in meeting the targets set out by relevant services.	We will monitor the development of education facilities.	Community Strategy, Pride of Place 2007 -10, Children and young peoples plan 2008-10
C8 - Improving community, sport and leisure and cultural facilities	<u>Mechanisms</u> Allocations DPD, Development control decisions, Private sector <u>Partners</u> Public sector, Private sector, Developers, Local businesses, Local communities <u>Funding</u> Public sector, Private sector	Assist in meeting the targets set out by relevant services.	We will monitor the development of education facilities.	Community Strategy, Pride of Place 2007 -10, Play and Freetime Strategy for Rochdale 2007- 2012



Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
8. Improving design, image and quality of place				
P1 - Protecting and enhancing the boroughs character and heritage	<p><u>Mechanisms</u></p> <p>Determination of planning applications, Implementation of Borough Urban Design Guide, Design Panel</p> <p><u>Partners:</u></p> <p>Developers and development interests, Heritage agencies, LSP (Quality of Place) Design Panel, Oldham and Rochdale Partners in Action, RDA</p> <p><u>Funding</u></p> <p>Private sector, Public sector</p>	<p>To improve relevant scores within Residents Satisfaction Survey</p> <p>To increase number of quality nominations for Design Competition</p>	Building for Life standards	Rochdale Borough Heritage Strategy, Rochdale Borough Renaissance Masterplan, Rochdale Borough Urban Design Guides (SPDs)
P2 - Improving the borough's image				
P3 - Improving the design of new development				
9. Tackling climate change and conserving natural resources				
R1 - Tackling climate change	<p><u>Mechanisms</u></p> <p>Supplementary Planning Documents, Allocations DPD, Development Control Decisions, Planning Obligations, Council developments</p> <p><u>Partners</u></p> <p>Developers, Other GM authorities, LSP</p> <p><u>Funding</u></p> <p>Sub Regional Fund, Developer contributions, Private sector</p>	<p>New homes zero carbon by 2016; other developments by 2019 (detailed targets outlined in Energy and New Development SPD)</p> <p>CO2 reductions from new developments through the application of the Energy and New Development SPD</p>	<p>NI186 per capita</p> <p>CO2 emissions in LA area and NI188</p> <p>Adapting to climate change</p> <p><u>Aiming High SP4.K</u></p> <p>To measure the increase in energy generation from on site renewables and low carbon technologies in KWh</p>	<p>Energy and New Development SPD, Adaptation SPD, Rochdale Borough Climate Change Strategy</p>

Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
R2 - Managing Green Belt	<p><u>Mechanisms</u></p> <p>Allocations DPD, Implementation of related Core Strategy policies, Determination of planning applications.</p>	No loss of green belt outside allocated areas.	% Green Belt lost	Regional Spatial Strategy, Manchester City Region Spatial Strategy
R3 - Managing other protected / reserved land	As above	As above	As above	As above
R4 - Enhancing green infrastructure	<p><u>Mechanisms</u></p> <p>Allocations DPD, Green Infrastructure Strategies and Action Plans, Biodiversity and Development SPD, Development control decisions, Environmental regeneration programmes, GM Biodiversity Action Plan, Rochdale District Biodiversity Action Plan, Catchment and Local area flood management plans, Local regeneration programmes</p> <p><u>Partners</u></p> <p>Natural England, Pennine Prospects, Environment Agency, Forestry Commission, NWDA, HCA, United Utilities, AGMA, Voluntary sector organisations eg: Groundwork, BTCV</p> <p><u>Funding</u></p> <p>Public sector, External grants, Developer contributions</p>	<p>Targets to be determined through Rochdale Borough Green Infrastructure Strategy; Increase woodland cover</p>	<p>Residents within 400m of quality open space; Green Flag awards; Country Park Accreditation; % of woodland in woodland certification schemes</p>	<p>Regional Spatial Strategy, Manchester City Region Spatial Strategy, Pride of Place, Rochdale Renaissance Borough Masterplan, Rochdale Green Infrastructure Strategy</p>



Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
R5 - Increasing the value of biodiversity and geodiversity	<p><u>Mechanisms</u></p> <p>Allocations DPD, Biodiversity and Development SPD, Development control decisions, Environmental regeneration programmes, GM Biodiversity Action Plan, Rochdale District Biodiversity Action Plan, Green Infrastructure Strategies and Action Plans</p> <p><u>Partners</u></p> <p>Pennine Prospects, Environment Agency, Forestry Commission, United Utilities, AGMA</p> <p><u>Funding</u></p> <p>Public sector, External grants, Developer contributions</p>	Delivering Greater Manchester and Rochdale District Biodiversity Action Plans	NI 197 Improved local biodiversity - active management of local sites	Regional Spatial Strategy, North West Biodiversity Action Plan, Regional Forest Framework, Pride of Place
R6 - Managing water resources and flood risk	<p><u>Mechanisms</u></p> <p>Allocations DPD, Development Control decisions, Flood Risk Management Plans and Strategies, Green Infrastructure Strategies and Programmes</p> <p><u>Partners</u></p> <p>Environment Agency, AGMA, United Utilities, RDA, Local regeneration partnerships and programmes</p>	To achieve EU Water Framework Directive targets	NI 189 Flood and coastal erosion risk management	Regional Spatial Strategy, River Irwell Catchment Flood Management Plan, Manchester City Region Spatial Strategy

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Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
	<u>Funding</u> Environment Agency, Developer contributions, External grants			
R7 - Reducing the impact of pollution	<u>Mechanisms</u> Development Control decisions, sustainable transport policies, Air Quality Management Areas <u>Partners</u> Developers, local businesses <u>Funding</u> Public, sector, private sector	To meet standards within the national Air Quality objectives	NI 194 Level of air quality - reduction in NO _x and primary PM ₁₀ emissions through local authority's estate and operations	Local Air Quality Management Plans
R8 - Managing mineral resources	<u>Mechanisms</u> Determination of planning applications, GM Joint Minerals Plan DPD. <u>Partners</u> Minerals operators and industry, Landowners, Greater Manchester Geological Unit <u>Funding</u> Private sector	Targets to be set by Joint Minerals Plan DPD	Indicators to be set by Joint Minerals Plan	Regional Strategy for the North West



Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
R9 - Managing waste	<p><u>Mechanisms</u></p> <p>Determination of planning applications, GM Joint Waste Plan DPD.</p> <p><u>Partners</u></p> <p>Private waste operators, Site owners and businesses, Greater Manchester Geological Unit</p>	Targets to be set by Joint Waste Plan DPD	Indicators to be set by Joint Waste Plan	Regional Strategy for the North West, GM Waste Needs Assessment, Waste Strategy for England
10. Improving accessibility and sustainable transport				
T1 - Delivering sustainable transport.	<p><u>Delivery</u></p> <p>Greater Manchester Local Transport Plan 2 (GMLTP2) & beyond.</p> <p>Greater Manchester Transport Fund.</p> <p>RSS Transport Strategy.</p> <p>Rochdale Borough Transport Strategy</p> <p>S106 agreements, Planning Obligations / Conditions.</p> <p>Rochdale Borough PROW Strategy</p> <p>GM Air Quality Strategy,</p> <p>Network Rail,</p> <p>NW, Y&H & Northern Rail Utilisation Strategies (RUS),</p>	<p>Contribute to GMLTP2 & beyond targets including :</p> <p>Reduce killed and seriously injured casualties, particularly children,</p> <p>Increase bus, Metrolink (from 2012) patronage and access to railway stations,</p> <p>Maintain access to public transport for people of working age, particularly job seekers.</p> <p>Limit growth in traffic area wide, reducing peak time non-car travel to urban centres.</p> <p>Increase cycling, walking, non-car travel to school,</p>	<p>Contribute to GMLTP2 & beyond targets including :</p> <p>Reduce killed and seriously injured casualties, particularly children,</p> <p>Increase bus, Metrolink (from 2012) patronage and access to railway stations,</p> <p>Maintain access to public transport for people of working age, particularly job seekers.</p>	<p>GMLTP2 and beyond,</p> <p>Rochdale Borough Transport Strategy</p> <p>North West RSS Chapter "An Accessible Region with an Integrated Transport System"</p> <p>Other GM Transport & Land Use Strategies.</p> <p>Network Rail North West, Yorkshire & Humber, and Northern Rail Utilisation Strategies (RUS).</p> <p>DfT, DCLG & Highways Agency Transport & Land Use Guidance and Policies.</p>
T2 Improving Accessibility				

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Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
	<p>Northern Way,</p> <p>Rochdale Borough Transport Group.</p> <p><u>Partners</u></p> <p>Greater Manchester Integrated Transport Authority (GMITA),</p> <p>Greater Manchester Passenger Transport Executive (GMPTE),</p> <p>Other GM Transport Units (JTU, UTC etc) Dept. for Transport, Network Rail, 4NW, NW RDA,</p> <p>Northern Rail,</p> <p>Bus Operators,</p> <p>Sustrans, HCA, Rochdale Borough LSP, Rochdale Dev. Agency, Heywood, Middleton & Rochdale PCT, GM Police, East Lancs Railway Trust / Company,</p> <p>Transport Lobby & Voluntary Groups.</p> <p><u>Funding</u></p> <p>LTP, GM Transport Fund, RFA,</p> <p>Regeneration Funding: NWDA, ERDF, HCA,</p> <p>Big Lottery Fund,</p>	<p>Improve bus punctuality.</p> <p>Tackle congestion. air quality & climate change.</p> <p>RSS Targets include Development compliance with Car Parking standards, RFA scheme delivery in addition to LTP targets.</p> <p>Transport Related National Indicators covered by LTP targets .</p> <p>UDP Core Output Indicator 3b</p>	<p>Limit growth in traffic area wide, reducing peak time non-car travel to urban centres.</p> <p>Increase cycling, walking, non-car travel to school,</p> <p>Improve bus punctuality.</p> <p>Tackle congestion. air quality & climate change.</p> <p>RSS Targets include Development compliance with Car Parking standards, RFA scheme delivery in addition to LTP targets.</p> <p>Transport Related National Indicators covered by LTP targets .</p> <p>UDP Core Output Indicator 3b.</p>	<p>Rochdale MBC UDP Saved Policies.</p>



Policy / Project	Delivery - Mechanisms / Partners / Funding	Target	Indicators	Other Strategies / Policies
	<p>High Level Output Specification (HLOS), S106 Agreements, Planning Obligations, Developer Funding, Community Infrastructure Levy (CIL).</p>			



Appendix 1 Schedule of key sites

Table 5 Key housing sites

SHLAA Code	Site	Estimated capacity
SH 1501	Former Gort Sand Pit, Heywood	250
N/a	Collop Gate Farm, Heywood	250
SH 1502	Unity Mill, Argyle Street, Heywood	197
SH 1625	British Vita, Don Street, Middleton	48
SH 0581, SH 0569, SH 0559, SH 0551	Durn Area of Opportunity, Pennines	96
SH 1550	Former Akzo Nobel Site, Pennines	164
SH 1201	Birch Hill Hospital, Pennines	422
SH 0807	Dyehouse Lane, Pennines	150
SH 0622, SH 1323	Two Bridges Road Area of Opportunity, Pennines	137
SH 0633	TBA, Rooley Moor Road, Rochdale	200 - 600 ⁽¹⁾
SH 1624	Former Woolworths depot, Royle Barn Road Rochdale	100
SH 0623	Trub Farm, Rochdale	150

1. This is expressed as a range as the number of potential new homes will depend on the mixture of uses on the site

Appendix 2 Replaced, saved and deleted UDP policies

The table below shows the relationship between policies in the Core Strategy and policies in the Rochdale UDP. As stated earlier, the Core Strategy will replace some but not all UDP policies.

Column 1 lists the policies put forward in this Preferred Options document.

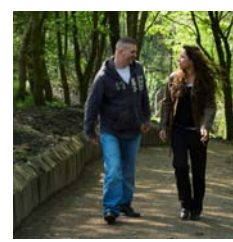
Column 2 shows which UDP Policies will be replaced by the policies in column 1 when the Core Strategy is adopted.

Column 3 shows which UDP policies will be saved and should be referred to along with the Core Strategy policy. Where there is any contradiction or uncertainty on policy interpretation the Core Strategy policy supersedes the UDP policy. These policies will be replaced by policies in the Allocations DPD when that is adopted.

Column 4 indicates those UDP policies where the site or area-specific boundaries (shown on the UDP Proposals Map) are saved and will remain relevant after the Core Strategy is adopted, until the Allocations Document or another DPD is produced. In some instances a Core Strategy policy will replace a UDP policy in terms of the policy statement but it will still be necessary to save the site boundary shown on the UDP proposals map.

Table 6 UDP policies replaced or saved

Core Strategy Policy	UDP policies replaced by Core Strategy Policies	Saved UDP policies - to be read with Core Strategy Policy	Saved UDP allocations and policy areas (shown on UDP Proposals map)
5. Spatial Strategy			
SP1 Rochdale borough's role in the city region	G/SP1, G/SP2, G/SP3 and all UDP Part 1 Policies		G/D/1, D/10
SP2 The Spatial Strategy for the borough	As above, G/R/1		As above
SP3 The Spatial Strategy in the south of the borough	As above		As above
SP4 The Spatial Strategy in the north of the borough	As above		As above
SP5 The sequential approach to development	As above		As above
6. Delivering a more prosperous economy			
E1 Establishing thriving town and local centres	G/S/1, G/S/2, S/5	S/3, S/4, S/6	G/S/1, S/3, S/4, S/5, S/6
E2 Supporting jobs and prosperity	G/EC/1, EC/2, EC/3, EC/4, EC/5, EC/6, EC/8, EC/9	EC/7	EC/2, EC/3, EC/8
E3 Focusing on economic growth corridors	EC/2, EC/3, EC/4		EC/2, EC/3, EC/8, EC/9



Core Strategy Policy	UDP policies replaced by Core Strategy Policies	Saved UDP policies - to be read with Core Strategy Policy	Saved UDP allocations and policy areas (shown on UDP Proposals map)
E4 Encouraging the visitor economy	LT/5, LT/7		
E5 Diversifying the rural economy	G/RE/1, RE/4, RE/2	RE/8	
Regeneration sites, projects		R/4, R/4(a)-(j) (Areas of opportunity)	R/4 (a) - (j)
7. Creating successful and healthy communities			
C1 Delivering the right amount of housing in the right places	G/H/1, H/2, H/3 (part)		
C2 Focusing on regeneration areas	H/8, H/9, G/R/1, R/2		
C3 Delivering the right type of housing	H/3 (part), H/5		
C4 Providing affordable homes	H/7		
C5 Meeting the needs of gypsies and travellers	No specific UDP policy but reference at end of housing chapter.		
C6 Improving health and well being	CF/2		
C7 Delivering education facilities	CF/2		
C8 Improving community, sport and leisure and cultural facilities	S/6, S/7, G/2, G/4, G/5, G/6	S/9, CF/5, G/3, G/7	S/6, CF/5, G/3
8. Improving design, image and quality of place			
P1 Protecting character	G/BE/9		
P2 Improving image	BE/6		
P3 Improving design	BE/2, BE/4, BE/5, BE/8, BE/9		
9. Conserving and managing the natural environment and resources			
R1 Tackling climate change	G/EM/12, EM/13, EM/14, EM/16		
R2 Managing Green Belt	G/D/2, D/3, D/4, D/7, D/9	D/5, D/6	G/D/1, GD/2, D/5, D/6, D/10
R3 Managing other protected / reserved land	D/10		G/D/1

Core Strategy Policy	UDP policies replaced by Core Strategy Policies	Saved UDP policies - to be read with Core Strategy Policy	Saved UDP allocations and policy areas (shown on UDP Proposals map)
R4 Enhancing green infrastructure	H/6 (in terms of standards), GN/1, , NE/4, NE/6, NE/8, NE/9, NE/10	RE/7, G/3, G/7 G/8 A-D	G/3, G/7, G/8, RE/7
R5 Increasing the value of biodiversity and geodiversity	G/NE/1, NE/4, NE/6, NE/7, NE/8, NE/9, NE/10,	NE/2, LT/7	NE/2
R6 Managing water resources and flood risk	EM/7, EM/8	EM/17	EM/17
R7 Reducing the impact of pollution	EM/2, EM/3, EM/4		
R8 Managing mineral resources	G/M/1,	M/2, M/3, M/4, M/5, M/6, M/7, M/8	M/2
R9 Managing waste	G/W/1	W/2, W/3, W/4, W/5, W/6, W/7, W/8	W/2
10. Improving accessibility and delivering sustainable transport			
T1 Delivering sustainable transport	G/A/1, A/13, A/14, A15, A/16, A17,A18 A/19, A/24.	A/18, A/20	A/18, A/20
T2 Improving accessibility	A/2, A/3, A/4, A/5, A/6, A/7, A/8, A/9, A/10, A/11, A21, A/22.	A/12, A/23.	
12. Managing delivery and monitoring progress			
DM1 Managing delivery	Replaces a number of UDP policies that exist to ensure development is delivered in the right way and respects local amenity e.g. H/3		
DM2 Delivering planning contributions and infrastructure	Replaces a number of UDP policies that seek contributions from development e.g. H/6		

In the next table are those UDP policies not to be 'saved' or replaced by policies within the Core Strategy because they duplicate national or regional policy, their implementation is covered through other legislation or they are simply no longer required.

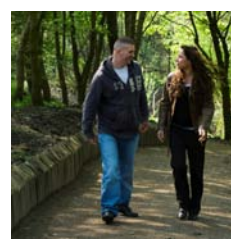


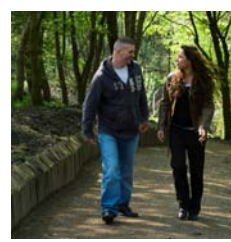
Table 7 UDP policies deleted

UDP Policy	Reason for deletion
D/3	No longer required
D/7	Repeats national policy (PPG 2)
D/8	Repeats national policy and is unnecessary detail
D/9	Replaced by R2 but also repeats national policy
H/4	Partly replaced by P3 and other policies but is unnecessary detail
H/8 (part)	Replaced through more area specific reference through Policy C2
H/9 (part)	Replaced through more area specific reference through Policy C2
H/10, H/11, H/12, H/13	Partly replaced by DM1but unnecessary detail
S/8	Repeats PPS6, draft PPS4
S/10, S/11	Unnecessary detail
S/12	Not required
G/LT/1, LT/2, LT/3, LT/4,	Partly replaced by E4 and C8 but also duplicated national policy (PPS 6)
LT/6	Partly replaced by E4 but unnecessary detail
R/3	Partly replaced by E3 but will be reviewed through allocations DPD.
CF/3	Not required
CF/4	Not required – is covered by UDP Policy D/5 to be retained pending an allocations DPD (see above)
CF/6 - Telecommunications	Repeats national policy (PPG 8)
BE/3, BE/4	Repeats national policy and are partly replaced by P3
BE/10, BE/11, BE/12, BE/13, BE/14, BE/15, BE/16, BE/18, BE/19	These policies repeat national policy (PPS 15) and are partly replaced by P1
G/EM/1	Partly replaced by various policies
EM/5, EM/6, EM/9	No longer required
EM/10, EM/11	Partly replaced by R7
EM/15	Covered by SPD linked to policy EM/14 , replaced by policy R1

Appendix 3 Accessibility standards / targets (see policy T2)

Table 8 Accessibility standards / targets

FROM TO	Residential	Employment Uses	Offices	Key Leisure Facility	Children's Play / Local Open Space	Formal Outdoor Sports Facilities	Public Transport Interchange / Bus Stations	Bus Stop
Residential	-	30 mins by PT including walk to / from stop	To be decided	20 minutes by PT including walk to / from stop	LAP < 100m walk (1 min) LEAP < 400m walk (5 mins) NEAP < 1km (15 mins)	20 mins by PT including walk to / from stop	To be decided	< 400m
Employment Uses	30 mins by PT including walk to / from stop.	-	-	-	-	-	-	< 400m
Offices	To be decided	-	-	-	-	-	< 400m	< 400m
Key Leisure Facility	20 minutes by PT including walk to / from stop	-	-	-	-	-	To be decided	< 400m
Children's Play / Local Open Space	LAP < 100m walk (1 min) LEAP < 400m walk (5 mins) NEAP < 1km (15 mins)	-	-	-	-	-	-	-
Formal Outdoor Sports Facilities	20 minutes by PT including walk to / from stop	-	-	-	-	-	-	<400m
Public Transport Interchanges / Bus Stations	To be decided	-	-	To be decided	-	-	-	Integral to the facility-
Bus Stops	< 400m	< 400m	< 400m	< 400m	-	< 400m	Integral to the facility	-
Railway Stations	< 800m, if not < 400m from bus stop or PT interchange.	< 800m, if not < 400m from bus stop or PT interchange -	<< 800m, if not < 400m from bus stop or PT interchange	To be decided	-	-	To be decided	Suggest < 50m
Town Centres	-	-	To be decided	To be decided	Within the Town Centre	To be decided	Within the Town Centre	Within the Town Centre
Local Centres	< 400m	-	To be decided	-	-	-	-	Suggest < 50m



FROM TO	Residential	Employment Uses	Offices	Key Leisure Facility	Children's Play / Local Open Space	Formal Outdoor Sports Facilities	Public Transport Interchange / Bus Stations	Bus Stop
Local Shops	< 400m	-	< 400m	-	-	-	-	Suggest < 50m
Health Centres	< 400m	-	-	-	-	-	To be decided	Suggest < 50m
Hospitals	-	-	-	-	-	-	To be decided	Suggest < 50m from main entrance
Primary Schools	-	-	-	To be decided	-	To be decided	-	< 400m
Secondary Schools & Post 16 Colleges	-	-	-	To be decided	-	To be decided	-	< 400m

Table 9 Accessibility standards / targets (continued)

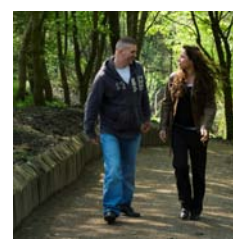
FROM TO	Railway Stations	Town Centres	Local Centres	Local Shops	Health Centres	Hospitals	Primary Schools	Secondary Schools & Post 16 Colleges
Residential	< 800m if not < 400m from bus stop or PT Interchange.	-	< 400m	< 400m	< 400m	-	-	-
Employment Uses	< 800m if not < 400m from bus stop or PT interchange.	-	-	-	-	-	-	-
Offices	< 800m	To be decided	To be decided	To be decided	-	-	-	-
Leisure Centre	To be decided	To be decided	-	-	-	-	To be decided	To be decided
Children's Play / Local Open Space	LAP , 100m walk (1 min), LEAP < 400m walk (5 mins), NEAP < 1km (15 mins)	-	-	-	-	-	-	-
Formal outdoor sports facilities	-	To be decided	-	-	-	-	-	-
Public Transport Interchanges / Bus Stations	-	To be decided	-	-	-	-	-	-
Bus stops	Suggest <50m	Within the town centre	<50m	<50m	<50m	< 50m from main entrance	<50m	<50m

FROM	Railway Stations	Town Centres	Local Centres	Local Shops	Health Centres	Hospitals	Primary Schools	Secondary Schools & Post 16 Colleges
TO								
Railway stations	-	To be decided	-	-	-	-	-	-
Town centres	-	-	-	-	To be decided	To be decided	-	-
Local shops	-	-	-	-	-	-	-	-
Local centres	-	-	-	-	-	-	-	-
Health centres	-	To be decided	-	-	-	-	-	-
Hospitals	-	To be decided	-	-	-	-	-	-
Primary schools	-	-	-	-	-	-	-	-
Secondary Schools & Post 16 Colleges	-	-	-	-	-	-	-	-

The above table considers what our target standards should be for how accessible (or close) the various major land uses should be to each other. Where it's left blank, it indicates we don't think there needs to be (or it makes any sense to have) a standard / target. Where we've put 'to be decided' we think there could be a reason for saying that it is desirable to have those uses accessible to each other. What do you think?

Question 47

What are your views on the accessibility standards in the table above? Can you suggest any standards where we've left them 'to be decided' ?



Appendix 4 Key local centres

Table 10 Key local centres

	Key local centres	Size	Description
1.	Oldham RoadRoyds Street West	Medium	Active centre and on a main strategic route
2.	Oldham RoadKingsway	Large	
3.	Milkstone Roadwith Tweedale Street	Large	Very active centre
4.	Spotland Road	Large	Active centre and on a main strategic route
5.	Rooley Moor	Small	
6.	Whitworth Road	Large	Very active centre and on a main strategic route
7.	Yorkshire Street	Large	Very active centre and on a main strategic route
8.	NordenVillage Centre	Medium	
9.	Kirkway at Mainway, Middleton	Medium	The largest of the local centres in that catchment
10.	Argyle Parade, Darnhill, Heywood	Medium	
11.	Milnrow Road, Newbold	Medium	Serves the local catchment
12.	CastletonVillage Centre	Large	
13.	Manchester Road, Heywood	Medium (3 sites)	Some parts of the centre are vacant and underused but important overall
14.	The Strand, Kirkholt	Medium*	Isolated catchment area
15.	SmithyBridgeVillage Centre	Medium*	Isolated catchment area
16.	NewheyVillage Centre	Medium*	Isolated catchment area
17.	BamfordVillage Centre	Small	Very active with a range of shops and services
18.	Bamford Precinct	Small	
19.	RhodesVillage Centre	Small	Isolated catchment area and adjacent Primary Employment Zone
20.	Birch Road with Ramsden Road	Small	Isolated catchment area
21.	Lakeland Court, Langley	Small	
22.	Shawclough Road	Small	

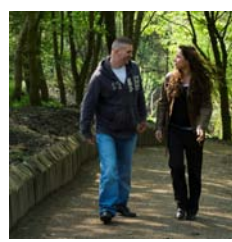
* Not very active but serves quite an isolated catchment and therefore is very important.

Identification of New Local Centres

- East Middleton
- North Middleton
- Royal Barn Lane

Retail destinations and Superstores

- Central Retail Park
- Kingsway Retail Park
- Aldi Foodstore Ltd, Edinburgh Way, Rochdale
- Tesco, Silk Street, Sudden, Rochdale
- Asda, Dane Street, Rochdale
- Lidl, Spotland Road, Rochdale
- Morrison's, Kingsway, Rochdale
- Netto, Kingsway Retail Park, Rochdale
- Tesco, Whitworth Road, Rochdale
- Co-op, Station Road, Littleborough
- Lidl, Bridge Street, Heywood
- Aldi, Rochdale Road East, Heywood
- Aldi, Kemp Street, Middleton



Appendix 5 Glossary

Affordable Housing - Subsidised housing and low-cost market housing available to people who cannot afford to occupy houses generally available on the open market.

Air Quality Management Areas (AQMAs) – If a local authority finds areas where the objectives of the Air Quality regulations are not likely to be achieved, they are required to designate an Air Quality Management Area (AQMA) and draw up an action plan setting out the measures it intends to take in pursuit of the objectives.

Biodiversity - The range of life forms which constitute the living world, from microscopic organisms to the large trees, animals, their habitats and the ecosystem in which they live.

Birds Directive and SPA - The Birds Directive was adopted by the European Community in 1979. Its provisions include the identification and designation of Special Protection Areas (SPA) for rare and vulnerable bird species. The South Pennines Moors is a Special protection area.

Building Schools for the Future (BSF) - Is the biggest-ever school buildings investment programme. The aim is to rebuild or renew nearly every secondary school in England.

Carbon Sink – Atmospheric carbon in the form of carbon dioxide is captured and stored in living (trees and other green vegetation) or non-living reservoirs (soil, geological formations, oceans, wood products).

Climate Change - Climate change refers to the build up of man-made gases in the atmosphere that traps the sun's heat, causing changes in weather patterns on a global scale. The effects include changes in rainfall patterns, sea level rise, potential droughts, habitat loss, and heat stress. The greenhouse gases of most concern are carbon dioxide, methane, and nitrous oxides.

Combined Heat and Power (CHP) – the simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing waste heat and putting to use heat that would normally be wasted to the atmosphere, rivers or seas. CHP is an efficient form of decentralised energy supply providing heating and electricity at the same time.

Community Infrastructure - Facilities available for use by all the community, such as church or village halls, doctor's surgeries and hospitals, even public houses. Community facilities could also include children's playgrounds and sports facilities.

Community Infrastructure Levy (CIL) - Levy on development proposed by the government to fund infrastructure to support housing and economic growth.

Community Strategy (Pride of Place) - A local strategy for the future of the borough outlining actions towards environmental, economic and social well-being. All Council policies and strategies must comply with the Community Strategy.

Conservation Area - An area of special historic or architectural interest whose character must be preserved or enhanced.

Core Strategy - Forms part of the Local Development Framework (LDF) and sets out the long term spatial vision, spatial objectives and strategic policies for the Local Planning Authority area. The Core Strategy will have the status of a Development Plan Document (DPD).

Critical Drainage Area (CDA) – A location which has known surface water drainage issues and where the sewer network may be at capacity increasing flood risk locally and downstream.

Decent Homes Standard - A decent home is one which is wind and weather tight, warm and has modern facilities.

Decentralised energy infrastructure – energy supply from local renewable and low-carbon sources, i.e. on site or near site, but not remote off-site.

Development - The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or land.

Development Plan Document (DPD) - Spatial planning documents that are subject to independent examination that, together with the Regional Spatial Strategy (RSS), form the development plan (LDF) for a local authority area. They can include: the Core Strategy, Site Specific Allocations of land, Area Action Plans and Development Control Policies.

Employment Land (B1, B2, B8) - Land used, with planning permission, or allocated in a development plan principally for offices, research and light industrial (B1), general industrial (B2) and storage / distribution (B8) uses.

Environmental Impact Assessment (EIA) - The process by which information is collected on the environmental impact of a project. This is then taken into account by the local planning authority when determining an application for planning permission.

Geodiversity - All the variety of rocks, minerals and landforms and the processes which have formed these features throughout geological time.

Green Belt - Areas of land where development is particularly tightly controlled. The purposes of greenbelt are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Green Infrastructure (GI) - Green infrastructure is the physical environment within and between cities, towns and villages, specifically the network of open space, waterways, woodlands, green corridors and open countryside.

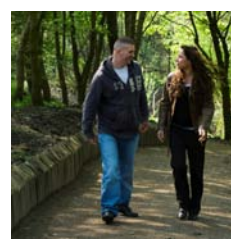
Green Roofs and Walls – Broadly speaking, a green roof or wall is one with plants growing on its surface. This could range from a spontaneously occurring moss and lichen covered roof to a full-scale roof garden that includes trees and shrubs. Green roofs and walls have a multitude of benefits, such as improved rainwater management, improved building thermal management, reduction in sound transmission, improvement of air quality, provision of habitat and reduction of the ‘urban heat island effect’ (as well as aesthetic and recreational benefits).

Greenfield Land - Land which has not been previously developed or land where evidence of previous development has gone.

Hectre (ha) - 1 hectare is equivalent to 10 000 square metres or 2.471 acres (where 1 acre is equivalent to 1/2 a football pitch).

Housing Market Renewal (HMR) - The Oldham and Rochdale Housing Market Renewal Pathfinder Project has been established to address housing market dysfunction in the two boroughs. It covers a 15 year period and is overseen by the two borough’s Local Strategic partnerships, representing a wide range of organisations and local communities.

Housing Needs Study - This looks at the numbers and types of households in housing need. It also looks at affordability of housing, suitability of existing housing and the scope of alternative housing solutions.



Index of Multiple Deprivation (IMD) - The Index of Multiple Deprivation combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England.

Local Area Agreement (LAA) - This is an agreement that has been made between the Local Strategic Partnership and central government, which sets out clear targets for the borough. These are based on the priorities identified within the Community Strategy. In future the local area agreement is expected to be the key way in which government will monitor the council's performance.

Local Development Document (LDD) - The collective term in the Planning Act for Development Plan Documents, Supplementary Planning Documents and the Statement of Community involvement.

Local Development Framework (LDF) - The portfolio of Local Development Documents that form the local development plan. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy and policies for the local authority area.

Local Strategic Partnership (LSP) - Brings together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding, discuss strategies and initiatives.

Northern Way - The Northern Way Growth Strategy Moving Forward: The Northern Way set out how the Northern Way would seek to bridge the gap between the North and the English regional average by growing the North's economy faster. The Growth Strategy was developed to build on the North's three Regional Economic Strategies and Regional Spatial Strategies.

Pennine Edge Forest (PEF) - Is a multi-agency partnership consisting of the districts Rochdale, Oldham, Stockport and Tameside. It seeks to ensure that the economic, environmental and community benefits from community forestry are being delivered.

Planning Policy Statement (PPS) - New statements of Government planning policy covering different topics e.g. transport, housing etc issued under the new legislation. These statements replace Planning Policy Guidance Notes (PPGs)

Previously Developed Land (Brownfield Land) - Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure, and that has not lost evidence of this previous use.

Primary Capital Programme (PCP) - Takes a long-term strategic approach to capital investment and to transform teaching and learning in primary schools.

Primary Shopping Area (PSA) - Area within a town centre where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage).

Quality Bus Corridors - This term refers to a bus route that has a frequent service usually between major towns or cities where public transport facilities and services have been improved. This may be through provision of newer buses, major junction improvements to reduce delay, improved bus stops with new shelters clearer information raised kerbs to ease access on to buses for people with limited mobility or in wheelchairs and improvements in walking and disability access to bus stops.

Regeneration - The process of renewing sites, areas and landscapes that have become disused, spoiled or deprived and bringing them back into use, and making a wider area or community better through improvement. An effort is made to make people in an area better off as well as making the area better to look at and to live in.

Regional Spatial Strategy (RSS) - Sets out the region's policies (for the North West) in relation to the development and use of land and forms part of the local development plan (LDF).

Renewable and Low Carbon Energy – Renewable energy covers those energy flows which occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also biomass. Low-carbon technologies are those that can help reduce carbon emissions.

Rochdale Borough Renaissance Masterplan - A visionary document that has been developed to guide the physical regeneration of our borough.

SAC - Special area of conservation

Saved Policies - Planning policies that are saved from the development plan (the UDP) prepared prior to the introduction of the LDF and carried forward temporarily in the new system until replacement policies and documents have been prepared.

Secondary Shopping Areas (SSA) – Secondary frontages provide greater opportunities for diversity of uses.

Section 106 Agreement (S106) - Allows a Local Planning Authority to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue (often to fund necessary improvements elsewhere).

Sequential Approach (Flood Risk) – demonstration that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.

Sequential Approach (Retail and Leisure) - sets out a procedural approach in selecting sites for new retail and commercial leisure developments and other key town centre uses. It requires parties to demonstrate that first preference be given to town centre sites, followed by edge-of-centre sites, and only then by out-of-centre sites in locations that are, or can be made, easily accessible by a choice of means of transport. Only when these possibilities have been exhausted should retail development be allocated out of town.

Simplified Planning Zones (SPZ) – This grants advance planning permission for specific types of development within a designated area for a 10 year period. Any conforming development proposed within the site during this period would not require a separate planning permission.

Site of Biological Importance (SBI) - A protected area of ecological significance in terms of flora, fauna, geological or physical features and listed in a register produced on a county wide basis. Sites are graded A, B or C, depending on their scientific significance.

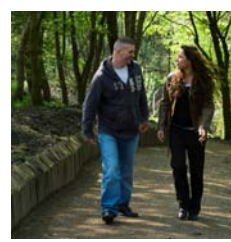
Site specific allocations - Allocations in Development Plan Documents of sites for specific or mixed use development. Policies will identify any specific development requirements.

South Pennine Moors SAC and SPA - The sites is designated both an SPA and SAC for the importance of its upland breeding bird assemblages and for the upland habitats it supports. Only 6.6% of this 64 983ha site is in Rochdale.

Spatial Objective - Statement describing the outcome to be achieved by the Local Development Framework in order to achieve the vision.

Spatial Planning - The process of integrating policies for the development and use of land with other policies and programmes to influence the nature of places and how they function.

Special Area of Conservation (SAC) - Sites of European nature conservation importance designated under the Habitats Regulations.



Special Protection Area (SPA) - A European site selected for its important wild bird assemblages. Designated under the EC Directive on the Conservation of Wild Birds.

Statement of Community Involvement (SCI) - Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of Local Development Documents and development control decisions. The SCI is not a Development Plan Document but is subject to independent examination. Rochdale's has been adopted.

Strategic Environment Assessment (SEA) - A strategic environment assessment is a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA directive (2001/42/EC) requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.

Strategic Flood Risk Assessment (SFRA) – A spatial assessment of flood risk from all sources identifying where flood risk is greatest in the borough. The SFRA is used to inform where certain types of development activity e.g. housing may or may not be appropriate and will provide background for detailed site flood risk assessments and emergency planning for flood incidents.

Strategic Housing Land Assessment (SHLA) - Information necessary to assess the supply and availability of land for housing to meet the community's need for more homes. These assessments are required by national planning policy, set out in Planning Policy Statement 3: Housing (PPS3).

Greater Manchester Strategic Housing Market Assessment (SHMA) - An overarching document for the Manchester city region, which provides an evidence base to support the formulation of policy and strategies. It provides a robust and evidenced assessment of housing in terms 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.

Supplementary Planning Document (SPD) - Provide supplementary information in respect of the policies in Development Plan Documents.

Sustainability Appraisal(SA) - Assesses the potential impact of a particular plan against economic, social and environmental sustainability objectives. It can then be amended to take account of any negative impacts which may be identified, and thus it is ensured that it promotes sustainable development.

Sustainable Development - Defined by the World Commission on Environment and Development as "Meeting the needs of the present without compromising the ability of future generations to meet their needs". The planning system should ensure that development and growth are sustainable.

Sustainable Transport - Any form of transport other than the private car. Generally, the term most commonly relates to travel by bus, train or light rail, but walking and cycling are sustainable means of transport as well.

Transport Assessment - An assessment of the impact of a development or organisations travel requirements on the local transport network. It identifies the points where the additional trips cause or increase congestion and the measures proposed to mitigate these impacts. These proposals can be included in the Travel Plan.

Transport Interchange - Facility on the transport network where it is possible to change forms of travel. Commonly these are bus or railway stations where there are taxis, cycle parking areas or stops to access the Metrolink or bus services. Larger transport interchanges are usually in town centres with local transport interchanges in villages or points where people can transfer from one form of transport to another.

Travel Plan – A package of physical and persuasive measures and incentives to manage the transport and travel requirement of a development or organisation. It aims to reduce the impact of vehicular transport on local communities, environment and road congestion promoting the appeal of alternative forms of travel to the car.

Unitary Development Plan (UDP) - The current development plan for the borough which was adopted in 2006. It sets out land allocations and policies to guide and control development. The UDP will remain valid until the policies are withdrawn or replaced by the new development plan documents which are being prepared under the Local Development Framework.

Urban Heat Island – An urban area which is significantly warmer than its surrounding area. The main cause of this effect is modification of the land surface by urban development which uses materials which effectively retain heat, and which also gives off waste heat.



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

ldf.consultation@rochdale.gov.uk
www.rochdale.gov.uk/yourviews

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