Core Strategy

Background Paper
October 2009

Key Evidence for the preparation of Preferred Options

Rochdale Borough
Local Development Framework

ROCHDALE
METROPOLITAN BOROUGH
COUNCIL

Contents

Please Note:

This background paper is a 'living document' and part of the evidence base for the Rochdale Local Development Framework Core Strategy. It is updated continually throughout the production of the Core Strategy. This is to ensure that all references and statistics within this paper are up to date and relevant and to ensure that all parts of the Core Strategy have thorough and appropriate evidence backing them up.

This document should be read in conjunction with the Core Strategy Preferred Options paper and the Report on Consultation on Issues and Options.

This document contains references to other documents and sources of information. These references are numbered and a full list of them and where they can be found is provided at Appendix 4.

Maps and Key Diagrams

1. Introduction

1.1 What is the purpose of this Background Paper?

- To provide contextual information on the Core Strategy, its relationship with the Local Development Framework and other documents;
- To identify and signpost to the key elements of the evidence base which have been used to develop the Core Strategy Preferred Options document, in particular:
  - o Information, studies and research about the borough, its economy, its population and its environment;
  - o Information, studies and research about national and regional trends and forecasts; and
  - o National, regional and local policies and strategies that will influence the content of the Core Strategy.
- To identify sources of information for the evidence base that has been used to develop the Core Strategy.

As stated on the front page this is a living document and will be updated as necessary.

Further studies and information are being collected to test out and justify our preferred policy approaches. These include sub regional and cross boundary studies on transport modelling, flood risk assessment, and energy. The results of these will be analysed and their implications for the Preferred Options considered. The key findings will be included in a further version of the Background Paper and this will be published to support the publication draft version of the Core Strategy. Separate documents, topic papers and an infrastructure plan will be prepared in due course as part of the evidence base.

1.2 The evidence base for the Core Strategy?

Other documents which will form part of the evidence base for the Core Strategy are:

- The report of our consultation on the Issues and Options (the views of stakeholders and the local community expressed so far).
- The Sustainability Appraisal report on the Preferred Options (how the Preferred Options balance economic, social and environmental considerations).
- The Habitats Regulations Assessment of the Impact of the Core Strategy on European Protected Sites.
- The Equalities Impact Assessment.

The Core Strategy is also influenced by policies at national, regional, sub regional and local level, and this document signposts to these.

2.   The Local Development Framework and the Core Strategy

2.1   What is the Local Development Framework?

The borough's plan for local development is under review due to changing national, regional and local priorities. A new Local Development Framework (LDF) will over time replace the current Rochdale Borough Unitary Development Plan (BP 190). The LDF is the spatial planning strategy for a borough or district, introduced by the Planning and Compensation Act 2004 (BP 53).

The new system replaces a single development plan with a portfolio of policy documents, Development Plan Documents (DPD). These aim to address planning or physical issues in an area as and when needed. Supplementary Planning Documents (SPD) will support policies in DPDs by further expanding, explaining and providing guidance on how to interpret policies.

Traditionally, development plan policies have a regulatory planning approach focussed on the use of land. LDF policies should take wider 'spatial planning' approaches to ensure:
- Integrating development spatially with land-use;
- Co-ordinating development with vital infrastructure and services;
- Gearing development to better meet the community's needs and issues of:
  o Health;
  o Education;
  o Crime;
  o Deprivation;
  o Sustainability; and
  o Accessibility.
- Delivering development through collaborative and partnerships working; and
- Involving stakeholders and the community more at early stages in the preparation of documents.

2.2   What is the Core Strategy?

The lead element of Local Development Framework is the **Core Strategy**. It sets out where over the next 15 years:
- The overall direction of growth will be;
- The overall scale of development needs to be; and
- The focus for locations for development will be.

The Core Strategy needs to set out how, in physical and spatial terms, it will support the local community strategy 'Pride of Place' (BP 210) and how it will support and inform new and existing strategies and initiatives. The Core Strategy must conform to the Regional Spatial Strategy (BP 98). All LDF documents must conform to the Core Strategy.

The Core Strategy:
- Sets out the strategic direction and criteria to assess planning decisions about the use of land against;
- Sets the general policies to determine planning applications against;
- Carries considerable weight in the determination of planning applications and other spatial planning decisions; and
- Sets the framework for all other local development documents prepared as part of the LDF.

It is prepared alongside a process of sustainability appraisal and public consultation and an Independent Inspector will test it for 'soundness' before it can be adopted.
It terms of content, it will include:
- The spatial portrait;
- The vision;
- The strategic objectives;
- The spatial strategy (including strategic land allocations and designations);

- The core policies (including generic policies to management development[1]); and
- The monitoring and implementation framework.

The Council expects to complete and adopt the Core Strategy in 2010. It will then have formal status to guide spatial planning, regeneration and decisions on planning applications up to 2026.

The **Issues and Options Stage** (BP 221) is the first formal consultation stage of the Core Strategy document. The issues and options paper was a consultation paper aimed at exploring what really matters in shaping the future of the borough. What issues does the borough have? What options and approaches should be further explored? Consultation responses (BP 222) were assessed and fed into the production of draft proposals and policies. This is the subject of the latest consultation - the **Preferred Options**. This Background Paper contains supporting evidence and sources of information for the Preferred Options.

2.3   What other parts make up the Local Development Framework?

Local Development Scheme (BP 227) Adopted March 2009	The project plan for the LDF explains what the different parts of the LDF are and when we will produce them. We will revise the Local Development Scheme as necessary to keep it up-to-date.
Statement of Community Involvement (BP 233) Adopted November 2007	How we will involve the local community, other interested bodies and land owners when producing LDF documents and when determining major planning applications.
Other Development Plan Documents (DPD)	As identified in the Council's Local Development Scheme.
Supplementary planning documents (SPD)	Show how to take policies forward into practice. They explain and expand on Core Strategy policies and other DPDs in relation to types of developments, specific areas and major sites.
Annual Monitoring Report (BP 217) Adopted December 2008	Sets out the progress on the production of development documents and implementing policies in line with the timetable as set out in the SCI.
Supporting documents	Including Sustainability Appraisals and Statements of Consultation etc. will begin at an early stage of the Core Strategy and their production will continue throughout its preparation.

2.4   What documents are part of the Preferred Options stage of the Core Strategy?

This Background Paper is part of a collection of documents that are part of the consultation on the Preferred Options. These documents are:
- The Preferred Options Report
- The Report on Consultation on Issues and Options
- Background Paper – Preferred Options
- Rochdale MBC Core Strategy Sustainability Appraisal Report
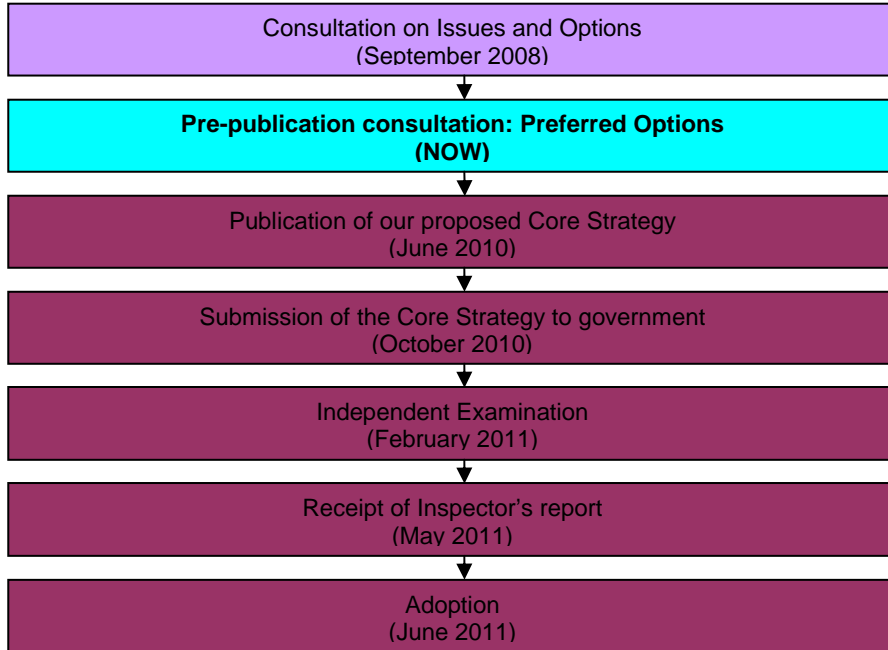- Preferred Options Statement of Consultation

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

3.   Preparing the Core Strategy?

The government outlines the process that we need to follow to establish the foundations for the Core Strategy. We have to consider the current state of the borough, identify key issues that there are and gather any evidence to help support our position.

The following table outlines the stages involved in drawing up Rochdale's Core Strategy Development Plan Document

Key stages

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┌─────────────────────────────────────────────┐
│     Consultation on Issues and Options        │
│            (September 2008)                    │
└─────────────────────────────────────────────┘
                      ↓
┌─────────────────────────────────────────────┐
│  Pre-publication consultation: Preferred Options │
│                  (NOW)                         │
└─────────────────────────────────────────────┘
                      ↓
┌─────────────────────────────────────────────┐
│   Publication of our proposed Core Strategy    │
│               (June 2010)                      │
└─────────────────────────────────────────────┘
                      ↓
┌─────────────────────────────────────────────┐
│  Submission of the Core Strategy to government │
│              (October 2010)                    │
└─────────────────────────────────────────────┘
                      ↓
┌─────────────────────────────────────────────┐
│          Independent Examination               │
│             (February 2011)                    │
└─────────────────────────────────────────────┘
                      ↓
┌─────────────────────────────────────────────┐
│         Receipt of Inspector's report          │
│               (May 2011)                       │
└─────────────────────────────────────────────┘
                      ↓
┌─────────────────────────────────────────────┐
│                 Adoption                       │
│               (June 2011)                      │
└─────────────────────────────────────────────┘
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4. Spatial portrait

This spatial portrait provides a description of the borough and its characteristics, problems, needs and opportunities. It provides the background for identifying the issues and considering the options for the future of the borough. A summarised version appears in the Preferred Options document.

A summary version of the spatial portrait is available in the Preferred Options document. This spatial portrait will be updated and refreshed on a regular basis.

4.1 Location and setting

Location and setting fact box
- Current population stands at 206,100[2]   - The borough covers an area of 62 square miles   - Manchester city centre is 12 miles to the south west of Rochdale   - Middleton is 6 miles from Manchester city centre   - Manchester is accessible by train in 13 minutes   - The borough has four townships – Heywood, Middleton, Pennines and Rochdale

The borough of Rochdale forms part of the Greater Manchester conurbation and is located centrally in the Northern Way (BP 95), the strategic growth corridor connecting Liverpool, Manchester, Hull and Newcastle. Rochdale is part of the economic centre of the North West, the Manchester city region which represents over a fifth of the north of England's economy. Manchester airport in the south of the city region is a key economic and transport hub accessed from the borough via the M60.

The regional centre, Manchester city centre, is to the south-west of the borough. It attracts residents as a major destination for shopping, leisure and employment. Manchester city centre is easily accessible from the borough by road, rail and bus with a Metrolink extension into the borough operating by 2012.

The borough shares boundaries with the West Yorkshire district of Calderdale to the east, the Lancashire district of Rossendale to the north and with three other Greater Manchester districts: Oldham to the south, Manchester to the south-west and Bury to the west (see page 12). Rochdale is the second largest in area of the ten districts that make up Greater Manchester, but it has the second smallest population.
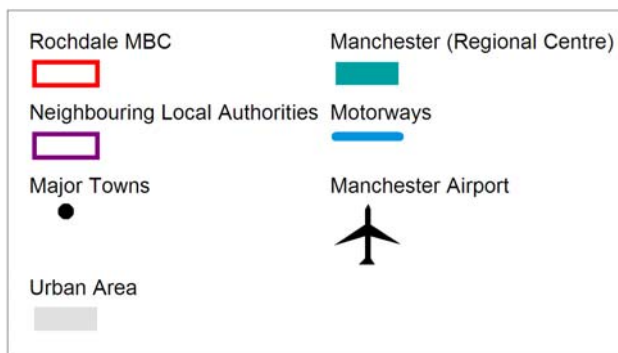
Two thirds of the borough is non-urban land made up of green belt and protected open land, comprising river valleys and the South Pennine foothills and Moors. The Roch Valley and other smaller water corridors are key features of the urban area. The main urban settlements are Rochdale, Heywood, Middleton, Littleborough and Milnrow. Narrow areas of countryside, designated as green belt, separate the settlements from each other and the neighbouring towns of Oldham, Bury and Manchester. Ribbon development along the A58 physically connects Littleborough to Rochdale but otherwise countryside surrounds it. The borough's rural population is small but there are some notable settlements in the green belt, including Wardle and Ogden.

The four townships in the borough (Heywood, Middleton, Pennines and Rochdale – see map on page 13) each have their own distinctive character and identity. The township dimension and their democratic structure are one of the borough's key strengths. Rochdale is the largest of the townships with nearly half of the borough's total population. It is the main centre for shopping, services and employment and it forms the majority of the urban area.

Rochdale town centre is equidistant between Oldham and Bury, both about 6 miles away. Rochdale town centre serves all of Rochdale borough, some of Oldham and the peripheral areas of Calderdale and Rossendale. Rochdale borough is beginning to see major development and regeneration. There are 38 local centres in the borough differing in size, facilities, character and condition. Many other facilities are scattered across the borough outside these centres.
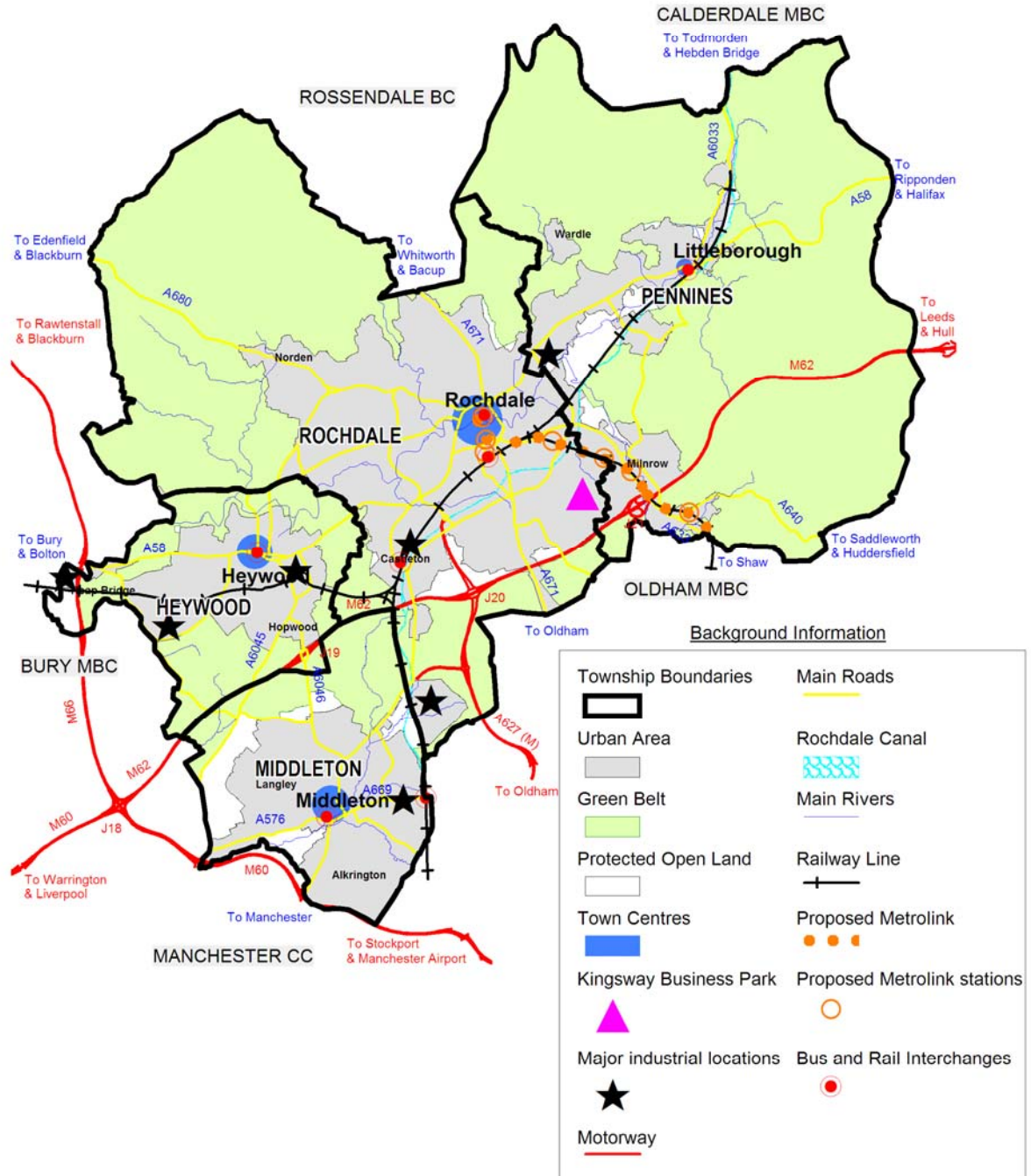
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[2] ONS Mid year population estimates, NOMIS 2007 (BP 52)
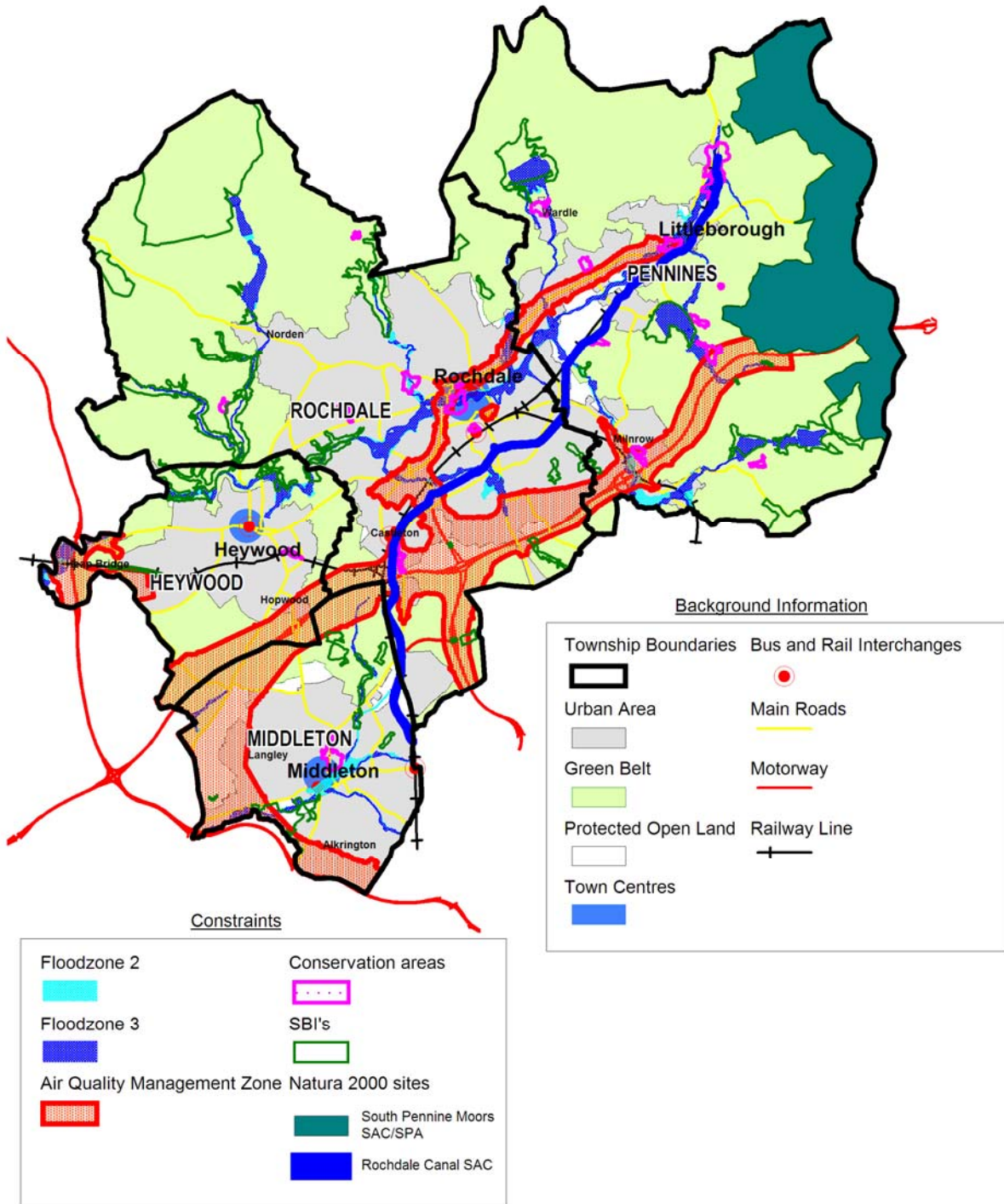
Sub Regional Context

Setting the Scene

CALDERDALE MBC

To Todmorden & Hebden Bridge

ROSSENDALE BC

To Ripponden & Halifax

To Edenfield & Blackburn

To Whitworth & Bacup

Wardle

Littleborough

PENNINES

To Rawtenstall & Blackburn

A680

A671

Norden

To Leeds & Hull

M62

Rochdale

ROCHDALE

Milnrow

A640

To Bury & Bolton

A58

Heywood

Castleton

To Saddleworth & Huddersfield

HEYWOOD

M62

J20

A671

OLDHAM MBC

To Shaw

Hopwood

To Oldham

BURY MBC

M66

MIDDLETON

Langley

A669

To Oldham

M62

A576

Middleton

M60

J18

Alkrington

To Warrington & Liverpool

M60

To Manchester

MANCHESTER CC

To Stockport & Manchester Airport

Background Information

Township Boundaries	Main Roads
Urban Area	Rochdale Canal
Green Belt	Main Rivers
Protected Open Land	Railway Line
Town Centres	Proposed Metrolink
Kingsway Business Park	Proposed Metrolink stations
Major industrial locations	Bus and Rail Interchanges
Motorway	

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Scale 1:100,000

Constraints

Constraints

Floodzone 2	Conservation areas
Floodzone 3	SBI's
Air Quality Management Zone	Natura 2000 sites
	South Pennine Moors SAC/SPA
	Rochdale Canal SAC

Background Information

Township Boundaries	Bus and Rail Interchanges
Urban Area	Main Roads
Green Belt	Motorway
Protected Open Land	Railway Line
Town Centres	

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Scale 1:100,000

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.

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 and contains a large social housing estate at Langley.

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

The maps on pages 12, 13 and 14 show the borough's location in the sub region, its key characteristics and existing constraints on development respectively.

4.2   Economy

Economy fact box
- Current population stands at 206,100[3]   - Unemployment rate is 7.3% - higher than the national and regional rates   5.9%% of the working population claim Job Seekers Allowance benefits[4]   76,259 jobs were available in 2005   19.5% of workers are employed in manufacturing compared to 11% nationally   5000 jobs are forecast to be lost in manufacturing over the next ten years   50% of the borough's businesses are medium sized and account for 72% of all employment   - A further 3,000 people need to enter employment in order to close the gap between the borough and the national employment rates

Rochdale's local economy is underperforming in comparison to Greater Manchester and the rest of the North West. Its performance has tracked the trends seen in the national economy but there is little evidence that the gap between the two is closing. There is an under-representation of financial and business services within the borough.

The borough's local economy has an over concentration of manufacturing industries whose employees are low skilled and on low wages. This sector has been contracting and restructuring over the last two decades. Economic forecasts show a further likely decline in the manufacturing sector. 35% of the manufacturing businesses located in the borough are involved in exports, making them vulnerable to international trade fluctuations. Their survival rates are lower in comparison to the rest of the north-west and the United Kingdom as a whole. The Council has sought to address the decline in manufacturing, and through the LDF and borough Masterplan (BP 186), it is looking to identify 21st century employment sites to support local industry.

The manufacturing industries have left a legacy of old commercial properties which are not suitable for modern industrial needs, have inappropriate facilities and are in poor locations. Three quarters of industrial premises date from before 1970 and as a result are unattractive and outdated for potential occupiers. Employment within the borough is predominantly in small and medium sized firms, so there is no over reliance on a few large firms. These businesses employ nearly three quarters of the borough's workforce.
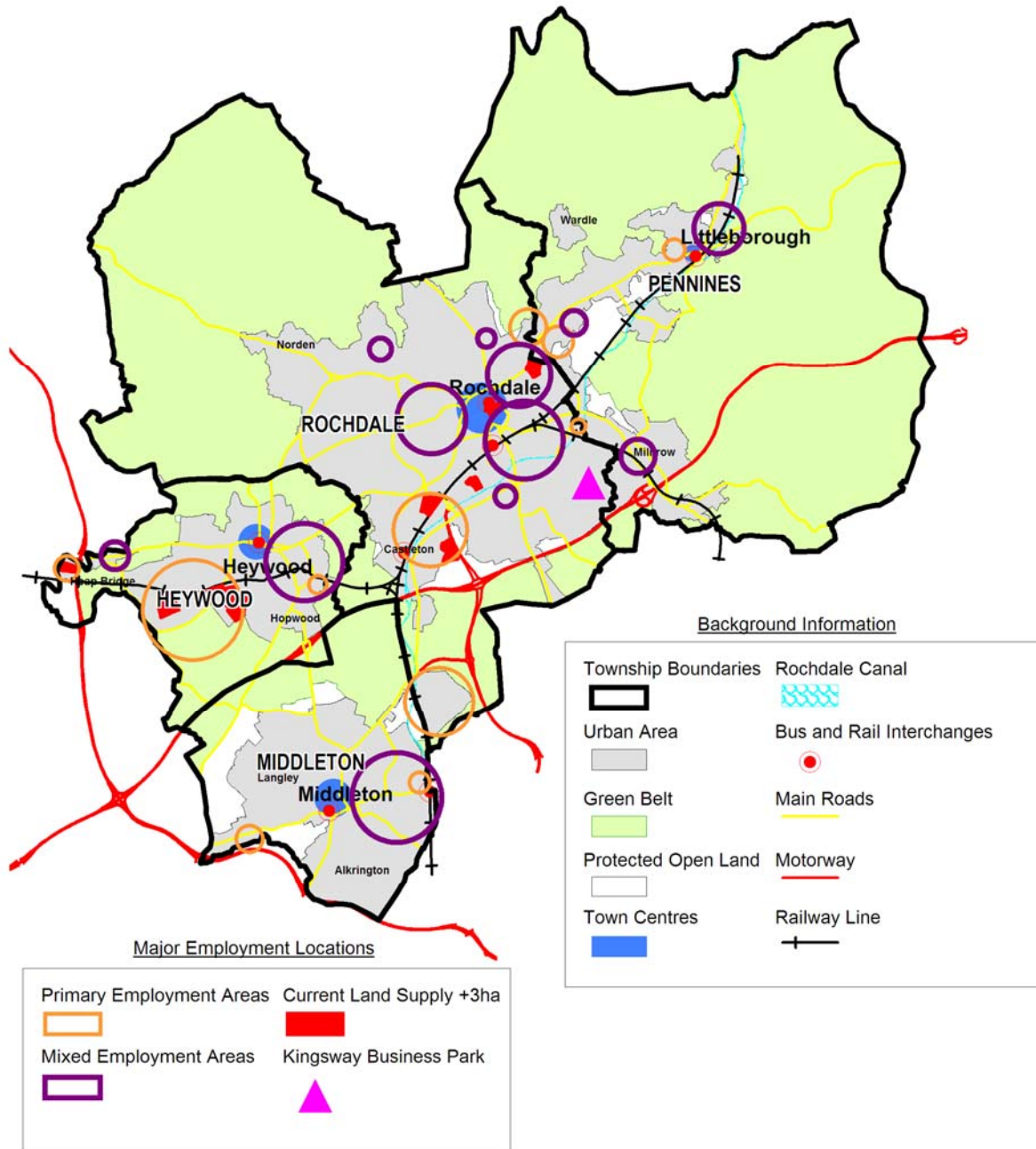
The proportion of the population in employment has risen over recent years but still remains below the national average. Developing Kingsway Business Park is helping to address the general underperformance of the local and regional economy. Kingsway is a site of regional importance and will create major opportunities for inward investment into the local and regional economy.

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[3] ONS mid year population estimates, NOMIS 2007 (BP 52)
[4] ONS Claimant count with rates and proportions, NOMIS 2009 (BP 52)

Major Employment Locations

Background Information

Township Boundaries	Rochdale Canal
Urban Area	Bus and Rail Interchanges
Green Belt	Main Roads
Protected Open Land	Motorway
Town Centres	Railway Line

Major Employment Locations

| Primary Employment Areas | Current Land Supply +3ha |
| Mixed Employment Areas | Kingsway Business Park |

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Scale 1:100,000

The site covers 110 hectares and is the largest employment site in the borough and will be one of the biggest business parks in the United Kingdom. It is located on a strategic greenfield site to the south east of the Rochdale township adjacent to and accessed directly from, J21 of the M62. It will employ in excess of 7,000 people in a mixed-use development when complete. Other large employment sites in the borough are at Heywood Distribution Park (BP 140) to the south of Heywood and Stakehill Industrial Estate in the north east of Middleton (See map on page 16). The total good quality employment land supply currently available is 180 hectares and this includes Kingsway.

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

Heywood, Middleton and Littleborough also perform town centre functions and serve the needs of their local residents. Both Littleborough town centre and Milnrow district centre contain small convenience stores and a limited range of independent comparison shops and have smaller catchment populations than the other town centres. There are 38 local centres of varying size scattered around the borough that serve the day-to-day needs of their local 'walk in' catchment's population, with Castleton being the largest. The majority of the borough's population lives within five hundred metres of a town, district or local centre.

4.3   Housing

Housing fact box
- Current population stands at 206,100[5]   - The average house price in the borough is £123,508   39% of the borough's housing stock is terraced properties   29% of these terraced houses are considered unfit for human habitation   - The Council currently operates one site for travellers off Chichester Street, close to Rochdale town centre   - Regional Spatial Strategy (BP 98) requires an additional 400 houses per year   - Owner occupation in the borough is at 66.4% which is lower than the national average   - The Pennines township will have the largest proportion of household growth – 57.8% of the borough's total growth

Distinct housing market areas with very different housing issues make up the borough. They can be generally categorised as inner urban areas of Heywood, Middleton and Rochdale, socially rented suburban areas (e.g. Langley, Kirkholt and Darnhill) and outer suburban areas (e.g. Norden, Bamford and Alkrington) and key examples of these areas are shown on the Major Housing Areas map (page 18). The existence of such distinct housing areas means that there is a polarisation in the character and quality of residential areas within the borough.
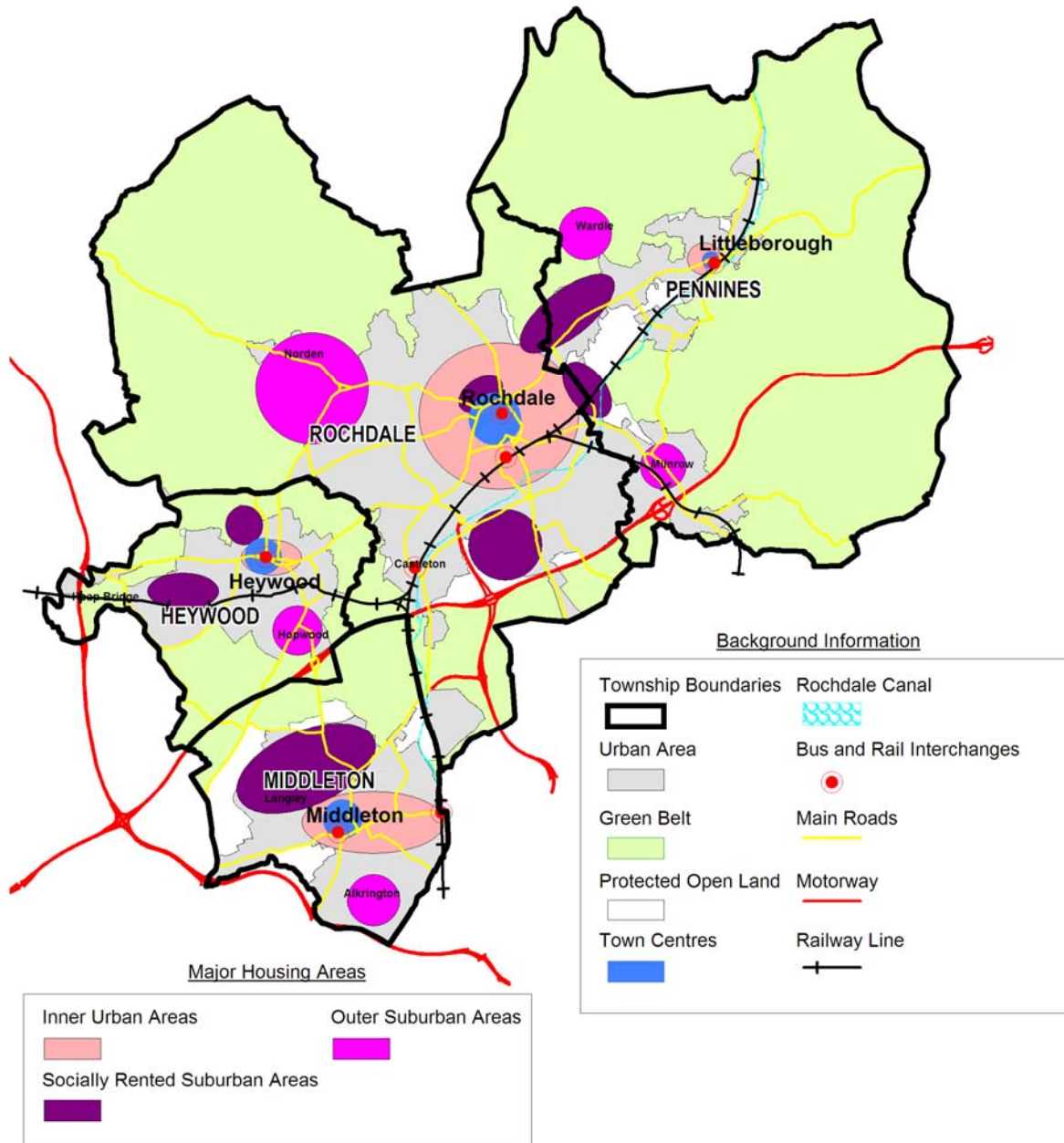
Much of the inner urban area shows the characteristics of a weak housing market and high levels of deprivation, including low house prices, poor quality housing, a dominance of terraced properties, overcrowding and neighbourhood problems such as high crime levels. The inner urban areas of the borough also have their own distinct demographic characteristics. Inner Rochdale has a large Asian population whereas inner Heywood and Middleton have a large proportion of elderly people.

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

The character of the outer suburban areas of the borough completely contrasts with the inner and socially rented suburban areas. In these areas the house prices are higher, the turnover is lower and the environment is of a better quality.

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[5] ONS Mid year population estimates, NOMIS 2007 (BP 52)

Major Housing Areas

Major Housing Areas

Inner Urban Areas	Outer Suburban Areas

Socially Rented Suburban Areas

Background Information

Township Boundaries	Rochdale Canal
Urban Area	Bus and Rail Interchanges
Green Belt	Main Roads
Protected Open Land	Motorway
Town Centres	Railway Line

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LA 100023108 (2008)

Scale 1:100,000

These areas are thought to be more desirable places to live, containing sought after properties and a better quality of life. Outer suburban areas experience demand outstripping supply and there is a clear shortage of affordable housing. However, there are still pockets of deprivation within some outer suburban areas partly due 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]

Accommodating the population's changing needs and aspirations is important. The current housing supply does not reflect the great cultural diversity and the needs of different groups in the borough. There are problems with the segregation of ethnic groups in both urban and semi rural settlements as communities are unmixed.

Terraced properties make up the majority of the housing stock, with nearly a quarter of all houses dating from before 1919. Most of the terraced properties are located in the inner urban area where there is currently an oversupply. Lower than national average house prices reflect the 5% of properties in the borough considered unfit for human habitation or seriously defective. Despite relatively low house prices, affordability has become a real issue across the borough due to increases in house prices relative to incomes. A large proportion of households in the borough have low incomes and are therefore now struggling to find appropriate and affordable housing.

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

4.4   Quality of place

Quality of place fact box
- Current population stands at 206,100[7]   - The borough has 21 conservation areas (with 5 proposed extensions) and 334 listed buildings.   - There are 4 Grade II* listed buildings in the borough which are on the English Heritage Buildings at Risk Register 2008   - Tourism was worth an estimated £268 million to the local economy in 2006 and supported some 4,200 jobs.   - The day visitor market dominates the local tourism sector with these constituting 93% of all visits in 2006

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

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

Within the urban area, there are conflicts between uses in the largely 19th century dense mixed employment, inner areas housing, and the problems of the socially rented suburban estates. This results in many areas with a poor quality of place. In town centres inappropriate development from the 1960's and 70's, for example the bus station in Rochdale, has detracted from the environment and quality of place. Key gateways and some main transport corridors have a poor environment and image. The green infrastructure section describes the quality of the rural environment.

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[6] ONS 2006 Sub-national household projections (assuming average yearly increase 2006-11)
[7] ONS Mid year population estimates, NOMIS 2007 (BP 52)

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

The Roch Valley is the most significant physical feature which has defined the pattern and history of development within Heywood, Rochdale, and Littleborough. The valley defines much of the borough's character and is a major asset, providing not only an attractive setting but an environmental and recreational resource. The Rochdale canal also runs through much of the borough, and has created an industrial corridor that has problems of poor environments, obsolete buildings and difficult access, but also massive opportunities for regeneration, recreation and conservation.

Notable buildings, such as Rochdale town hall, Middleton parish church and the Old Middleton Grammar School reflect the borough's strong heritage. Heritage has successfully promoted regeneration and improve image, to provide attractions and lift design quality. However, some parts of the borough lack character and diversity and need a new image.

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

4.5   Climate change, pollution and natural resources

Climate change, pollution and natural resources fact box
- Current population stands at 206,100[8]   - In 2005, the amount of CO_2 produced in the borough was 6.1 tonnes per capita.   - Over 60% of the pollution emissions that lead to the exceeding of health based standards are from transport   69% of waste in Rochdale borough is sent to landfill (2006)   - Approximately 4% of the borough is within the highest risk Flood Zones 2 and 3[9].   - Approximately 10,000 sites affected by past contamination identified.   - In 2006, renewable sources produced 43,740 kWh of energy in the borough.   - Around 11% of the borough is high quality agricultural land of Grade 3 classification. This is largely grade 3b land and there is no land classified as Grades 1 or 2.

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

Water bodies in the borough include rivers, lakes and reservoirs. Whilst these have recreational potential, significant areas of the borough are potentially at risk from flooding and are designated as flood zones 2 or 3 on the Environment Agency flood map (see map on page 60). These areas include east central Rochdale and significant areas of Littleborough. This flooding danger could increase with climate change and inappropriate developments.

The area straddling the borough's motorways, the A58 and the A664 have been designated as an air quality management zone, where air pollution is likely to exceed national objectives due to road traffic (see map on page 14). Industry and its pollution is no longer a significant problem within the borough, however it has left a legacy of contamination on many sites.

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

There may be pressure for other stand-alone wind power schemes in the borough to help meet regional targets for renewable energy. Peat underlies much of the borough's moorland acting as an important carbon sink, creating an important landscape for biodiversity, landscape character, local distinctiveness and recreation. It is a key challenge to promote sustainable and renewable energy sources whilst also

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[8] ONS Mid year population estimates, NOMIS 2007 (BP 52)
[9] Greater Manchester Strategic Flood Risk Assessment 2008 (BP 121)

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

Underlying sand is in significant areas to the south of Rochdale and around Heywood and Middleton. There are sandstone/gritstone outcrops from the Pennine hills to the east and on higher ground north of Heywood and Rochdale. Historically, working shales in the coal measures for brick making took place at Shawclough, Newhey and Summit with extensive mining of coal. Whilst the current level of extraction within the borough is low, and reserves within Greater Manchester as a whole sufficient, significant changes may occur in supply and demand patterns over the next 15 years. Economic benefits from extraction may have potential environmental and social costs.

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

4.6   Accessibility and sustainable transport

Accessibility and sustainable transport fact box
- Current population stands at 206,100[10]   - Borough car ownership levels are 66.5%, lower than the national and Greater Manchester averages   - Good connections to the M60, M62 and M66 motorways   - Rail services to Manchester, Oldham, Calderdale, Bradford and Leeds   - East Lancashire Railway, a privately operated line runs through the borough   - New bus station for Rochdale town centre as part of regeneration of the town centre   66.89% of employees travel to work by car, 10.59% by public transport and 11.93% walk or cycle

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

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

The M66 runs to the west of the borough into Lancashire. Two junctions off the route provide Heywood another access to Rochdale via the A680.

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

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

There are frequent bus services between Rochdale and Manchester and to neighbouring centres (Oldham, Bury, Rawtenstall, Ashton and Halifax) as well as local communities within the borough. There is the least public transport service coverage in the Heywood and Middleton townships where the proportion of non-car households is the highest (around 35%). These areas experience the greatest difficulty in accessing jobs and community services.

Rochdale railway station, is about half a mile south of the town centre. Other stations are at Littleborough, Smithy Bridge, Milnrow, Newhey, Castleton and Mills Hill, east of Middleton. The rail network offers a direct, quick and frequent service between the regional centre, Rochdale and West

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[10] ONS Mid year population estimates, NOMIS 2007 (BP 52)

Yorkshire, however the quality and travel experience of local and commuter services is poor compared with other similar services to and from Manchester.

Access to Manchester airport is a key issue for the borough's economy. Network Rail and the Northern Way (BP 95) partners have commissioned studies to develop business cases to enhance rail capacity and access across the regional centre as part of the Manchester Hub (BP 125) initiative. When implemented these measures will enhance links to and through the borough and between city regions.

Converting the Oldham Loop heavy rail line, to serve Milnrow and Newhey, will link into Greater Manchester's Metrolink tram system and new stations will serve Kingsway Business Park and Newbold. Proposals are in place to extend Metrolink from Rochdale railway station to the regenerated town centre, terminating at the new Rochdale public transport interchange.

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

4.7 Green infrastructure

<table>
<tr><td>Green infrastructure fact box</td></tr>
<tr><td>

- Current population stands at 206,100[11]
- 3% of borough woodland, primarily located in the river valleys and reservoir catchments
- 43 Sites of Biological Importance (SBI) cover around 15% of the total land area
- 2 European protected ecological sites – the Rochdale canal SAC and south Pennine moors SAC/SPA
- 3 Local Nature Reserves – Alkrington Woods, Healey Dell and Hopwood Woods
- 20 reservoirs – 14 are Sites of Biological Importance (SBI)
- Natural greenspace assessment in priority urban neighbourhoods (14,000 households) shows only 38% of household have good access
- 5 parks currently with Green Flag Award status
- Approximately ¾ of borough's land area is rural
- Borough includes more than 80% of Greater Manchester's blanket bog in the south Pennine fringe

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</table>

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

The Pennine Way and Pennine bridleway national trails pass through the uplands to the north and east of the borough and there are substantial areas of open access land and urban common. Hollingworth Lake Country Park in Littleborough is the major countryside facility in the borough and other significant locations include Watergrove Reservoir, Ogden and Piethorne Reservoirs, Healey Dell local nature reserve and the Ashworth Valley. The principal river valley is the Roch Valley and other significant valleys include the Ashworth, Beal, Irk, and Spodden valleys. Although recreational access within the countryside is generally good, connections with the countryside and natural environment from many urban neighbourhoods are poor, especially inner urban neighbourhoods with high levels of poor health and economic disadvantage.

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

The 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.

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[11] ONS Mid year population estimates, NOMIS 2007 (BP 52)

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.

4.8   People and community

People and community fact box

- Current population stands at 206,100[12]
- Population is expected to rise from around 208,000 in 2009 to nearly 222,000 by 2026[13]
- 22.8% of population aged under 16, higher than the national average and 6.5% aged over 75, lower than the national average
- 86% of total population White British
- Over 90% population in Heywood, Middleton and Pennines white British but only 75% in Rochdale township
- 15% in Rochdale township Pakistani and 2.5% Bangladeshi
- 35 out of 135 small output areas amongst 10% most deprived in England. 30% of borough's population live in these areas
- Borough between 12th and 46th most deprived at district level in the Index of Multiple Deprivation
- Life expectancy lower than national average for both men and women
- 38 local centres in the borough which provide local services and facilities

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

A smaller proportion of the population are currently aged over 75 than the national average, partially attributable 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. The Pennines township currently has the lowest number of elderly and young people.

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

Due to an increase in the proportion of the south Asian, and ageing populations, the Pennines and Rochdale townships can expect to see the greatest rise in the predicted population by 2021. Backed up by evidence from the household projections, the Pennines township is set to have the largest increase in numbers of households followed by Rochdale.
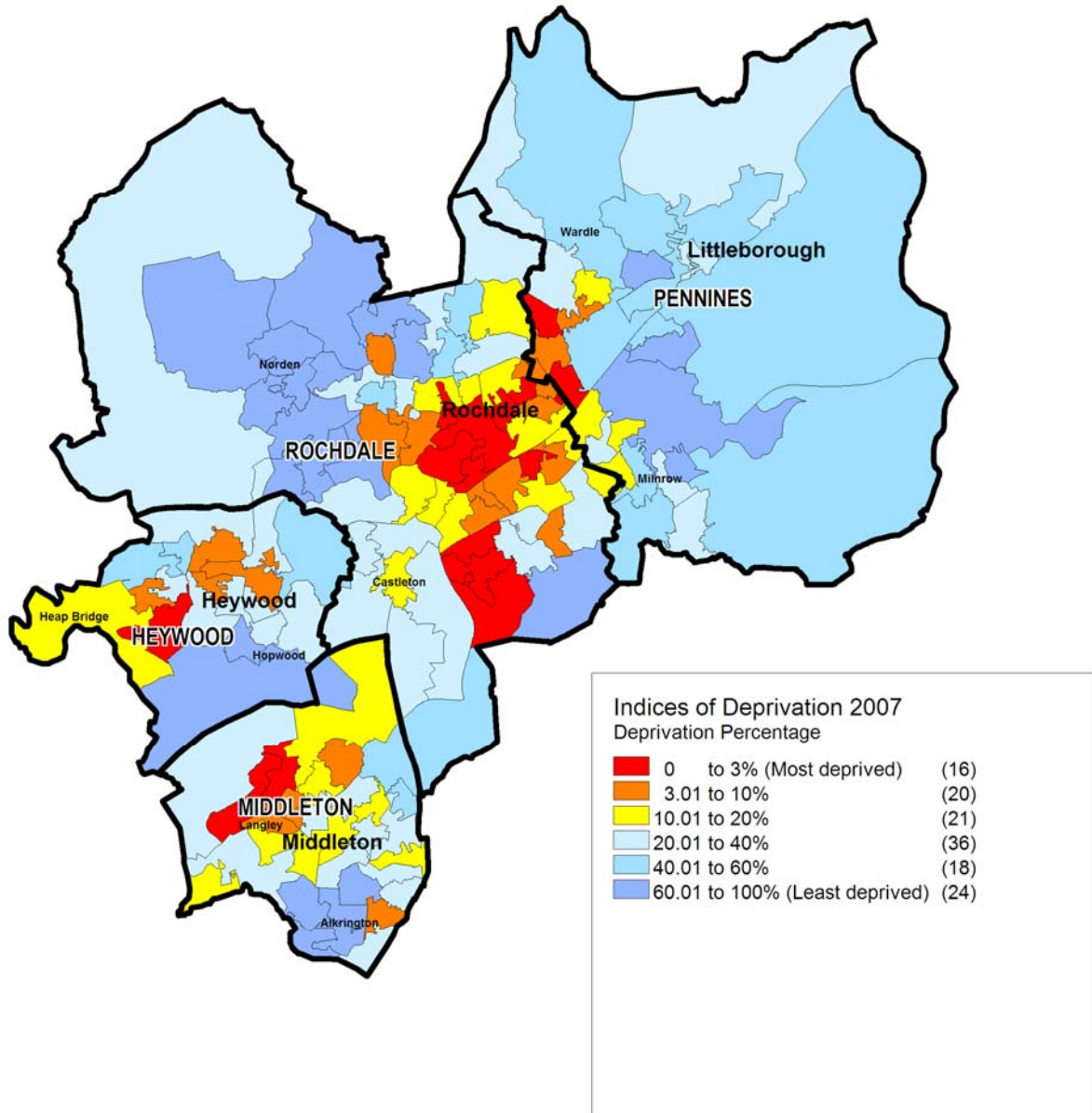
Rochdale borough has one of the highest levels of overall deprivation compared to the rest of England. Almost a third of the population are living in areas classed as among the most deprived in the country. The high levels of deprivation across the borough are shown in the Indices of Multiple Deprivation (BP 37) map (page 24) and these are in the problem housing areas (see section 5.2). The low ranking (meaning high deprivation) in some areas is attributable to the large number of residents claiming benefits or who are on relatively low pay in the manufacturing sector.

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[12] ONS Mid year population estimates, NOMIS 2007 (BP 52)
[13] 2006 Sub national Population Projections, ONS

IMD 2007 - Overall Ranking

Indices of Deprivation 2007
Deprivation Percentage

Colour	Range	Count
(red)	0 to 3% (Most deprived)	(16)
(orange)	3.01 to 10%	(20)
(yellow)	10.01 to 20%	(21)
(light)	20.01 to 40%	(36)
(light blue)	40.01 to 60%	(18)
(blue)	60.01 to 100% (Least deprived)	(24)

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

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Scale 1:100,000

There are a large number of young people living in the most deprived areas with few or no formal qualifications with little aspiration to get any. Education is undervalued and this perpetuates a trend of low aspirations, with poor GCSE results and most students leaving school at 16. Post-16 results are poor, with a majority of students choosing to study outside the borough. Only 14% have a degree or higher qualification which shows that a low proportion of people over the age of 16 are choosing to enter higher education

There is poor health across the borough, but in the most deprived areas physical and mental health is very poor, coupled with some of the highest levels of mortality. This makes Rochdale one of the boroughs with the highest levels of poor health in the region. Within the most deprived areas, people are not living long in comparison with the national average. Men have a lower life expectancy rate than women. The number of the borough's residents who see themselves as having 'good general health' is also below the national average. Locations in the borough such as Norden and Bamford, have a population with a life expectancy of ten years longer than places such as Central and Falinge[14], have a need for increased healthcare provision and homes suitable for the elderly.

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

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

4.9   The townships

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

The townships fact box				
	Heywood	Middleton	Pennines	Rochdale
Land areas as % of borough	22%	13%	22%	43%
Population size [15]	28,400	44,800	40,800	92,700
Number of households	12,000	19,400	16,310	35,700
Population under age of 16[12]	20.8%	20.2%	20.9%	22.7%
Population over retirement age[12]	16.9%	18.6%	16.3%	16.0%
% of properties which are terraced	46%	38%	39%	36%
% of population white British[16]	95%	95%	93%	76%
Largest ethnic minority group in township[13]	White Irish 1.5%	White Irish 1.5%	Pakistani 2.7%	Pakistani 15.6%
% of population with good general health	66%	65%	67%	66%
Township workless benefits claimant rate[17]	16.5%	16.4%	13.2%	17.4%
Most common work destination	Heywood	GM (not borough)	Rochdale	Rochdale
5 or more A* to C GCSEs obtained[18]	58.7%	67.1%	53.2%	49.7%
% of households with at least one car	63%	63%	74%	67%

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[14] Rochdale Borough Profile 2009 (BP 188)

[15] ONS 2005 mid year estimate

[16] Census 2001

[17] DWP Information Directorate, 2007

[18] RMBC Performance and Development Service, Information Team 2007

4.9.1   Heywood

The centre of Heywood is located between, and only three miles from, both Rochdale and Bury town centres. Heywood is the only township in the borough surrounded by green belt, giving the town good access to an attractive landscape. Valleys of the Roch, Ashworth and Cheesden rivers, moorland to the north and areas of flat farmland to the south characterise the landscape. However, in places, a poor connection exists between the urban and rural communities who live within the township.

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

Located to the south of the town centre, Heywood Distribution Park (BP 140) is a major business location for the township, borough and Greater Manchester. The distribution park is home to many international companies. There is a large amount of land within and close to the site available for employment development. There is also a large employment area around Green Lane and underused employment sites for example at Crimble, Hooley Bridge and Mutual Mills.

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

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

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

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

In Heywood the main housing areas (mentioned in the housing section 5.2) are the inner urban areas around the town centre, socially rented suburban area to the north at the Back o' th' Moss and Darnhill to the south west and outer suburban areas at Hopwood In the south.

4.9.2   Middleton

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

To the west, open land wraps around the town separating Middleton from Bury. Protecting it from development but does not perform a green belt role. An important greenspace corridor into the borough is at Alkrington Woods, a large site of geological and ecological importance to the south west of the township.

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

Langley, a large social housing estate and neighbourhood renewal area, is undergoing regeneration through the Housing Market Renewal Pathfinder. The estate suffers from a poor residential environment with a mismatch of type and tenure and poor connectivity to the rest of the township. There are other socially rented estates in the township (e.g. Hollin).

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

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

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

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

Middleton town centre has been losing trade to Manchester in recent years but a new bus station, planned retail and other developments, including a new superstore, civic centre and leisure centre now underway will considerably improve the centre.

4.9.3   Pennines

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

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

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

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

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

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

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

4.9.4 Rochdale

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

The township has very good road, rail and bus connections. The A627 (M) motorway runs from the south of the town connecting with the M62 and on to Oldham. 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 town, which is also the centre for shopping, services, leisure, local government and employment. A proposed major redevelopment with new retail and office development in the east of Rochdale town centre will bring an extra 1,766 jobs to the borough. The proposed scheme will improve the shopping provision in the town to help it compete with adjoining towns such as Oldham and Bury. At present the town centre does not provide sufficient quality and choice and consequently there is a large leakage of retail expenditure out of the borough.

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

Examples of inner urban areas in Rochdale are around the town centre at Sparthbottoms, Wardleworth, Milkstone and Deeplish. Falinge, Kirkholt, Newbold and outer suburban areas at Norden, Bamford and Balderstone contain socially rented suburban areas.

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

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

5.   Background on key topic areas

This section provides background statistical information on the topic areas covered in the Preferred Options document. This information will provide a thorough basis to aid the decision making process in selecting aims, objectives and options and highlight identified problems.

The following information informs, supplements, and should be read alongside, the Spatial Portrait.

The topics areas covered in this Background paper reflect the areas covered by the Strategic Objectives in the Preferred Options report. They are:

- Delivering a more prosperous economy;
- Creating successful and healthy communities;
- Improving design, image and quality of place;
- Conserving and managing the natural environment and resources; and
- Improving accessibility and delivering sustainable transport.

Some of the topic areas do not have a lot of statistical information associated with them and so parts of this section are understandably slimmer than others. Further information on strategies and policies is in sections 6, 7, 8 and 9 of this document. **Further detailed information on all of these topic areas is available in the Annual Monitoring report which is updated annually in December to reflect the position as at 1st April that year.**

5.1   Achieving a more prosperous economy

The information in this section reflects the most up to date statistical information available at the time of writing.

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

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

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

5.1.1   Employment status

Employment status (January to December 2008)

	Great Britain (%)	North West (%)	Rochdale (%)
Total economically active population (males aged 16-64, females aged 16-59)	78.8	76.3	76.7
Employees	64.5	62.9	62.2
Self employed	9.2	8.0	7.9
Unemployed (model based)	5.7	6.3	7.3

Source: ONS annual population survey from NOMIS (BP 49)

Rochdale borough has below the national and regional average level of employees. The borough has a lower proportion of the working population who are self employed. The proportion of the economically

active population that are unemployed in the borough is higher than that of Great Britain and the North West region.

5.1.2 Employment sector

The following table shows the sectors of employment for residents of the borough as at 2001.

The industry with the highest percentage of total working population in England and Wales and Greater Manchester is public administration, education and health. This is also the case in the Pennines township. However, in the other three townships and Rochdale borough as a whole, the industry with the highest percentage of working population is distribution, hotels and catering. The Pennines township has the highest percentage of workers in the manufacturing industry. All townships have a higher level of manufacturing employment than in Greater Manchester and England and Wales.

Industry of employment as a percentage of total employed people aged 16-74

	England & Wales	Gtr M'cr	Rochdale borough	Heywood	Middleton	Pennines	Rochdale
Agriculture energy and water	2.51	1.35	1.21	1.39	1.28	1.38	1.01
Manufacturing	14.96	16.6	19.48	19.07	18.43	21.25	19.66
Construction	6.77	6.74	6.97	7.70	7.63	6.79	6.25
Distribution hotels and catering	21.59	23.16	24.92	28.42	24.47	22.07	25.98
Transport storage communication	7.01	7.31	7.07	8.10	8.01	6.06	6.94
Banking finance and insurance	17.7	15.89	12.09	11.36	13.93	10.91	11.77
Public admin education health	24.29	24.44	24.5	20.42	22.29	28.10	24.62
Other	5.18	4.5	3.74	3.55	3.97	3.44	3.77

Source: Census 2001 from Stats and Maps

5.1.3 Employment rate

The employment rate in the borough currently stands at 69.3%, below the national rate of 74.4%. The employment rate for the borough is also lower than that of the North West region as a whole. There is no information available for the townships.

Employment rate

	England & Wales	North West	Rochdale borough
2003-04	74.4	72.8	71.5
2004-05	74.4	72.7	72.2
2005-06	74.2	72.6	73.6
2006-07	74.2	72.3	70.2
2007-08	74.4	72.1	69.3

Source: Labour Force Survey/Annual Population Survey 2006

As these statistics show, the employment rate in England and Wales has remained constant, apart from a decrease of 0.2% in 2006-2007. The employment rate in the North West has decreased by 0.7% over the period 2003-2008. In contrast to this the employment rate has fallen by 2.2% in Rochdale over the same time.

5.1.4 Work destinations

The following table shows the work destinations of residents against the township they live in. The highest proportion of working resident population in Heywood and Rochdale works in the township they live in.

Work destinations as a percentage of total employed people aged 16-74

		Works in						
		Heywood	**Middleton**	**Pennines**	**Rochdale**	**Gtr M'cr**	**North West**	**UK**
Resident in:	**Gtr M'cr**	0.32	0.51	0.14	0.62	88.51	7.26	2.64
	Rochdale Borough	9.44	9.84	8.76	34.04	31.13	3.54	3.24
	Heywood	42.34	4.71	1.35	12.38	33.79	3.30	2.14
	Middleton	3.98	33.74	0.58	7.75	49.00	2.74	2.20
	Pennines	2.78	2.53	27.19	37.13	22.63	3.20	4.55
	Rochdale	4.16	2.93	4.71	57.35	23.90	3.79	3.17

Source: Census 2001 from Stats and Maps

In Pennines, the largest proportion of the population works in Rochdale township, and in Middleton nearly half of the working population travel to elsewhere in Greater Manchester for work. Rochdale is the township with the largest proportion of its residents that work within it.

For the borough as a whole, the largest proportion of the population work in the Rochdale township, followed by working elsewhere in Greater Manchester. In terms of residents from Greater Manchester, less than 1% work in any of the townships, with the majority working elsewhere in Greater Manchester.

5.1.5 Economic activity and prosperity

The Index of Multiple Deprivation 2007 (BP 37), which assesses deprivation across six district level measures, shows that Rochdale is one of the most deprived boroughs in England. In terms of employment deprivation 15 (lower super output) areas are in the 3% most deprived in the country. 14 areas are in the most deprived 3 % in terms of income deprivation (see maps on pages 33 and 34). See also the 'Creating successful communities' section of this report, section 5.2 (page 39)

A number of studies and strategies have been produced for Greater Manchester and Rochdale to address these problems. The most important for Rochdale are listed below.

The Rochdale Economic Development Strategy (BP 198) examines the problems and opportunities in the borough. It identifies the objectives that need to be achieved, and highlights key actions that must be delivered, if the borough's economy is to be successfully re-positioned. Its four key objectives are:
- Increasing productivity;
- Raising skills levels and reducing worklessness;
- Creating infrastructure and attracting investment; and
- Improving quality of life and attractiveness of the borough.

There is more information on the Rochdale Economic Development Strategy (BP 198) in section 8 of this document.

The Oldham and Rochdale Economic and Skills Alliance (ORESA) 10 Year Strategy (BP 174) sets out a strategy for a number of actions to deliver its two primary objectives, which are to Deliver Economic and Skills Transformation and to Promote the Quality of Life Agenda. Further information is in section 8 of this report.

The Manchester Independent Economic Review (MIER) (BP 126) is a major review of the economy of the whole of Greater Manchester, and contains extensive analysis of the issues that need to be addressed if GM is to thrive as a city region economy (see section 7).

5.1.6 Employment land supply

An important role for the Core Strategy in ensuring that planning policies support the economic regeneration of the borough is providing a sufficient supply of land and premises for employment generating uses.

The Rochdale Employment Land Study (see section 8) examined the quality of the current supply of employment sites and zones. The current supply of good quality employment land considered attractive for employment development (offices B1a, manufacturing B1b & B2, distribution B8) is around 175 hectares. An approximate figure is given for land supply because the amount varies all the time based on sites becoming available, due to business closures, and land being developed. 95 ha of the land supply

is on Kingsway Business Park, with another 10 ha available for other commercial uses. There is a total of 182,000 sq m of office space in the borough. 10.2% of this is vacant. There is 2,631,000 sq m of industrial or warehouse floorspace, of which 13% is vacant.

Projections using the GMFM (BP 114) economic model, based on past trends in employment in various sectors, indicate an overall decline in the need for employment land. It shows a major decrease in land needed for manufacturing and slight growth in the land needed for offices and distribution. Based on the average past rate of development for employment land, of 9.28 hectares per annum, a simple annual projection suggests a need for a total of 139.2 hectares of land for new development for the 15 year plan period to 2026.

If the Regional Spatial Strategy methodology is applied to this figure, with an additional 20% for flexibility, the report concluded 176 ha is required up to 2021, which is reasonably in balance with the supply. However, taking account of the 917 ha additional land required in Greater Manchester by RSS and possible take up increases due to Kingsway, the report concludes that there is a need for a further 25 to 30 hectares of land to satisfy demand in the plan period.

The Greater Manchester Employment Land Position Statement (see section 8) projected GM's employment land requirements to 2026 based on RSS. For Rochdale it concluded that a total supply of 210-215 ha should be sought through the Core Strategy, which is an additional 35 -40 ha. This is based on rolling forward the requirement up to 2021 from the Rochdale study, but taking account of the reduced take up due to the recession, which dropped to only 1.4 ha in the year 2008 – 2009.

5.1.7 Job Seekers Allowance

Manchester (3.5%), Oldham and Rochdale (both 3.1%) have the highest levels of unemployment as shown in the following graph for Job Seekers Allowance claimant rate across the whole of Greater Manchester.
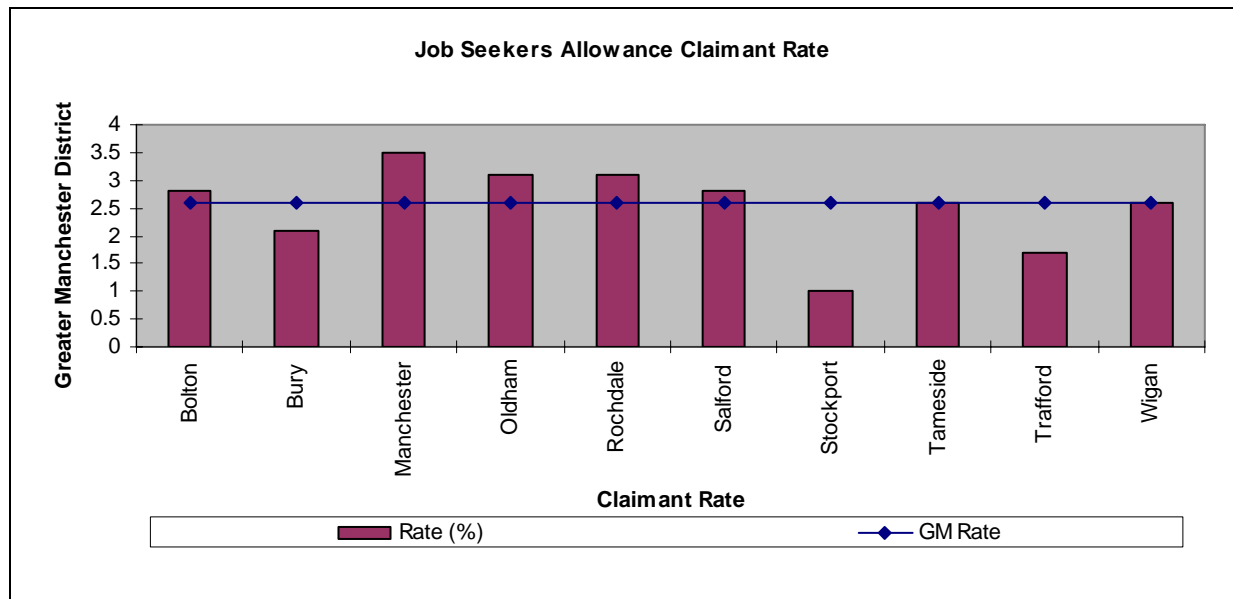
Source: source Office for National Statistics, July 2008

IMD 2007 - Employment Deprivation
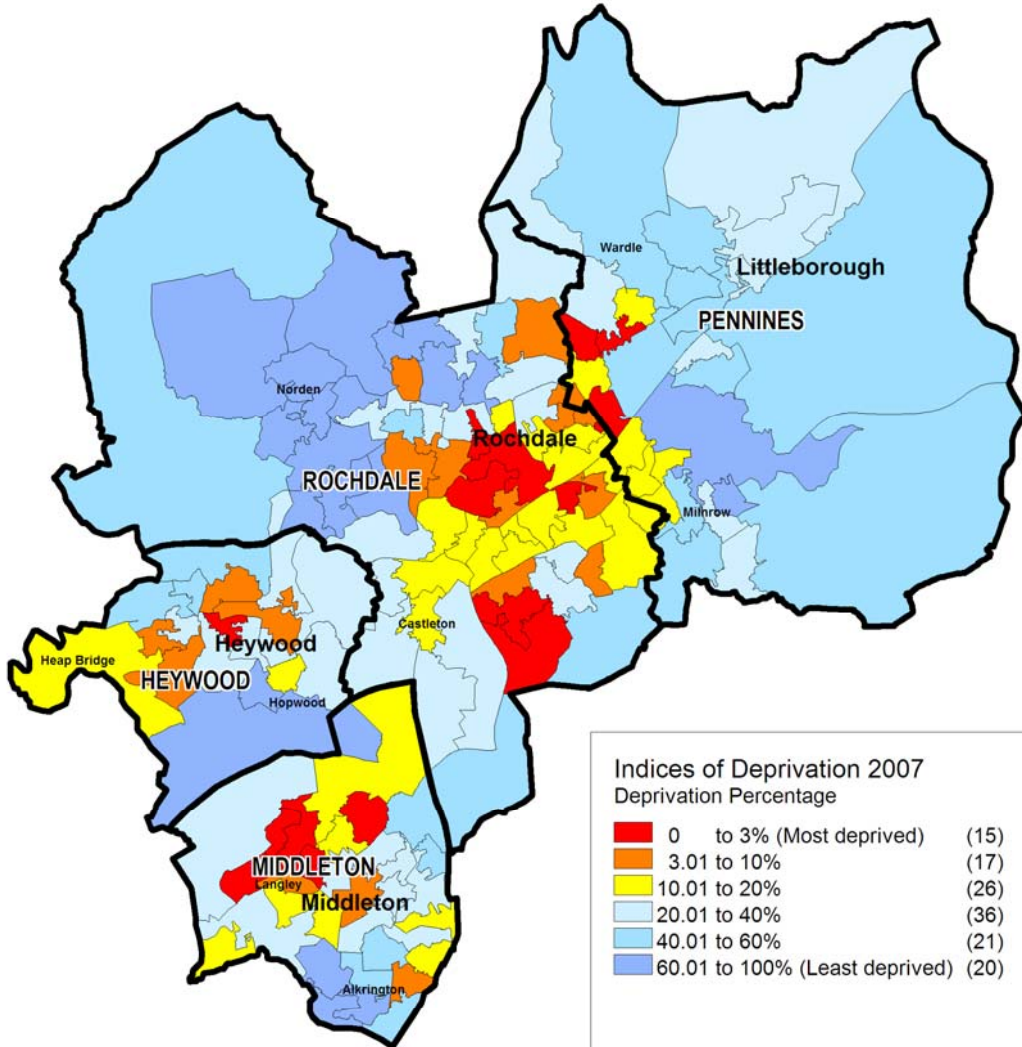
Indices of Deprivation 2007
Deprivation Percentage

0 to 3% (Most deprived)	(15)	
3.01 to 10%	(17)	
10.01 to 20%	(26)	
20.01 to 40%	(36)	
40.01 to 60%	(21)	
60.01 to 100% (Least deprived)	(20)	

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

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Scale 1:100,000

IMD 2007 - Income Deprivation
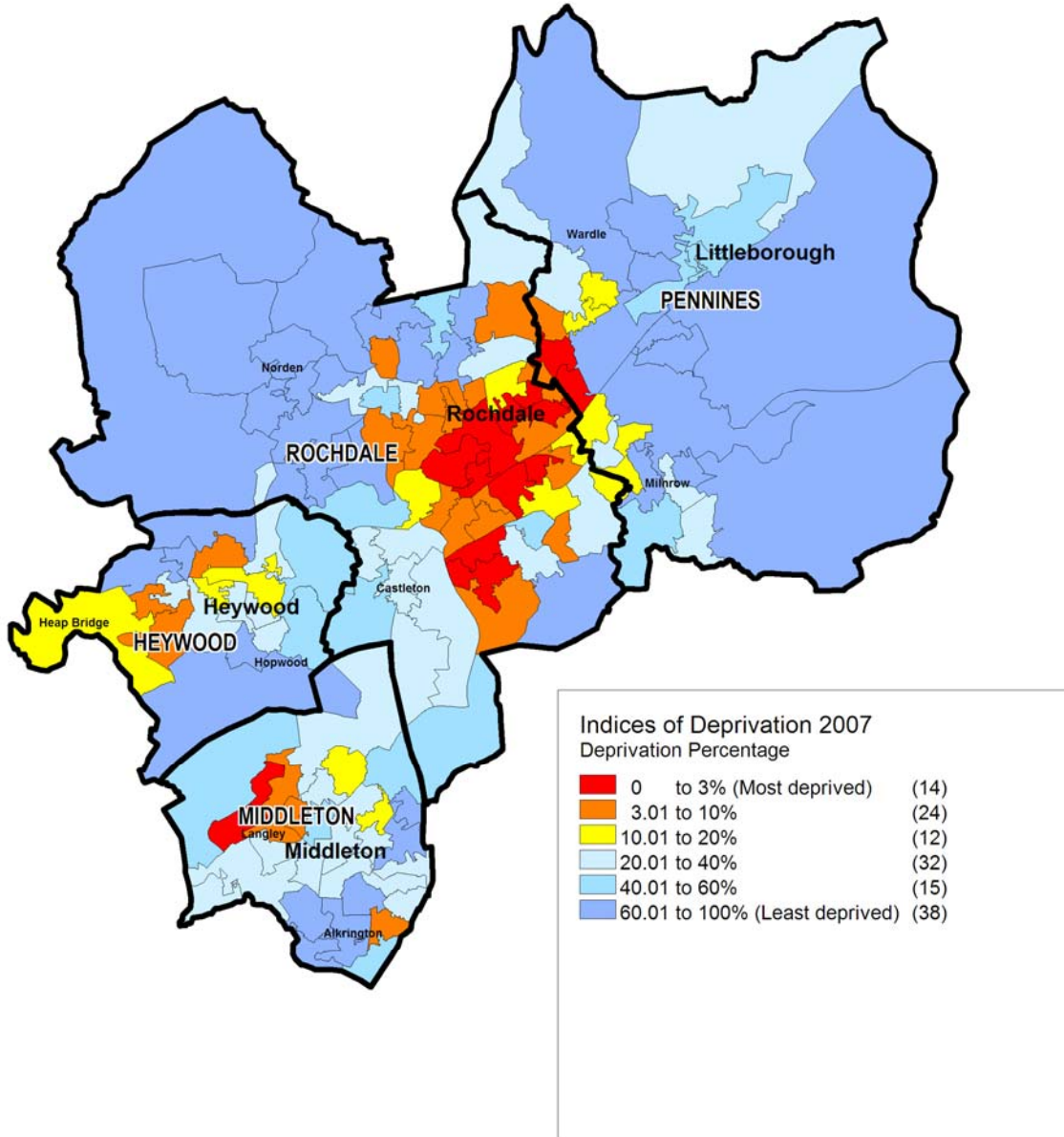
Indices of Deprivation 2007
Deprivation Percentage

■	0 to 3% (Most deprived)	(14)
■	3.01 to 10%	(24)
■	10.01 to 20%	(12)
■	20.01 to 40%	(32)
■	40.01 to 60%	(15)
■	60.01 to 100% (Least deprived)	(38)

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

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Scale 1:100,000

The following graph shows the Job Seekers Allowance claimant rate by gender across the whole of Greater Manchester[19]. Male unemployment is highest in Manchester (5.0%), Oldham (4.5%) and Rochdale (4.5%). Female unemployment deviations between districts are smaller. The highest levels were in Manchester and Rochdale (both 1.7%).
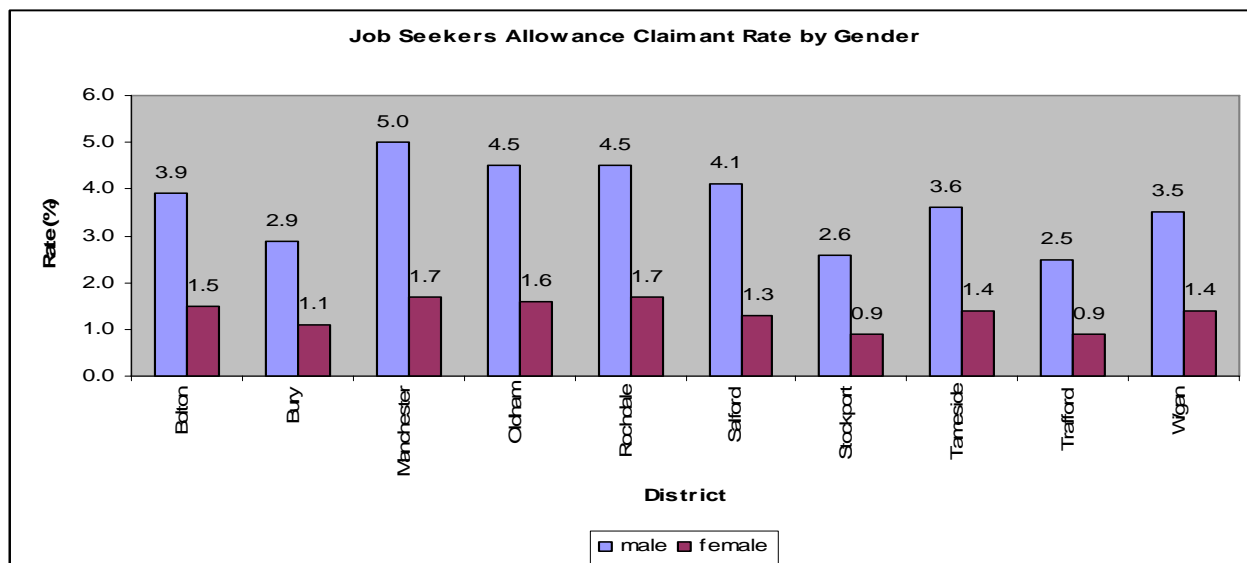
Source: source Manchester Enterprises and ONS, July 2008

5.1.8   Retailing and town centres

Under-investment in the past has meant that town centres in the borough are lagging behind town centres outside the borough. The Council commissioned White Young Green (WYG) to undertake a retail study (BP 207) for the borough in 2006. It identified a number of quantitative and qualitative deficiencies in particularly it highlighted the limited retail offer in each of the town centres which are constrained by small shops units sizes with a heavy focus on the discount sector and a limited overall quality fashion offer.

In terms of **food retail**, the following table indicates that over the period to 2021, at current market share there is a maximum requirement for 24226sq m (net) of additional food retail floorspace. However, after taking into account existing commitments there remains a surplus retail goods expenditure of £40.1m in 2011, increasing to £62.7m by 2016 and to £87.7 by 2021.

Quantitative need for additional convenience goods floorspace in the borough

Year	Identified expenditure(£m)	Maximum floorspace requirement (sq m)	Surplus expenditure (£m)*
2011	67.8	14769	40.1
2016	91.1	19356	62.7
2021	116.9	24226	87.7

* After allowing for outstanding commitments (See WYG addendum report (BP 208))

The surplus capacity identified supports the assertion that most of the food stores in the borough are overtrading. Against these stores there are a number of stores that are under trading particularly in Rochdale and Middleton town centres. However, the proposed new Tesco in Middleton should absorb most of this expenditure. Rochdale town centre on the other hand has limited food retail but the proposed regeneration in Rochdale Town Centre East (BP 234) should rectify this position and see some of that expenditure being clawed back.

In terms of **non food retail** the likely expenditure that will be available for new non food retail goods floorspace within the borough through to 2021[20]. The level of capacity is identified to increase to £394.3m by 2021. However, after taking into account existing commitments there remains a surplus non food retail goods expenditure of £16.5m in 2011, increasing to £145.9m by 2016 and to £327.7m by 2021.

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[19] Manchester Enterprises and ONS, July 2008

[20] See tables 3.10 and 3.11 in addendum WYG retail report 2007 for a breakdown of comparison goods floorspace in the borough (BP 212).

With regard to individual centres, it is notable that outstanding commitments in Middleton exceed the capacity assessments identified through to 2016. However, it is likely that the proposed developments at Middleton will improve the market share of the centre. There is limited additional non food retail surplus expenditure in Heywood but this does increase to 2575 sq m (gross) by 2021.

With regard to Rochdale town centre, outstanding commitments are identified to absorb 45% (or £28.8m) of the identified capacity through to 2011. Therefore, the retail study considers that there remains surplus capacity by 2011 for approximately 4,442 square metres (gross) of additional comparison goods floorspace in Rochdale town centre. This is set to increase to 36,458 sq m (gross) by 2016 and to 76,009 sq m (gross) by 2021 at current market shares. Again the regeneration of Rochdale town centre east will see a significant uplift in non food retail floorspace.

5.1.9 Local centres

Local centres are at the heart of most communities, providing key destinations for shopping, services, employment and leisure outside town centres and can play an important part in ensuring a strong economy, meeting the social and economic needs of the community, supporting more sustainable patterns of development, and reducing the need to travel. The local centres all differ in size and significance with some serving a larger catchment area and others are much smaller and therefore contain a more limited range of shops and services. Based on the trading performances of current food stores within the local centres in the borough, it is possible to assess how successful each of the local centres is.

Trading performances of current food stores within the borough

Local centre	Net convenience floorspace – sq m	Turnover	Trading performance
Co-op Late Shop, Edenfield Road, Norden	152	0.8	+40.2
Somerfield, Culgate Shopping Precinct	364	2.1	+223.8
Somerfield, Dale Street, Milnrow	795	4.6	-48.6
Local Centre, Bamford	406	1.2	-88.6
Local Centre, Birch Road, Wardle	118	0.4	+83.6
Local Centre, Boarshaw Road, Middleton	223	0.7	-61.0
Local Centre, Bury Street, Heywood	64	0.2	-42.7
Local Centre, Castleton	458	1.4	-80.1
Local Centre, Halifax Road, Hamer	592	1.8	-11.1
Local Centre, Lakeland Court, Langley	654	2.0	-86.7
Local Centre, Manchester New Road with Kingsway	143	0.4	-69.6
Local Centre, Manchester Road, Marland	351	1.1	-59.3
Local Centre, Milkstone Road with Tweedale	909	2.7	-90.5
Local Centre, Milnrow, Newbold	382	1.1	-68.6
Local Centre, Oldham Road, south of Kingsway	838	2.5	-89.7
Local Centre, Queensway	200	0.6	-28.7
Local Centre, Shawclough	236	0.7	-81.7
Local Centre, Smithy Bridge	259	0.8	-46.5
Local Centre. Spotland Road	666	2.0	-79.6
Local Centre, The Downs, Alkrington	38	0.4	+126.7
Local Centre, The Strand, Kirkholt	206	6.4	-84.5
Local Centre, Whitworth Road	490	1.5	-80.9
Local Centre, Yorkshire Street	1299	1.5	-79.8
Watan Cash & Carry, Yorkshire Street	490	1.0	-78.3
Tesco Express, 191/195 Kirkway, Alkrington	224	2.9	-40.4
Tesco Express, Bamford	118	1.5	+1.7
Tesco Express, Pennine Precinct, Milnrow	208	2.7	+4.1

Source: White Young Green retail study

Town Centres and Retailing
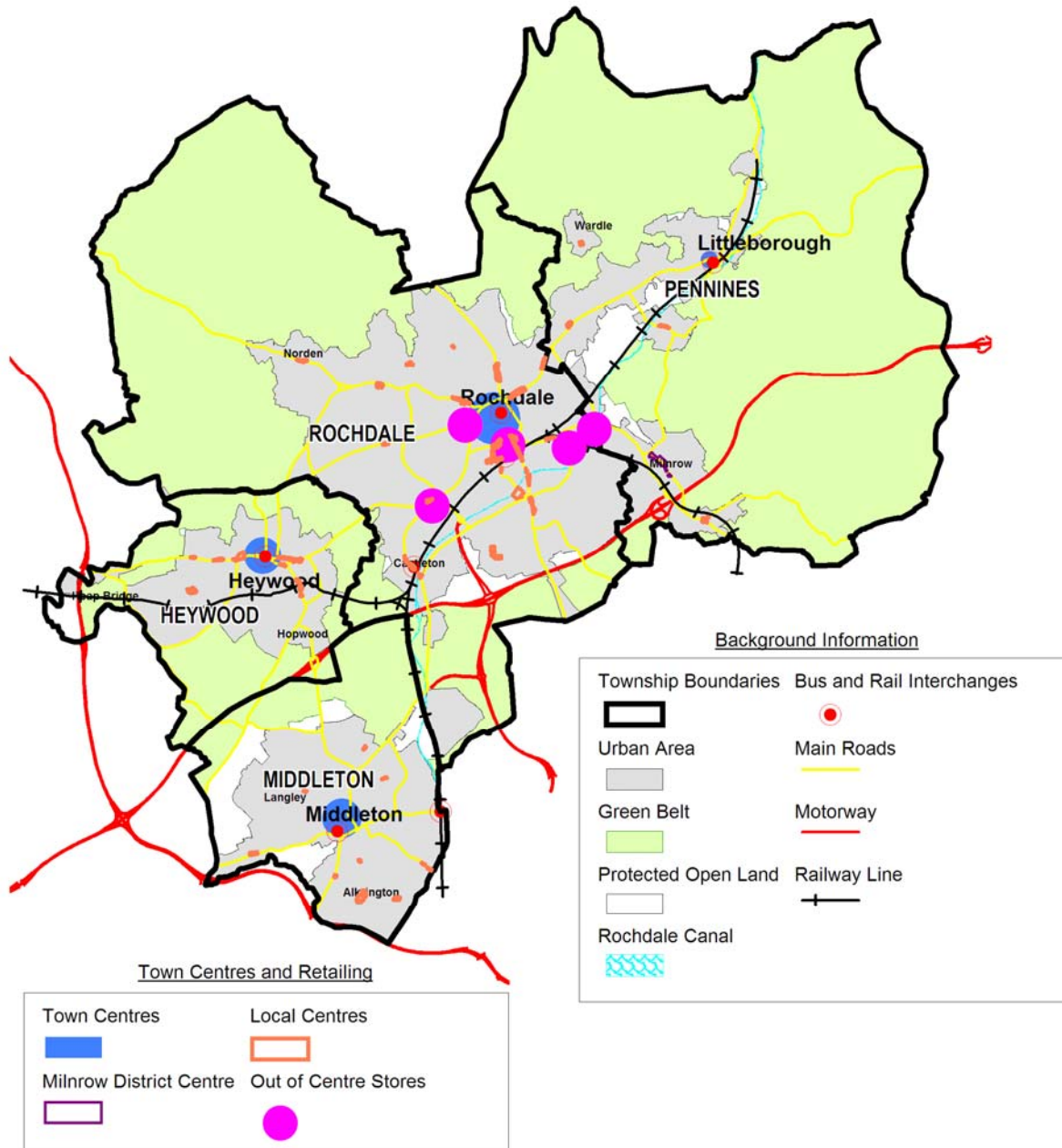
Background Information

Township Boundaries	Bus and Rail Interchanges
Urban Area	Main Roads
Green Belt	Motorway
Protected Open Land	Railway Line
Rochdale Canal	

Town Centres and Retailing

Town Centres	Local Centres
Milnrow District Centre	Out of Centre Stores

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Scale 1:100,000

The borough has less of a range and choice of retail and leisure facilities compared to neighbouring centres which results in a high level of leakage of expenditure outside the borough. More information on this is available from the White Young Green retail study (BP 207).

The map on page 37 shows the town centres and retail locations across the borough.

5.1.10 Tourism

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

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

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

5.1.11 The rural economy

Within Rochdale, the rural population is small and dispersed. Rural residents make up approximately 1.6% of the population (3288 residents) of which dispersed rural residents account for 58% (i.e. not resident in rural towns or villages).

Traditional rural economic activities such as agriculture, mining and forestry are not a major source of employment within the borough. Similar to the rest of Greater Manchester, the majority of farm holdings within the borough are registered small holdings of less than 20 hectares. Farming therefore tends to be a part time, low income occupation. Rural incomes within the borough are low, 8% lower than the average for the North West. In addition to traditional rural economic activities there are opportunities for increasing tourism and leisure, food and drink and professional and creative activities. These could utilise assets such as long distance walks, biodiversity, cultural heritage and accessible recreational facilities and assets.   The maps on pages 33 and 34 show the level of employment and income deprivation across the borough in terms of the Indices of Multiple Deprivation (BP 37).

5.1.12 Local economic assessments

The Government has proposed a requirement for local economic assessments (LEAs) which should form a key part of the evidence base for the preparation of Local Development Frameworks. Draft statutory guidance on LEAs (BP 40) is due to come into force next April as a result of the administration's local democracy, economic development and construction bill. Communities and Local Government (CLG) has published the draft guidance to give local authorities and partners information about the new processes. This takes on board work already available[21] by the Improvement and Development Agency (IDEA) and the Planning Advisory Service.

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[21] How to do Local Economic Assessments, IDEA (BP 37)

CLG proposes that LEAs should:

- Provide a sound understanding of the economic conditions of the area and how they affect residents and businesses;
- Indicate the comparative strengths and weaknesses of the local economy and the nature and form of local economic challenges and opportunities;
- Identify the local economic geography, including the economic linkages between the area being assessed and the wider economy; and
- Set out the local constraints to economic growth and employment and the risks to delivering sustainable economic growth.

Local authorities should adopt a broadly consistent approach to assessments for comparability to support sub-regional and regional strategies. Councils should examine how local housing provision and infrastructure support economic sustainability and whether economic growth and inclusion is supported by sufficient housing of the right size and affordability. Councils must understand how land is to be used for economic development.

5.2   Creating successful and healthy communities

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

5.2.1   Types of accommodation

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

Accommodation type as a percentage of total household spaces

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

Source: Census 2001 from Stats and Maps

Accommodation Type as a Percentage of Total Household Spaces
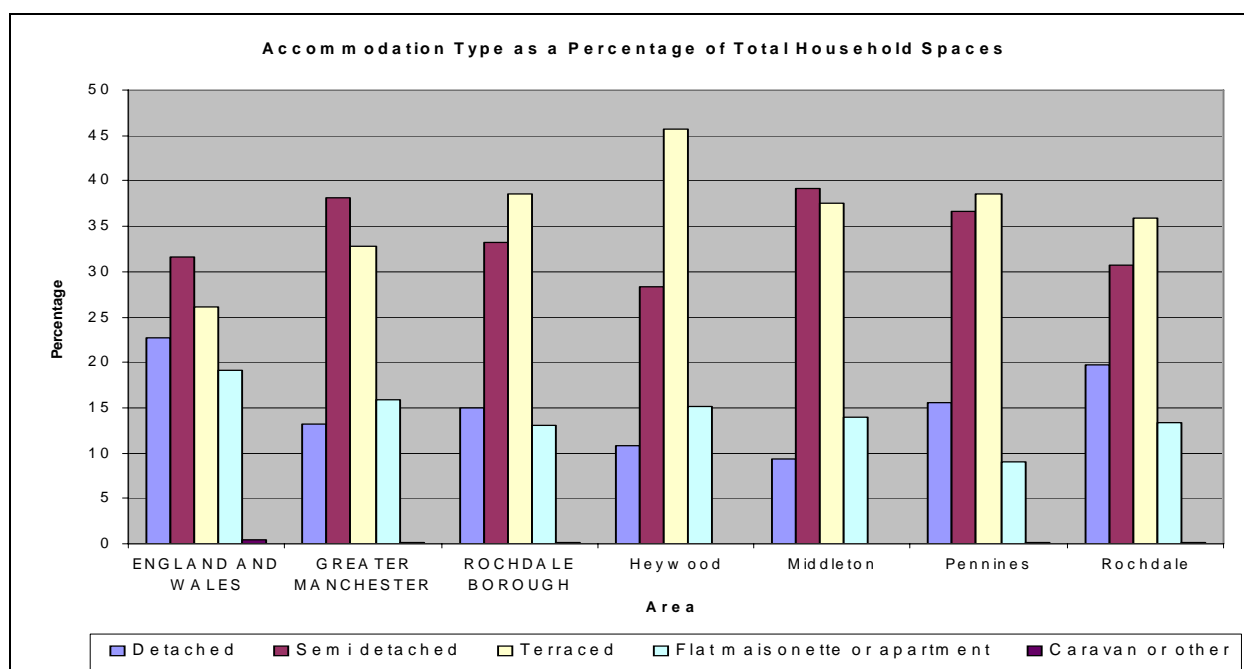
5.2.2   Household structure

In England and Wales, Greater Manchester and Rochdale borough the highest proportion are one person households. The only place where this is not the case is in the Pennines township where the dominant household composition is couples with children. In the Rochdale township there is only a difference of 0.3% between the numbers of households made up of one person and those of couples with children.

Household structure as a percentage of all households

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

Source: Census 2001 from Stats and Maps

5.2.3   Tenure

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

Tenure as a percentage of all households

	Total households	Owner occupied	Rented from Council	Rented from HA/RSL22	Rented from Private landlord	Rented from other
England & Wales	21,660,475	68.86	13.24	5.95	8.72	3.22
Gtr M'cr	1,040,231	65.4	17.71	6.19	7.58	3.13
Rochdale borough	83,452	66.41	19.54	5.32	5.67	3.06
Heywood		63.62	19.14	9.33	4.59	3.32
Middleton		66.59	22.62	3.75	4.09	2.96
Pennines		70.91	16.95	3.39	6.02	2.75
Rochdale		66.68	18.17	5.24	6.74	3.16

Source: Census 2001 from Stats and Maps

The Middleton township has the highest percentage of properties rented from the Council, followed by Heywood, which has more properties rented from housing associations and registered social landlords than England and Wales, Greater Manchester, the whole of Rochdale borough and any of the other townships.

5.2.4   House prices

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

Average house prices at June 2009

	Detached (£)	Semi-Detached (£)	Terraced (£)	Maisonette/Flat (£)	All (£)
England & Wales	235,552	143,408	118,717	143,528	153,046
North West	224,298	117,764	69,513	109,636	115,440
Gtr M'cr	220,821	119,178	67,971	120,989	109,173
Rochdale borough	221,883	112,239	71,044	70,847	103,394

Source: Land Registry

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

5.2.5   Affordable housing

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

To answer the problem of housing affordability, the Unitary Development Plan (BP 190) contained a policy requiring a contribution to provide affordable housing on all sites over the size of one hectare or those with over 25 dwellings[23]. Further to this, the Affordable Housing Supplementary Planning Document (SPD) (BP 216) adopted March 2008 includes detail on the implementation of the policy. The SPD is based on the 2006 Housing Needs Study Update (BP 203),and as a consequence of this as well as guidance given in Planning Policy Statement 3 (BP 75) the threshold for when affordable housing with be sought on a site has been lowered to 15 dwellings, which has been in place since May 2007.

The need for affordable housing is also evidenced within the Greater Manchester Strategic Housing Market Assessment (BP 118), published last year. This shows a significant housing need over the north eastern housing market area which includes Rochdale, Oldham, Tameside and part of north Manchester.

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[22] Housing Association or Rented Social Landlord
[23] Rochdale Borough Unitary Development Plan (BP 194) policy H/7 'Affordable Housing'

5.2.6 Vacant properties

Vacant properties as a percentage of total properties

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

Source: Census 2001 from Stats and Maps

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

5.2.7 Housing benefits

Housing benefits as a percentage of total properties

Area	Housing benefits
Rochdale borough	18.92
Heywood	21.80
Middleton	18.03
Pennines	15.03
Rochdale	18.59

Source: Census 2001 from Stats and Maps

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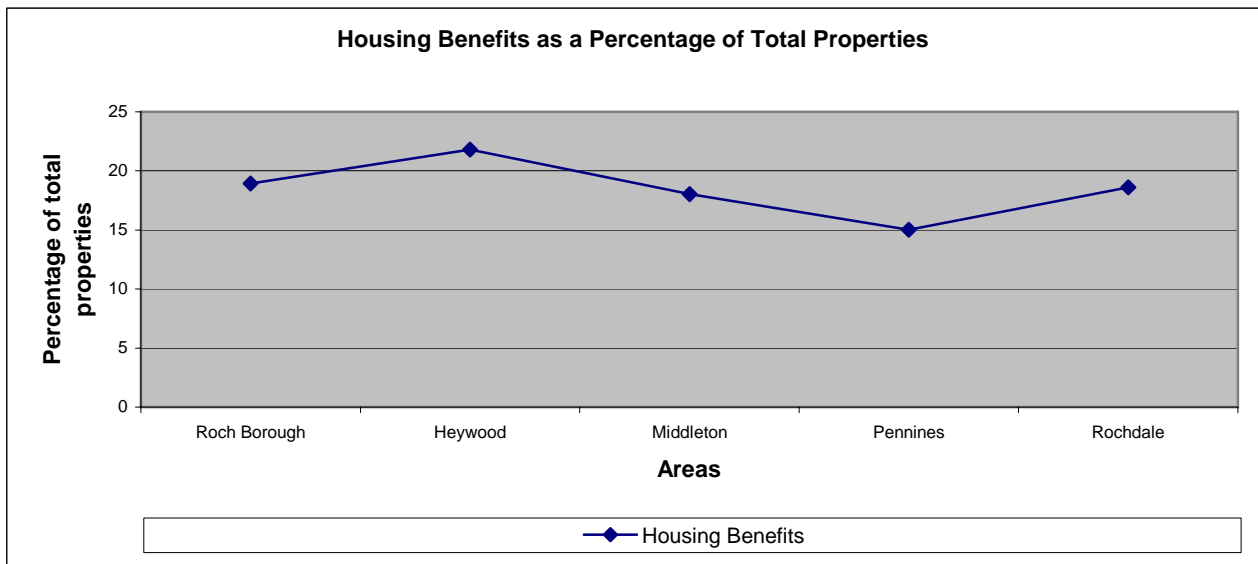
5.2.8 Household growth

The township with the greatest increase in the proportion of households is Pennines, where there is a projected growth of 22.4% over the period 2006-2021. This accounts for 57.8% of total household growth in the borough over the period. However, it should be noted that this growth in Pennines is mainly due to the projected growth in the ethnic community in the part of Pennines closest to Rochdale. The township with the lowest level of projected growth is Heywood which should see only a 0.8% increase in the number of households.

Household projections for 2006-2021

Area	Projected increase in number of households	Increase as a percentage of total borough increase
Rochdale borough	7.9%	100%
Heywood	0.8%	1.3%
Middleton	6.7%	19.7%
Pennines	22.4%	57.8%
Rochdale	3.9%	21.2%

Source: CCSR[24], Manchester University (2006)

More recent projections have been undertaken that cover the Core Strategy period. These are the 2006 based sub-national population and household projections produced by the Office for National Statistics (ONS) and the Greater Manchester Forecasting Model (GMFM) (BP 114). The figures for 2009 and 2026 from these are shown in the table below.

Population and households projection

		2009	2026	Change	% Change
Population	ONS	208,000	221,900	13,900	6.7%
	GMFM	206,500	219,800	13,300	6.4%
Households	ONS	86,800*	99,000	12,200	14.1%
	GMFM	86,000	95,000	9,000	10.5%

* This is an estimate for 2009 based on a year on year change between 2006 and 2011.

5.2.9 Housing provision

A key objective within Planning Policy Statement 3 (BP 75) is to ensure that the planning system delivers a flexible and responsive supply of land for housing. Local planning authorities need to set out their policies and strategies for delivering the level of housing provision set out in the Regional Spatial Strategy (RSS) (BP 98). 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 would equate to 7200 additional homes in the period 2003-2021. If the requirement in RSS continues 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 just 1456 net completions over that time. This means that in the period 2009-2026 there will be a need for 7746 (i.e. 9200 minus 1456) additional homes in the borough which equates to 456 additional homes per year.

5.2.10 Rochdale Borough Strategic Housing Land Availability Assessment

The Strategic Housing Land Availability Assessment (SHLAA) (BP 209) is a key component of the evidence base which supports the delivery of sufficient land for new homes. The SHLAA reflects the position of the housing land supply in the borough as at 1st April 2009. The assessment provides a robust evidence base for the Core Strategy, which will guide the level of house building required and where it should be focussed up to 2026.

The assessment identifies sites with potential for housing, assesses what potential they have and determines when they are likely to be developed. As many sites as possible with potential for housing have been identified. The assessment has identified specific sites for at least the first ten years of the development plan. Broad locations have been identified to form the list of potential sites for the later

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[24] The Cathie Marsh Centre for Census and Survey Research

stages of the development plan period. The SHLAA does not determine whether a site should be allocated for housing development in the Core Strategy nor is it an indication that planning permission will be granted for residential development on any identified sites.

The identification of potential housing sites across the borough will help to inform policies and strategic priorities in the Core Strategy and form land allocations later on. Subsequent reviews of the SHLAA will consider how sites are coming forward and identify potential barriers that may be preventing other sites from coming forward. As well as illustrating potential capacity to deliver new housing, it also assists in identifying further work that may be required in helping to deliver these sites e.g. future policies and strategies.

The assessment of wider sites which are currently restricted for development due to policy (e.g. green belt, protected open land etc.) is also an important part of the process. These sites are identified in the assessment but they have been included on the list of sites which are discounted at this stage. The assessment of these sites can help to identify those areas where future development may be appropriate if it is supported by an evidence of need and suitability and therefore justifies a change in policy approach. Sites that are included on the discounted list will be reconsidered through subsequent reviews of the assessment.

The results of the SHLAA will help form part of the Council's evidence base to support the Council's position in relation to the requirements of Planning Policy Statement 3 (BP 75), in terms of both identifying a deliverable five-year supply to cover the first five years of the plan period and also identifying potential housing sites for the next ten years and beyond (to cover the period of the emerging core Strategy).

Findings of the SHLAA

The outputs of the SHLAA are:
- A list of sites, cross referenced to maps showing locations and boundaries of specific sites;
- An assessment of the deliverability/developability of each of the identified sites. This looks at its suitability, availability and achievability, to determine when development will take place on an identified site;
- An assessment of the delivery of the potential quantity of housing on each of the identified sites, within broad locations or on windfall sites; and
- An identification of any constraints on delivery of the identified sites and recommendations on how and when they could be overcome.

The current housing supply in the borough as identified through the SHLAA as at 1st April 2009 is:

Projected housing supply in the borough as identified through the Strategic Housing Land Availability Assessment

	Sites under construction	Sites with permission	New sites identified for housing	broad locations	**Total**
Years 0-5	881	1833	81	265	**3060**
Years 6-10	0	1981	1898	1278	**5157**
Years 11-15	0	460	879	1133	**2472**
Years 15+	0	0	273	649	**922**
Total	881	4274	3131	3325	**11611**

The Regional Spatial Strategy (BP 98) sets out how many dwellings must be provided within the borough every year. The total requirement for new dwellings in the borough for the lifetime of the assessment is 7746. The total number of potential dwellings identified through the assessment is **11611**. Potential sites for residential development included in this total are make up of those currently under construction, sites with planning permission, new sites which have been identified for housing and sites within broad locations identified through the assessment.

Of the total capacity identified within the SHLAA, 3325 dwellings are within broad locations. The broad locations within this study are not simply areas where the Council expects new dwellings to come forward, but locations which form the basis for the council's regeneration strategy. These locations are East Central Rochdale, Heywood, Inner Rochdale, Kirkholt, Langley and Rochdale town centre.

145 sites with a potential capacity of 13336 dwellings were discounted through the assessment. Many of these were discounted due to policy constraints and the site's current use. There were also sites that were discounted as they are unsuitable and unviable for housing development regardless of their current

use or policy. However, as and when the assessment is reviewed each of these sites will be revisited along with previously identified and new sites in order to assess any changes which may alter the decision made regarding each site.

5.2.11 Five year deliverable supply

The above table shows that in years 0-5 (i.e. 2009 to 2014) we expect around 3000 dwellings to come forward. However, in calculating the borough's five year deliverable supply we are expected to look forward a year and therefore have to consider the period 2010 to 2015. In order to do this, we need to include an assumed figure for 2009/2010. Given the recent completion rates and the information within the Strategic Housing Land Availability Assessment (BP 209), a figure of 400 additional homes has been assumed for 2009/2010. Taking account of this number of completions in the year 2009/2010, this means that the number of dwellings expected to come forward in the five years 2010 to 2015 is 3089 (see Appendix 1 'Housing trajectory from the Strategic Housing Land Availability Assessment'). This gives a net annual completion figure of 618 against a requirement of around 450 to meet the Regional Spatial Strategy requirement over the plan period.

5.2.12 Previously developed land

The current Regional Spatial Strategy (BP 98) requires 80% of all new homes built in the borough to be on previously developed sites. The percentage of projected completions as shown in the SHLAA which are on brownfield land is shown in the table below.

Percentage of development on Previously Development Land for projected completions

	Years 0-5	Years 6-10	Years 11-15	Years 15+	Total
Sites currently under construction	98.0	*	*	*	**98.0**
Sites with permission	97.3	85.8	95.7	*	**91.8**
New sites identified for housing	100.0	100.0	100.0	100.0	**100.0**
Broad locations delivering additional housing	80.0	80.0	80.0	80.0	**80.0**
Total	**96.0**	**89.6**	**90.0**	**85.9**	**91.1**

* There are no projected completions after the first five years for sites under construction and none for the 15+ years time period for sites with planning permission and therefore no percentage has been given for this time period.

As the results of this show, of the total supply up to 2026, well over 80% is on brownfield land. The total supply on brownfield land over each of the five year time period is significantly over the 80% brownfield development target. The total percentage of the overall supply within the Strategic Housing Land Availability Assessment that is on brownfield land is 91.1%.

5.2.13 Housing density

Completions from 1st April 2008 to 31st March 2009 were:
- 16% at a density of less than 30 dwellings per hectare;
- 28% at a density of between 30 and 50 dwellings per hectare; and
- 56% at a density of over 50 dwellings per hectare.

The policy in the current Unitary Development Plan (BP 190) indicates that "housing development proposals will be permitted that result in a net site density of between 30-50 dwellings per hectare[25]" with higher densities promoted in sustainable locations. Sites are included within the Strategic Housing Land Availability Assessment are assumed to be built out at a density of 40 per hectare. A higher density is assumed for sites in and around town centres, within walking distance of public transport nodes and those which are likely to be developed for apartments.

5.2.14 Population by age

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

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[25] Rochdale Borough Unitary Development Plan Policy H/5 'Residential Density' (BP 194)

Population by age as a percentage of all people

	Total population	0 to 15 years	16 to 74 years	75 years plus
England & Wales	52,041,916	20.15	72.27	7.58
Gtr M'cr	2,482,328	21.24	71.78	6.98
Rochdale borough	205,357	22.83	70.64	6.53
Heywood		22.70	70.67	6.63
Middleton		21.59	71.25	7.16
Pennines		22.15	71.66	6.2
Rochdale		23.57	70.09	6.35

Source: Census 2001 from Stats and Maps

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

5.2.15 Population by gender

Total Population by gender

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

Source: ONS Mid-Year Estimates 2005

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

5.2.16 Population by ethnicity

Population by ethnicity as a percentage of all people

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

Source: Census 2001 from Stats and Maps

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

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

Population by Ethnicity as a Percentage of All Population
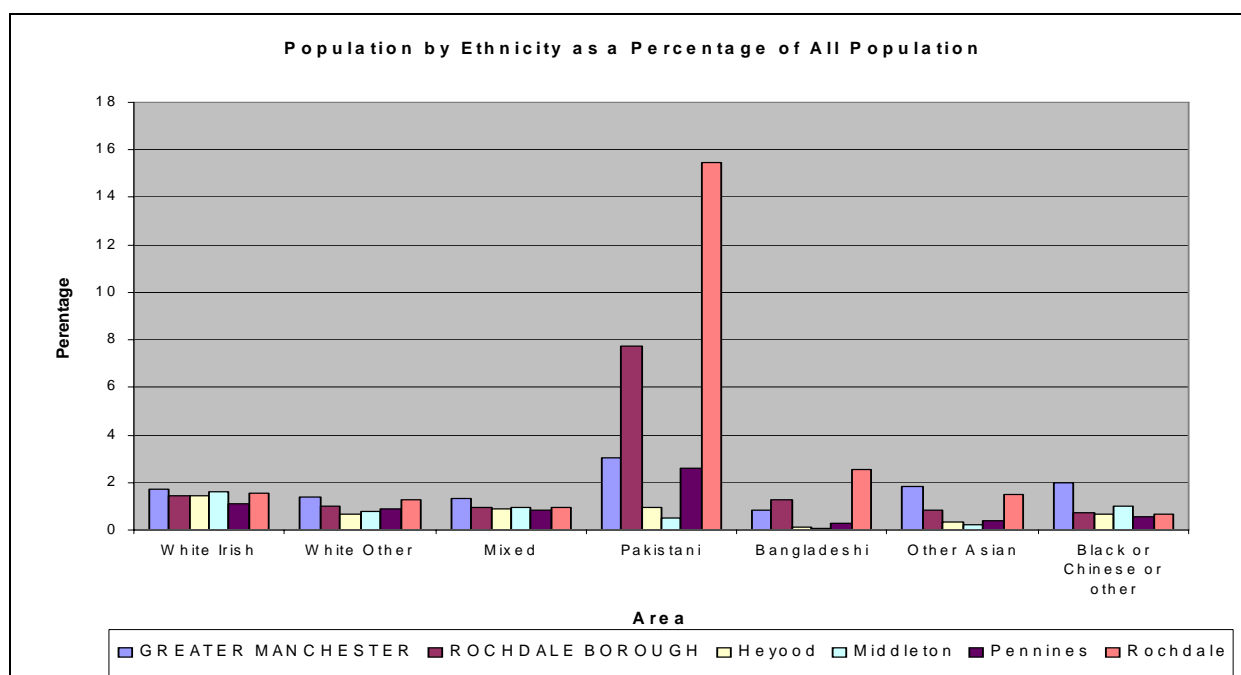
5.2.17 Indices of multiple deprivation

Rochdale, as a borough, is between the 12th and 46th most deprived in the Indices of Multiple Deprivation (BP 37) across six district level measures. This means that it is one of the most deprived boroughs in the country. 39 of Rochdale's 135 super output areas are within the worst 10% on a national level. One in four (55,000) of the borough's residents live in the super output areas that fall within this 10%.

The scale of deprivation and the challenge we face in transforming the quality of life for our residents is considerable. A large number of residents being benefit dependent, employed in unskilled work on relatively low pay or in vulnerable shrinking sectors, such as manufacturing influences this ranking. A number of young people in our most deprived areas have no formal qualifications. They suffer from low personal self esteem and lack aspiration.

5.2.18 General health

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

General health as a percentage of all people

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

Source: Census 2001 from Stats and Maps

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

Greater Manchester. The township with the highest levels of "not good general health" is Middleton, closely followed by Heywood. The map on page 49 of this document shows the health and disability deprivation across the borough.

5.2.19 Life expectancy

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

Life expectancy as rates

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

Source: Census 2001 from Stats and Maps

5.2.20 Mental health and well-being

Mental health and mental well-being are independent and influential of each other; that is, people with poor mental well-being may have few or no signs and symptoms of mental illness. Conversely, some individuals with long standing problems relating to mental ill health may have positive mental well-being. What contributes to individuals who are "flourishing" is a variety of environmental and community factors.

Poor mental health is both a cause and consequence of poor physical health and is associated with chronic illness such as heart disease and a range of unhealthy behaviours including smoking, drug and alcohol abuse and poor diet. 12.3% of residents in the borough consulted their GP about nerves or depression in 2006. There are about 6,500 people out of work and claiming incapacity benefit due to mental health problems and there is a strong association between being on incapacity benefit and chronic ill health problems in later life, and reduced life expectancy

5.2.21 Drugs and alcohol

Alcohol-related hospital admissions are significantly higher in the borough than in the rest of England. Alcohol-related crime is high, as is the level of binge drinking in the borough. Although alcohol abuse is not currently a major contributor to the life expectancy gap in the borough, it is expected to rise in importance unless we tackle the issue now.

Drug use has a serious impact on health as a result of addiction and lifestyles. The number of drug users accessing treatment is rising. Drug dealing and use also have an impact on the rest of the population. Three quarters of people surveyed in 2004 said they were very or fairly worried about people using or

5.2.22 Lifestyles

The lifestyles of individuals have a major impact on their health and well-being. Physical activity reduces the risk of heart disease and stroke, and improves mental health and general well-being. The recent healthy lifestyles survey showed that 49% of respondents have a sedentary lifestyle, i.e. they have less than three 15-minute sessions per week of vigorous or moderate exercise. Being physically active has potential health benefits that are well evidenced, including avoiding joint and muscle conditions, obesity and diabetes. Physical activity is also effective in the treatment of mental illness and helps people feel better. People in Rochdale borough are less physically active than the national average (19.5% of adults participate in sport or physical activity for 30 minutes 3 times a week, compared with 21%)[26].dealing drugs in their area.

Nationally it is estimated that around a quarter of all adults are obese. Within the Borough, it is estimated that there are around 37,000 people with a Body Mass Index of more than 30. Heywood township had the highest percentage of overweight or obese people (56.5%) and Pennines township the lowest (49%).

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[26] Active People survey 2006 (BP 7)

IMD 2007 - Health Deprivation and Disability
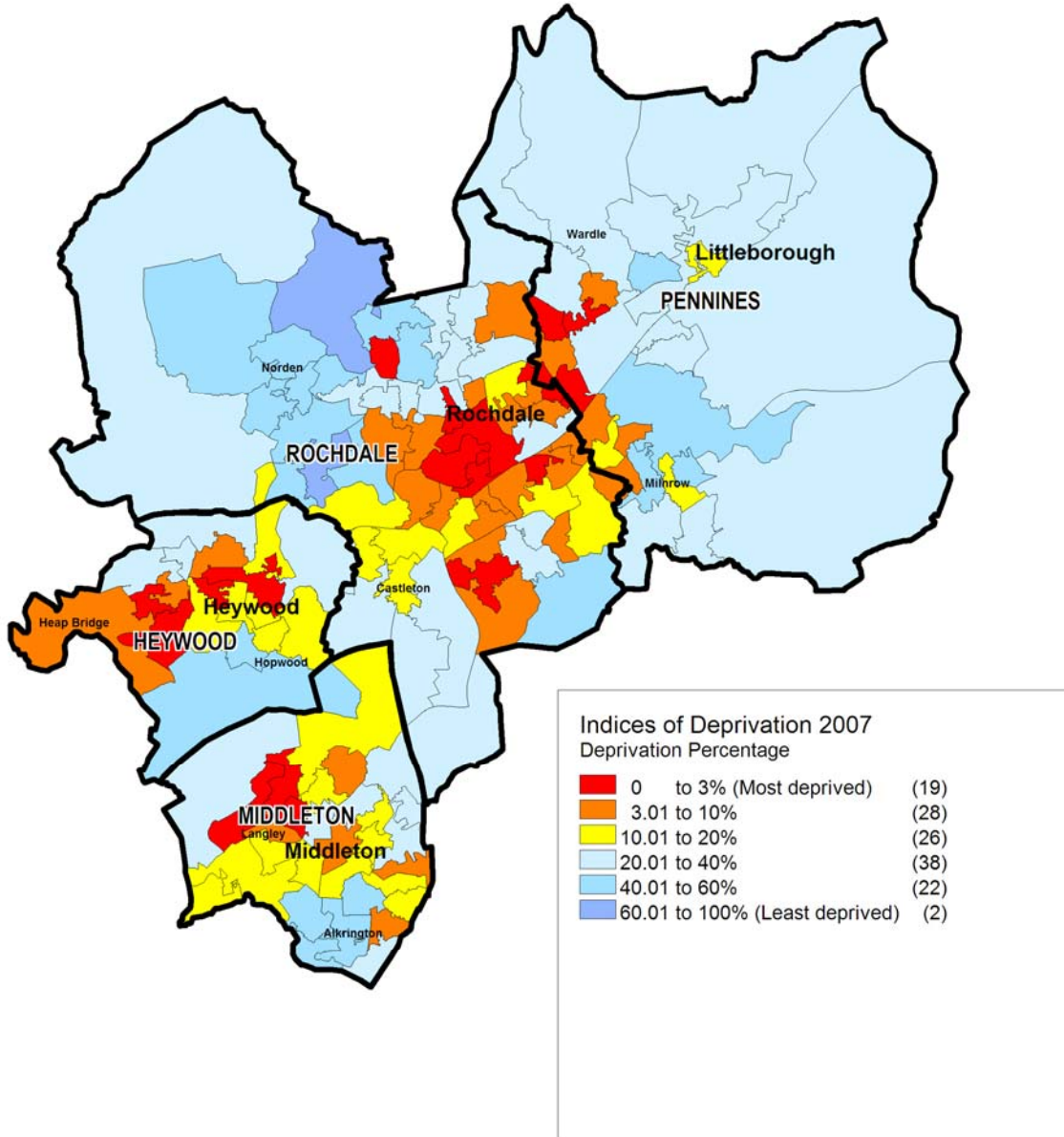
Indices of Deprivation 2007
Deprivation Percentage

■ (red)	0 to 3% (Most deprived)	(19)
■ (orange)	3.01 to 10%	(28)
■ (yellow)	10.01 to 20%	(26)
□ (light)	20.01 to 40%	(38)
■ (light blue)	40.01 to 60%	(22)
■ (blue)	60.01 to 100% (Least deprived)	(2)

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

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Scale 1:100,000

Poor diet is a serious health risk and is linked to coronary heart disease, cancer, diabetes, high blood pressure and behavioural and concentration problems. Only 18% of adults in the borough eat the recommended five or more fruit or vegetables a day.

Smoking is the biggest contributor to the low life expectancy in the borough. 24% of people in the borough smoke. However, this figure masks a wide variance of smoking prevalence within the borough, with smoking prevalence estimated greater than 40% in some wards. Even though quitting smoking rates are better than the rest of Greater Manchester, more people in the borough smoke to begin with.

5.2.23 Local people's health issues

There have been more than 30 health-related consultations in the borough since 2004, asking local people about the issues they are most concerned about. The evidence from these consultations shows that the top ten health issues for local people are:
- Healthy lifestyles;
- Mental health;
- Access to facilities and services;
- Drugs and alcohol;
- Information on health issues and services;
- Joint working;
- Community and voluntary sector services and facilities;
- Social care for older people;
- Sexual health;
- Smoking; and
- Obesity.

Older people

The borough's population is relatively young compared with the rest of the country, but the number of older people is increasing. Population projections suggest that there will be more older people than children in Heywood township by 2013. Middleton and Rochdale townships will have more older people by 2021/2 whilst in Pennines township older people are growing in number but this is matched by an increase in children and young people. The population of the borough aged 65+ is due to increase from 29,450 in 2001 to 38,400 in 2021, i.e. by more than 30%. The growth in the number of older black and minority ethnic people is projected to grow at a much higher rate, around 150%.

The first stage of the Joint Strategic Needs Assessment in 2008 (BP 146) included research into the health and well-being needs of older people and Council services are using the results of this in their service planning.

The key health issues identified by older people in the borough are:
- Social care;
- Information and awareness of services and issues;
- Mental health, including social isolation;
- Access to services and facilities; and
- Promoting independence.

Obesity

Increasing levels of obesity are a concern in the borough, as elsewhere, since it links closely to adult obesity. Over a quarter of children aged 4 in 2004 were overweight or obese.

Adult and childhood obesity as a percentage of the adult and childhood populations respectively

	Percentage of adult obesity	Percentage of childhood obesity
Rochdale borough	9.2*	12.0**
North West	-	13.0**
England	23.0	-

Source: Heywood, Middleton and Rochdale PCT
*Treat data with caution; this data is likely to be an under-representation as datasets are still being populated.
**Treat data with caution; the text outlines the limitations of child obesity measures

This shows at present, taking into account the limitations mentioned, that in terms of adult obesity Rochdale has a lower percentage per adult population than the rest of England and Wales and in lower than the regional average childhood obesity. Monitoring the level of childhood obesity closely is important, as it is not much lower than the regional average.

Children and young people

Levels of tooth decay in children in the borough are significantly higher than in England and Wales. The levels in Rochdale and Pennines township areas are nearly twice the national level at age five.

Infant health is an important issue in the borough. Healthy babies are likely to become healthy children and then healthy adults. Teenage pregnancy is a continuing priority since a teenage mother and her baby are more likely to suffer poorer socioeconomic, educational and health outcomes in life. There has been an overall reduction in under-18 conceptions since 1998 of 20.9%, the second largest fall in Greater Manchester.

Breastfeeding rates in the borough are slightly lower than across Greater Manchester, and much lower in Heywood and Middleton townships. Smoking in pregnancy rates are high and have increased in the last two years to 23.3% in 2007/8, with a higher rate in Heywood and Middleton townships. Smoking in pregnancy has been linked to a variety of health problems including premature birth, low birth weight, cot death, miscarriage and breathing problems in the first six months of life. It also has a longer term impact on a child's health.

For children and young people the main issues raised in consultations are:
- Healthy lifestyles;
- Drugs and alcohol;
- Sexual health;
- Mental well-being; and
- Information about/awareness of health issues and services.

Black and minority ethnic groups

11.4% of the borough's population in 2001 were from black and minority ethnic groups, mainly people of Pakistani and Bangladeshi ethnic origin. This percentage is expected to grow to 20.3% of the population by 2021. These communities may experience health disadvantage for a variety of reasons including genetic predisposition to certain medical conditions, higher levels of deprivation, low employment rates and poor access to services. There is a higher incidence of diabetes and stroke amongst Asian communities.[27]

5.2.24 Pennine Acute Hospitals NHS trust

The Pennine Acute Hospitals NHS trust is reconfiguring its services. Rochdale will be the location of a local hospital on the present Rochdale Infirmary site, which will provide an urgent care centre for 85% of the current patients who attend Accident & Emergency. For the 15% more seriously ill, they will be stabilised and transferred with the ambulance service or directed to associate Accident & Emergency departments at Oldham and Bury. Oldham, Bury and north Manchester will provide women and children's services, including maternity.

Plans for the Rochdale, Heywood, and Middleton Primary Care Trusts include:
- New Local Improvement Finance Trust (LIFT) centres (BP 173) at Alkrington, Deeplish and Hamer and Wardleworth with plans for additional LIFT centres across the borough;
- 4 new GP's surgery;
- New dental access scheme to improve dental access for NHS patients, as the first stage of the PCTs Dental Investment Plan; and
- GP premises modernised.

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[27] Rochdale MBC Health and Well-being Strategy (BP 205)

IMD 2007 - Crime Deprivation
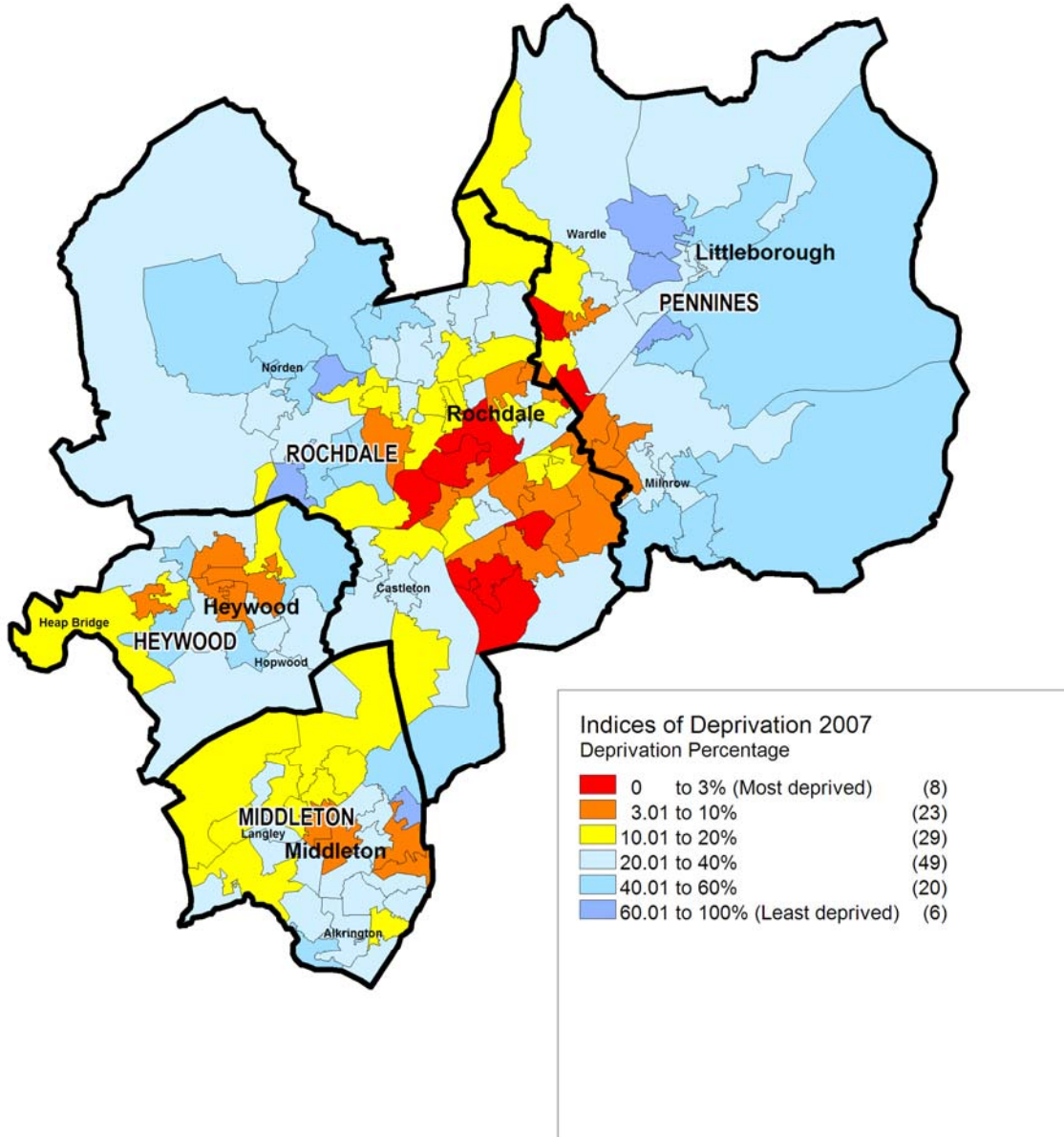
Indices of Deprivation 2007
Deprivation Percentage

- 0 to 3% (Most deprived) (8)
- 3.01 to 10% (23)
- 10.01 to 20% (29)
- 20.01 to 40% (49)
- 40.01 to 60% (20)
- 60.01 to 100% (Least deprived) (6)

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

Scale 1:100,000

5.2.25 Crime

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

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

The map of crime deprivation across the borough is on page 52.

5.2.26 Skills and qualifications

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

Skills levels and qualifications have a big impact on people's life chances, particularly in terms of employment, income and health. Success in exam results for young people has been steadily improving with 50.3% achieving 5 A*-C grades, which is still below the England average of 59.2%. The borough has a high proportion of adults with a low level of skills. Nearly one in five adults of working age has no qualifications compared to 15% nationally. 59.6% of working age adults are qualified to level 2 or above (at least 5 A* to C GCSE's, NVQ level 2, 5 O-level passes, or equivalent) which is much lower than the national average of 65%. Older residents in the borough, particularly those in deprived neighbourhoods, are likely to have low skills levels.

5.2.27 GCSEs gained

In terms of the percentage of pupils gaining five A* to C GCSEs the borough average is below that of England and Wales. Middleton has a higher percentage of pupils gaining these grades than any of the townships, the borough as a whole and the whole of England and Wales. In terms of the percentage of pupils gaining five A* to G grades, there are no figures for the national picture. In terms of the townships, Pennines has the highest rate but this is only just higher than Middleton and Rochdale. Heywood has the lowest percentage of students gaining five A* to G grades at GCSE level.

GCSEs gained as a percentage of all eligible pupils

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

Source: Census 2001 from Stats and Maps

5.2.28 Higher and further education

Hopwood Hall College is in the early stages of developing a new and innovative accommodation strategy to completely rebuild its whole estate by 2011 to make way for improved new facilities. An envisaged sixth form centre will stand on the Saint Mary's Gate site next to Hopwood Hall's new buildings. The erection of the sixth form centre would see some college courses relocated to Middleton campus, housed in a state-of-the-art skills centre planned for the site.

IMD 2007 - Education, Skills and Training Deprivation
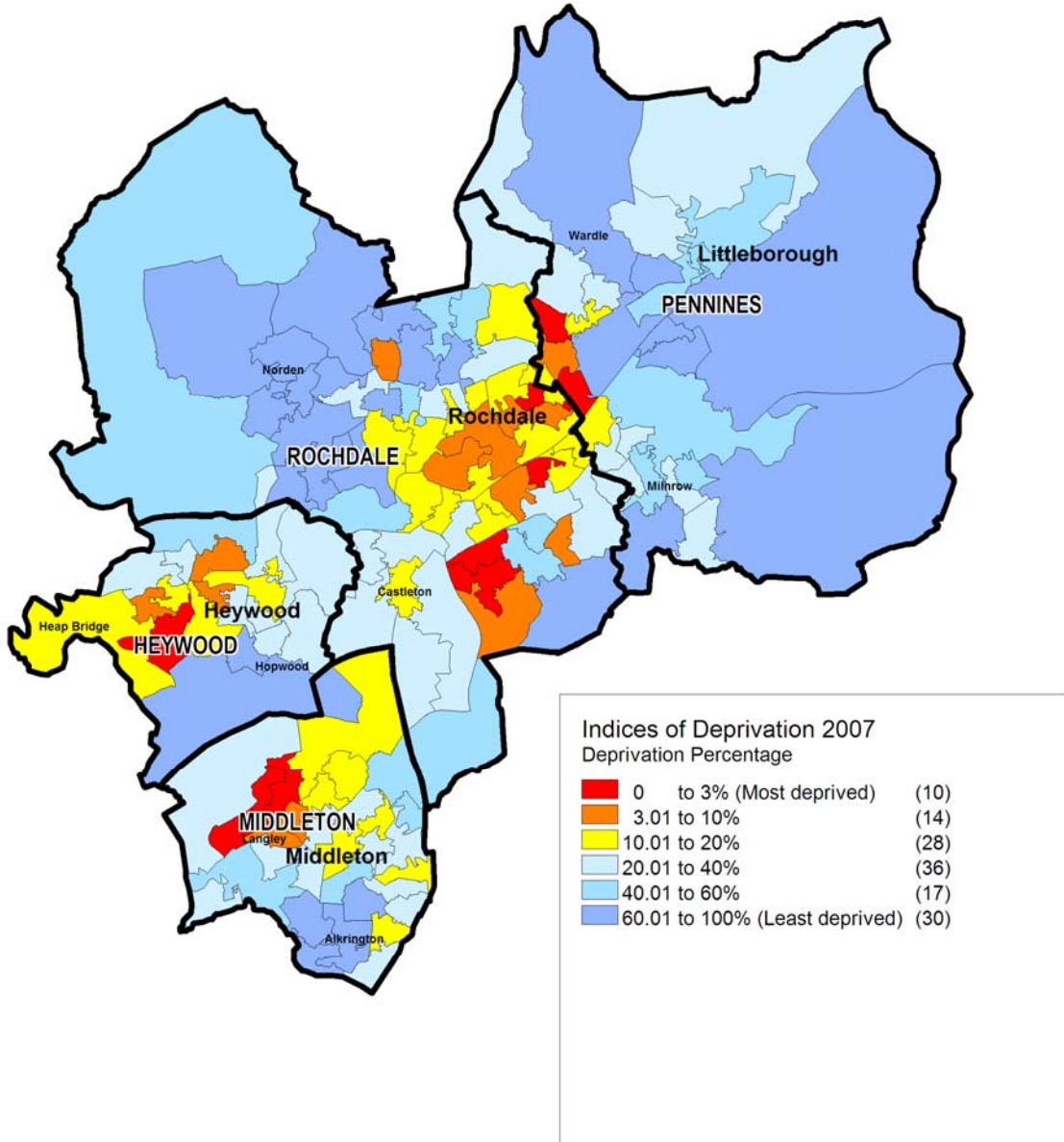
Indices of Deprivation 2007
Deprivation Percentage

■	0 to 3% (Most deprived)	(10)
■	3.01 to 10%	(14)
■	10.01 to 20%	(28)
■	20.01 to 40%	(36)
■	40.01 to 60%	(17)
■	60.01 to 100% (Least deprived)	(30)

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

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Scale 1:100,000

5.2.29 Primary Schools

The population is slowly ageing, most significantly in the Heywood township, but with a similar trend in Rochdale and Middleton. Recent Office of National Statistics birth data for the borough shows a slight upward trend, though the numbers remain well below the peaks of the 1990s. Falling pupil numbers in schools have resulted in the removal of high levels of surplus capacity in nurseries, primary and special schools.

The period since 2002 has seen a significant reduction in primary school capacity. Rochdale now has 69 primary schools and, with a further amalgamation to come, surplus capacity will stand at around 8% overall by September 2008. Some 2,500 empty places have been removed through a strategic, managed programme, with ten schools closed (five new schools replacing them) and various other capacity reductions through, for example, the use of surplus capacity for children's centres.

Current projections indicate that there will be sufficient capacity for the next few years however there have been some shortages in certain areas. In the Pennines township and to the north of Rochdale, the majority of schools are consistently admitting their full quota of pupils and any significant developments in these areas would require a contribution for additional places.

Surplus Places
Four schools continue to operate with more than 25% of their places empty, whilst a further 9 have more than 15% surplus. Whilst roll numbers overall are now 'bottoming out', some areas of the borough may continue to experience reductions in numbers in the next 5 years

Long Term Aims
The strategy for education within Rochdale is set out in the education development plan. With the exception of the Building Schools for the Future (BSF) (BP 195) programme, there are no proposed schools, although additional accommodation may be required within some existing schools. Estimates of the future need for school places show that there will be more than 8% surplus capacity in schools in the borough. However, any significant new housing development or growth in population would require the planning of additional accommodation for schools into any proposals.

The Primary Capital Programme (PCP) will target areas that need resources the most. Areas of deprivation which typically correspond with poor academic performance and, in the longer term, greater levels of unemployment and poorer health will be a focus. Priority schools will be rebuilt or radically improved, providing an environment and facilities more conducive to children's achievement, and helping to raise their aspirations. The PCP provides the opportunity to implement transformational change to primary schools. It complements the BSF programme in the secondary sector, and the changes in post-16 education introduced through the new sixth form college[28]..

5.2.30 Secondary Schools

Building Schools for the Future (BP 195) is a long term programme of investment and change which will help transform education for secondary aged students by providing 21st century learning environments. The BSF programme means there will be significant changes over the next few years in terms of Secondary Schools.

Under Building Schools for the Future there will be:
- Substantial rebuilding will take place at Hollingworth Business and Enterprise College, Wardle High, Holy Family RC/CE, and Falinge Park along with the Pupil referral unit at Darnhill;
- The amalgamation of Balderstone with Springhill (becoming a trust school) with major rebuilding and remodelling on the Springhill site;
- The major refurbishment of Middleton Technology, Matthew Moss, Cardinal Langley, Siddal Moor and St Cuthbert's;
- The remodelling of Brownhill School;
- Minor refurbishment at the Saxon Hall pupil referral unit; and

The closure of Heywood Community School on 31 August 2010 and the transfer of pupils transferring to Siddal Moor.

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[28] Children and Young People's Plan 2006 – 2010 (BP 134)

The closures of some of these schools will mean that the level of surplus capacity will be at around an acceptable 8% across the borough as a whole. Some areas will suffer from limited flexibility, notably in the Rochdale township, where over subscription in all remaining schools is likely. The map on page 54 shows the education, training and skills deprivation across the borough.

5.3 Improving design, image and quality of place

Addressing 'quality of place' is a key priority of the local area agreement (BP 149). A number of factors determine quality of place:
- The design and layout of buildings;
- The extent to which buildings and spaces are fit for purpose; and
- The overall interaction between people and the physical environment.

Little recorded data exists on the quality of the built environment although some masterplanning exercises have carried out some assessments. More information exists on the character of some areas for example housing market renewal areas, landscape character assessments and conservation area appraisals. A current issue, arisen through recent proposals for town centre and other redevelopment proposals, is what level of protection is appropriate for heritage features? To what extent can the built heritage help or hinder regeneration?

Design quality is a big local issue and the Council has worked with Oldham Council to provide robust, locally relevant design guidance which the Core Strategy will need to support and build upon. The borough Masterplan (BP 185) has 'design and image' as a key theme in addressing the physical regeneration of the borough. Work is progressing to assess where the focus should be in seeking to improve the image of the borough to visitors and investors. The Core Strategy needs to explore options for tackling these issues, but at a strategic level.

5.3.1 Listed buildings and conservation areas

Just over half of the borough's listed buildings are within rural environments. A quarter of listed buildings are currently at risk through a lack of occupancy or structural decline and need new uses and investment. There are three listed buildings in the borough which are grade II* (Heritage at Risk Register (BP 202)) and are at risk.

Listed building in the borough

Grade II* buildings at risk	Grade II buildings at risk
St. Edmund's Church, Rochdale	Providence Chapel, Middleton;
Crimble Mill, Heywood;	St. John's Church, Smallbridge;
Birchinley Manor, Milnrow;	1 & 3 Whitehall Street, Rochdale;
Hopwood Hall, Middleton and,	St. James' Church Meeting Room, Milnrow;
Tonge Hall, Middleton.	Booth Hollings Mill, Littleborough;
	Dob Wheel Mill, Wardle;
	Hooley Bridge Mills, Heywood
	Barns at Birchinley Manor; and,
	Parts of Mutual Mills, Heywood.

A conservation area is an area of special architectural or historic interest. The Council identified specific areas where it is desirable to preserve and enhance the special character of that area. There are 21 conservation areas in the borough, which has increased from 15 since 2006. There are currently 5 proposed extensions to existing conservation areas. The map on page 57 shows the conservation areas with the borough.

5.3.2 Heritage assessment

A series of heritage assessments (BP 176) for the Oldham Rochdale housing market renewal pathfinder area have been produced. They ensure that recognising and building on the heritage value of the existing communities is a key component of the strategy for renewal. The phase 1 assessment looked at the Rochdale and Middleton pathfinder areas generally and East Central Rochdale and Langley in particular. This was followed by assessments of Kirkholt and Milkstone and Deeplish.

Conservation Areas
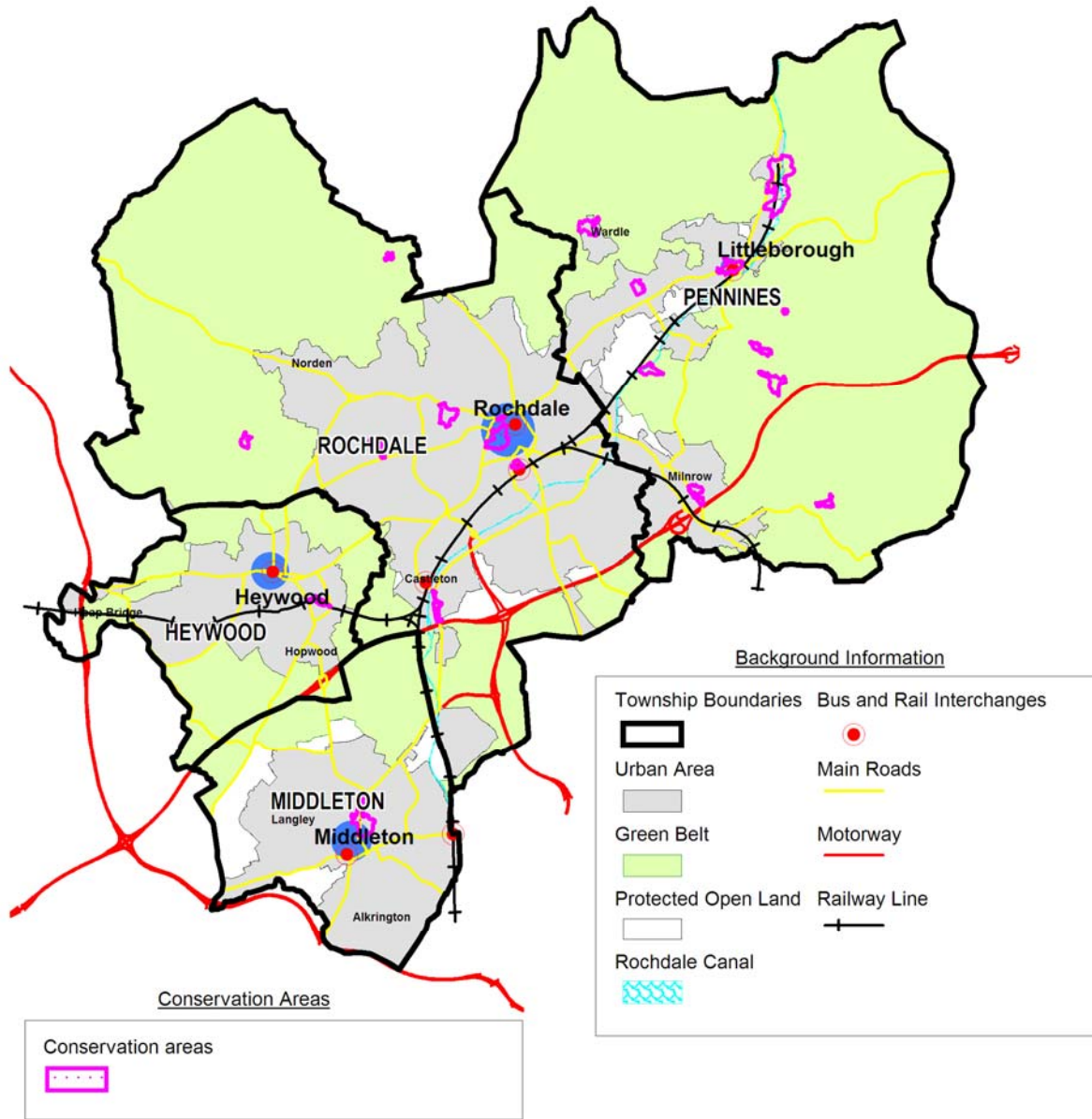
Conservation Areas

Conservation areas

The assessment of Rochdale found that the most significant characteristic of the town is the way that its growth has maintained a close sense of connection between town and country. Housing market renewal has the potential to play a major role in safeguarding the heritage value and identity of the town, subject to informed and sensitive implementation. Demolition should avoid those parts of the pathfinder area which are pre-first World War in construction. Two parts of the East Central Rochdale pathfinder area were recommended for designation as conservation areas.

The significance of Middleton's heritage was primarily found in its collection of exceptional quality listed buildings, including a significant number by Edgar Wood. Langley was not found to be of overt heritage value.

5.3.3   Rochdale design awards

The Rochdale borough design awards were introduced to further good design of new developments in the borough and raise the profile and importance of good. A successful design event held in November 2008, allowed developers and architects to discuss good design and the recently published Urban Design Guide supplementary planning documents (BP 228, 229, 230). Additionally, a design and conservation panel now sits regularly and reviews proposed schemes.

Seven developments have been nominated for 2009, and two awards will be made – the 'borough design award' will be decided on by a panel of experts from the nominated developments, and the 'people's award', will be voted on by the public from the nominated developments.

5.3.4   Lifetime homes

The 'lifetime homes standard' ensures accessible and adaptable accommodation for everyone. It is a series of criteria relating to the interior and exterior features of homes (e.g. space requirements for wheelchair accessibility.) The 'lifetime homes standard' is currently required for social housing and is likely to increasingly extend to private housing. This will be encouraged in Rochdale borough.

5.3.5   Building for life assessment

'Building for life' (BP 11) is the national standard for well-designed homes and neighbourhoods. It consists of 20 criteria for functional, attractive and sustainable housing. The building for life assessment scores new or completed development against these criteria. In Rochdale borough, the housing market renewal pathfinder team has recently undertaken an assessment of several housing developments, with mixed results. However, the Council is now training a building for life assessor, and scoring well against building for life criteria is proposed to be a requirement of the Core Strategy.

5.4   Conserving and managing the natural environment and resources

5.4.1   Renewable energy

The amount of renewable energy generated in the borough is typical of an urban authority without embedded generation such as hydroelectric or wind power. Micro renewable energy generation is currently limited to demonstration installations by social housing providers and at public institutions. There are only a limited number put in place by private householders. The largest scheme for renewable energy production in the borough is at the Scout Moor site, currently one of the largest onshore schemes in England with 65 megawatts of power generation capacity.

The borough has a range of natural assets that provide a potential source for renewable energy technologies. Many parts of the uplands in the borough are sufficiently windy to enable wind power generation, particularly in the South Pennines area although this must be balanced with other factors such as the impact on landscape character, peat and ecology. A study has been commissioned by a partnership of south Pennine councils to examine landscape capacity and sensitivity to various scales of

wind power development in and around the districts of Rochdale, Bury, Burnley, Rossendale, Calderdale and Kirklees. This study will look strategically at each district and consider potential cumulative effects. The published report, due in January 2010 will help to guide the delivery of regional targets and any emerging strategic Greater Manchester approach to energy. It will also provide useful source material for prospective developers to assist the site selection process. There may also be the potential from biomass, energy from waste and using the borough's natural water resources to generate hydro-electric power.

The potential for renewable and low carbon decentralised energy infrastructure is being explored by a study being undertaken on behalf of the Association of Greater Manchester Authorities. Initial conclusions indicate that it is likely that there will be a Greater Manchester strategic approach to this matter with local detail being addressed through local documents, including the identification of opportunity areas for particular technologies. New developments will be expected to contribute towards decentralised networks and connect into them.

The government has set a national target of a 34% reduction in carbon emissions by 2020, with an 80% reduction by 2050 (with 1990 baseline). By 2020, 40% of electricity will be from low carbon sources (15% will be from renewable sources)[29].

5.4.2   Climate change

Temperatures around the world have risen by 0.75 degrees in the past 100 years, and eight of the ten hottest years in the UK on record have all occurred since 1990. Winter precipitation in the UK has increased by about 50% since 1961. Summer precipitation has dropped by about 20% in the north west in the last century. There has been a trend towards more extreme weather events occurring[30].

In 2007, the intergovernmental panel on climate change, the world's most authoritative body on climate change, concluded that most of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic (man-made) greenhouse gas concentrations. Carbon dioxide is believed to be responsible for the majority of this impact.

Average annual temperature in the UK is expected to rise by between 1 and 5 degrees centigrade by the end of the century. Summers will get hotter and drier, winters will get milder and wetter. By the 2020s the UK can expect up to 10% more winter rain and by the 2080s winter rainfall could increase by between 10% and 35% more than today's levels. Summer rainfall in the North West could decrease by as much as 60% by the 2080s[31].

5.4.3   Water, rivers and flood risk

43.7% of the rivers in the borough are classed as good and 56.3% are classed as fair. There are no rivers in the borough where the quality was considered poor or bad. The target for the borough is to have 100% of the rivers classed as good by the year 2015[32].

Planning Policy Statement 25 'Development and Flood Risk' (BP 89) and its accompanying practice guide sets out the requirement for local authorities to play a more dominant role in flood risk management and demonstrate that they have a robust evidence base. This is to ensure that inappropriate development which could increase flood risk or danger to more vulnerable uses is avoided. A sequential test and exception test must be applied where required for development allocations and proposals. The Environment Agency has a strategic role in ensuring that flood risk from all sources is effectively avoided, mitigated and managed through defences as appropriate.

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[29] Department of Energy and Climate Change - www.decc.gov.uk
[30] UK Climate Impacts Programme (BP 69) and Climate Change in the North West and its Impacts (BP 92)
[31] Climate Change in the North West and its Impacts (BP 92)
[32] EU Water Framework Directive (BP 5), Environment Agency General Quality Assessment (BP 29)

Floodzones
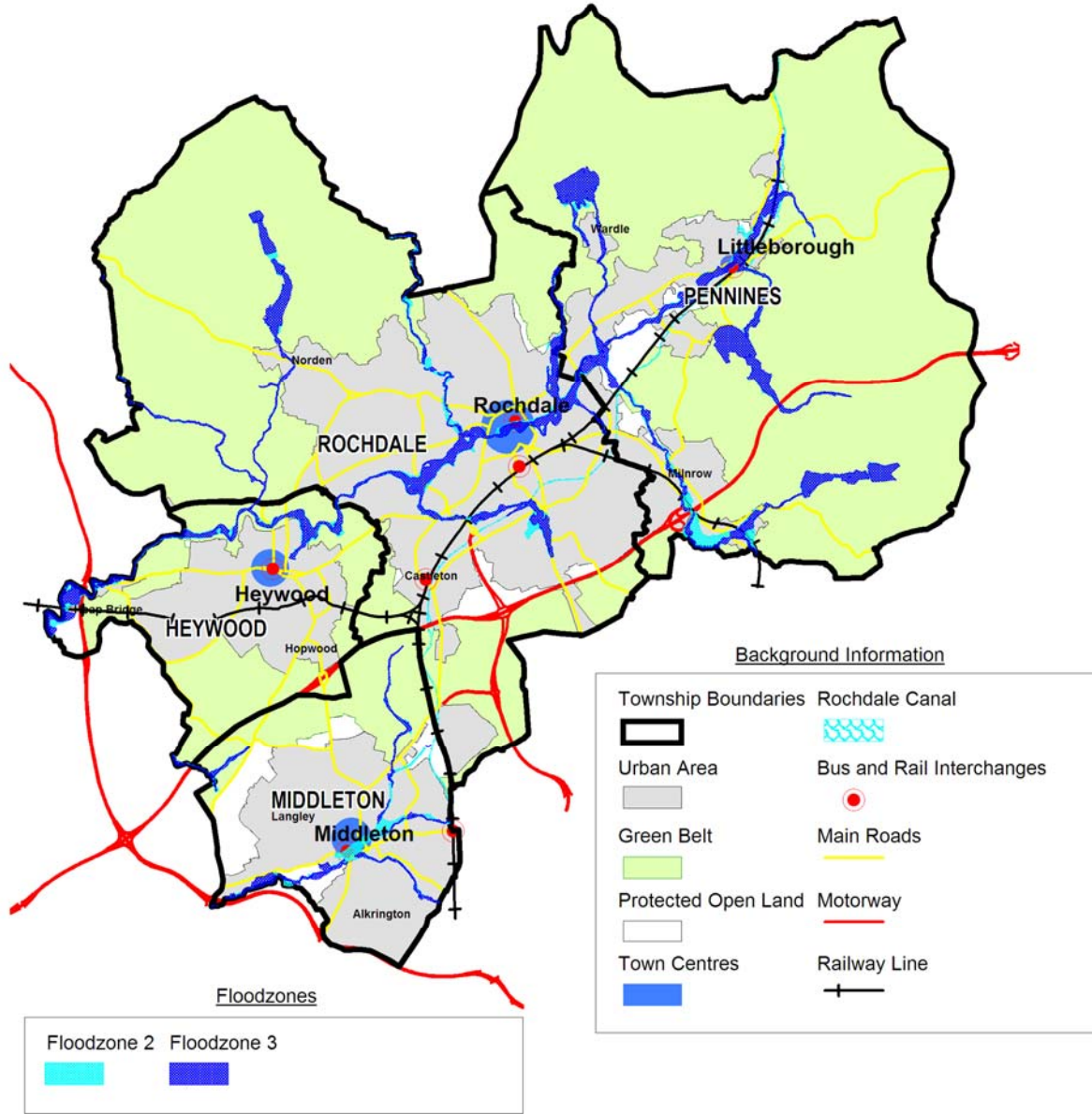
Floodzones

Floodzone 2   Floodzone 3

Background Information

Township Boundaries   Rochdale Canal

Urban Area   Bus and Rail Interchanges

Green Belt   Main Roads

Protected Open Land   Motorway

Town Centres   Railway Line

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Scale 1:100,000

Strategic Flood Risk Assessment

A Level 1 Strategic Flood Risk Assessment (SFRA) (BP 117) has been produced for Greater Manchester by the Association of Greater Manchester Authorities which provides a strategic overview and introduction to flood risk from all sources (including rivers and surface water based risks) based on available information.

The Council has undertaken a more detailed Level 2 SFRA (BP 246) for the borough (in partnership with Bury and Oldham Councils) which examines actual and residual flood risk from all sources within higher risk communities i.e. where there is the greatest level of flood risk (flood zones 2, 3a and 3b). An allowance has also been made for the inevitable but as yet uncertain impact of climate change on flood risk. The Level 2 SFRA is accompanied by an initial assessment of strategic mitigation options and a user guide.

In summary, whilst there are pockets of flood risk throughout the borough, the main source of flood risk in Rochdale (town) is from the River Roch and its tributaries, notably Buckley Brook. In Littleborough, there are also risks from the River Roch and its tributaries including Ealees Brook, Featherstall Brook, Lydgate Brook and Townhouse Brook. There are also flood risks associated with the River Beal in Milnrow and Newhey. The Rochdale canal could also pose flood risk in parts of the borough if breached or flood waters overtopped its banks. Surface water flood risk can also be found in many parts of the borough but particular issues are concentrated in Littleborough and Heywood which have been identified as critical drainage areas in the SFRA. Future priorities for flood risk management in the borough will include producing a strategic flood risk management strategy which may form part of or accompany a surface water management plan. The map on page 60 shows the Flood zones within the borough.

5.4.4   Pollution

Pollution can occur through the impact of new development including air, water, noise and light pollution. It can affect health and amenity throughout the borough although there are areas which are particularly affected, especially transport corridors and locations close to or including employment sites or contaminated land. Information on contaminated land and air quality is in Section 8. Each person in the authority has a carbon footprint, which is the amount of carbon dioxide emitted per head per year. For the year 2005 – 2006 this was 6.1 tonnes per person. The map on page 71 of this paper shows the areas of significant pollution.

5.4.5   Waste

Information on waste and minerals is contained in the evidence base for the Greater Manchester Joint Waste Development Plan Document (BP 115). The Greater Manchester Geological Unit holds and manages the information used to inform the plan.

5.4.6   Minerals

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

5.4.7   Natural landscape

The Pennine hills dominate the landscape to the north and east of the borough. They include moorland, reservoirs, wooded valleys which are all home to important natural habitats. The landscape to the south west of the borough, around Middleton and Rochdale is predominantly an urban environment

The borough does not currently have a detailed landscape assessment for the whole district. The landscape falls largely within two of Natural England's character areas, namely the south Pennines and Manchester Pennine fringe. The standing conference of southern Pennines authorities (now Pennine Prospects (BP 178)) has carried out a landscape character assessment. With the assistance of the Greater Manchester Archaeological and Ecology Units a broad landscape assessment of key landscape

character types in the borough has also been carried out for the borough which will help to inform any future detailed landscape character assessment. This is part of the written statement of the Unitary Development Plan (BP 190).

5.4.8 Tree cover

Tree cover within the borough has historically been low at 3% which is significantly lower than the North West average for the North West (5.8%) and the national average (8%). Through the Pennine Edge Forest (BP 177) initiative, the borough is working to increase tree cover through both tree and woodland planting with a number of partners including the water company, government agencies and voluntary sector partners. Significant work has also taken place to increase the quality of existing woodlands in the borough, through enhanced woodland management. The council has achieved woodland certification standard on all of its own woodlands in the borough[33].

5.4.9 Nature conservation

Designated sites

The borough has significant ecological interest which is reflected in the designated sites network. This includes both statutorily and non-statutorily designated sites. The statutorily designated sites are:
- South Pennine Moors Sites of Special Scientific Interest; and
- Rochdale Canal Sites of Special Scientific Interest.

The boundaries of both of these designated sites extend beyond the borough into neighbouring authorities. These sites are also designated as special areas of conservation. The south Pennine moors is also a special protection area as a reflection of its rare bird populations and their habitats. These are European designations and reflect the importance of these habitats and landscapes within the European Union. Designation is undertaken by Natural England.

Sites of biological importance

The borough includes 43 sites of biological importance. This is a non-statutory designation developed in accordance with the Department for Environment, Food and Rural Affairs guidance on local sites. The sites are identified by the Greater Manchester Ecology Unit and approved by Rochdale MBC. The sites can be on either public or private land and are required to meet a strict set of criteria which apply throughout Greater Manchester. A number of sites within the borough have overlapping designations, and so have both statutory and non-statutory designations. This applies to both the south Pennine moors and the Rochdale canal.

The Council is required to monitor the ongoing biodiversity interest through the management of these sites for national indicator 197 which measures local biodiversity. Sites of biological importance cover a total land area of 2297ha. More information on sites of biological importance and where they are located in the borough is available in the Annual Monitoring Report (BP 217).

Local nature reserves

The borough has three local nature reserves (LNR) which are managed for both their nature conservation and recreational interest. These are:
- Hopwood Woods LNR;
- Healey Dell LNR; and
- Alkrington Woods LNR.

These sites are owned and managed by the council, and their nature conservation value is recognised by designation as sites of biological importance.

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[33] Pennine Edge Forest Strategy (BP 177)

5.4.10 Biodiversity action plan

A biodiversity action plan for Greater Manchester (BP 110), adopted in 2003, was subject to a major review in 2008/9. The plan includes habitat action statements for most of the important habitats in Greater Manchester, with associated targets for their enhancement, preservation and creation. It is expected that additional habitat and species action plans will be included within the plan as new priorities emerge.

Local biodiversity action plan

Rochdale is currently in the process of writing a local biodiversity action plan to reflect the key species and habitats within the borough. This will provide a future basis for improving the available data for local species of importance as well as monitoring the extent or quality of habitats and distribution of species.

The Greater Manchester Ecology Unit (GMEU), as well as the voluntary sector, provides good supporting information on species, habitats and updated habitat surveys. The GMEU is currently collating this information as a part of the emerging local records centre for Greater Manchester.

5.4.11 The Greater Manchester Ecological Framework.

The Greater Manchester Ecological Framework (BP 107) is being produced by a partnership of the University of Salford and the Greater Manchester Ecology Unit. It is currently being finalised. The primary purpose is to outline a plan in Greater Manchester for the implementation of Regional Spatial Strategy (BP 98) policy EM 1, to achieve a step change increase in the biodiversity of the region.

The biodiversity of Greater Manchester is extremely diverse and includes many different habitats and species. However, because of industrial and urban development since the industrial revolution, populations are often fragmented or isolated. The ecological framework sets out a series of principles and priorities to enable an increase in biodiversity in Greater Manchester. These are:
- Conservation of the core (most natural) biodiversity areas such as the south Pennines moors;
- Identification, enhancement and creation of the key wildlife corridors;
- Identification and enhancement of urban greenspaces which are of importance for biodiversity (gardens form a key part of this resource);
- Restoration of the ecosystem in fragmented landscapes; and
- Creation of new biodiversity resources.

5.4.12 Greenspace corridors

A number of greenspace corridors have been strategically identified throughout the borough. The corridors include significant linked areas of open space in the borough and frequently, but not exclusively, include the river valleys networks. These contribute to the biodiversity interest of the borough by providing wildlife corridors which enable species to migrate between suitable habitats. They also contribute to the ecological network of the borough.

Section 40 of the Natural Environment and Rural Communities Act (BP 47) requires all public bodies to have regard to biodiversity conservation when carrying out their functions. The aim of this is to raise the profile of biodiversity and to embed the conservation of biodiversity in all relevant policies and decision made by public authorities.

5.4.13 Green infrastructure

Green infrastructure (GI) is a planned and managed network of natural environmental components and green spaces that intersperse and connect our city centres, towns and rural fringe. A GI network consists of open spaces (parks, woodlands, natural reserves etc), linkages (river corridors and canals, pathways and cycle routes etc) and networks of urban green spaces (private gardens, pocket parks, street trees etc).

Green Infrastructure Resources

Background Information

Township Boundaries	Bus and Rail Interchanges
Urban Area	Main Roads
Green Belt	Motorway
Protected Open Land	Railway Line
Town Centres	

Green Infrastructure Resources

Greenspace survey sites	Rochdale Canal
Greenspace corridors	Pennine Way
Floodzone 2	Pennine Bridleway
Floodzone 3	Rochdale Canal Towpath
SBI's	South Rochdale Forest Trail
Recreational management	National Cycle Route 92

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Scale 1:100,000

The Regional Spatial Strategy (BP 98) (RSS) directs that environmental quality is an underpinning spatial principle for growth. Policy EM 3 'green infrastructure' requires a GI approach to be adopted in all land use, development, community, economic and regeneration strategies. The policy notes the socio-economic imperative for quality of life benefits, with GI being especially important in areas of regeneration and social deprivation.

The RSS also directs an integrated approach towards biodiversity, landscape and heritage, with GI performing a multi-purpose role to deliver environment and socio-economic benefits. The RSS Manchester city region policy[34] requires a GI approach:

- To help to improve the image of all parts of the city region;
- To maximise accessibility to faculties, greenspace and biodiversity;
- To reduce social exclusion;
- To promote good health;
- To provide a high quality environment;
- To help to attract new investment in leisure, tourism and high quality employment; and
- To support the provision of sustainable neighbourhoods.

Other plans and policies such as the biodiversity action plan and the climate change action plan target individual GI functions. The overall GI approach will make a community more attractive, vibrant, prosperous and less vulnerable to the negative effects of growth and climate change.

Greater Manchester has begun to take a strategic approach to GI planning and a baseline report 'Towards a Green Infrastructure Framework for Greater Manchester' (BP 130) has been produced. It identifies strategic GI assets and the role of spatial planning in delivering GI objectives for supporting growth and regeneration. The role of the river valleys and urban greenspace networks is particularly noted in the report as forming the backbone of a strategic GI network. This report has formed the basis of additional work currently underway to examine the role of GI in supporting growth and regeneration in the Manchester city region and delivering the Greater Manchester Strategy (BP 128) and key regeneration and economic development objectives.

The Council has produced a GI policy in the Core Strategy highlighting the multi-functional value of the borough's open spaces. It will ensure that the borough's key GI assets and what they do is protected and enhanced wherever possible, for example through additional provision of open space, better access to existing recreational and natural spaces and a better standard of management and facilities where required.

The Council is additionally currently producing a Green Infrastructure Strategy for the borough accompanied by individual action plans for each township. These documents will bring together biodiversity, flood risk management, recreational, climate change and landscape evidence and priorities to inform, support and deliver GI through development and area based plans and regeneration proposals.

The map on page 64 shows the green infrastructure resources that are within the borough.

5.4.14 Greenspace audit

A greenspace audit has been completed by the Council as a part of the developing baseline for green infrastructure planning and delivery. The study examines all recreational open spaces in the borough in terms of their recreational role and quality. The study examines the extent to which communities have good access to 'natural' greenspace in line with national priorities promoted by Natural England i.e. seeking to ensure neighbourhoods have good access to natural spaces within 300m of where they live.

Work to date has highlighted the strategic value of the Roch Valley and wider river valley network and the need to provide high quality urban greenspaces. This is particularly important in inner urban neighbourhoods which meet the needs of today's communities for safe and stimulating recreation, access to nature and ensuring better protection from flood risks and the impacts of climate change. The study and future work building on the initial baseline will help the Council to identify how key standards are being met and to direct resources through its own management and developer contributions to areas of the borough in greatest need. The action plan for Heywood township is due for completion by March 2010 as a pilot and a template for the other township documents to follow in 2010/11. The borough wide

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[34] Regional Spatial Strategy policy MCR 1, paragraph 10.5

strategy is due for completion in 2010. Once complete these documents will provide a body of supplementary planning documents.

5.5   Improving accessibility and delivering sustainable transport

The borough has good road and rail connections all within three miles of a motorway junction. The Calder Valley railway line between Manchester Victoria and Leeds serves the borough with stations at Littleborough, Smithy Bridge, Rochdale, Castleton and Mills Hill. Manchester international airport is a 45 minute drive away but has no direct public transport links.

The borough's transport network generally flows freely. There are congestion bottlenecks at key junctions, particularly along the A58 between Littleborough and Heywood. New trips generated from future development will create further demand on these routes. Schemes at Townhead, Sudden and Oldham Road / Kingsway have started to address this. These schemes are part of the second local transport plan funding programme (see section 5.5.4).

Peak time Calder Valley rail services are overcrowded. Northern Rail has increased trains from 2 to 3 carriages in response to this however further capacity improvements are required. The high level specification output set by the Office of the Rail Regulator will increase rolling stock on the network further. Delivery of the proposals in Network Rail's route utilisation strategies and the Manchester hub (BP 125) will create further rail capacity on the Calder Valley line.

Metrolink is extending into the borough to provide a direct link to Manchester city centre via Oldham and the rest of Greater Manchester. Initially this will be to Rochdale railway station but eventually to Rochdale town centre. Feasibility studies will consider the provision of light rail links to other centres in the borough.

Improvements to the bus network include the strengthening of core routes between sub-regional centres and Manchester city centre. A stronger network of orbital bus services will link the borough to other population centres and strategic locations in the city region, such as Manchester international airport and the Trafford Centre. The map on page 69 shows the key transport infrastructure within the borough.

5.5.1   Existing travel patterns

Travel patterns in the borough are relatively self-contained. 77.2% of commuter trips are within the borough, the third highest in the Manchester city region. Almost 67% of these are car trips, again a high proportion. As a result there is potential to promote sustainable travel alternatives for these short journeys.

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

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

Source: Census 2001 from Stats and Maps

The figures in the above table form part of the reasoning for producing the supplementary planning document (SPD) on Travel Planning and New Development (BP 236). The SPD advises developers on how they can include sustainable access to their proposals. It encourages people to consider travel options by relying less on car commuting and consider more sustainable travel alternatives. This will

assist in preventing further congestion at bottlenecks and make the best use of remaining highway network capacity.

The most common method of travel to work in the borough is by car or van. Car travel is higher than both the national and Greater Manchester averages. The township with the highest level of car or van journeys to work is Pennines and the lowest is Middleton. The second most popular mode of travel to work is on foot or bicycle except for in Middleton where it is the bus. Commuting on foot or by bike is most popular in Heywood and Rochdale townships reflecting the higher proportion of residents who work locally.

Around 92% of commuter journeys to the borough are from destinations within Greater Manchester. Oldham (8.7%, just over 6 200 trips) and Bury (5.9%, 4223 trips) have the highest number of trips from areas outside the borough. Commuting out of the borough, Oldham (9.3%), Manchester (12.1%) and Bury (4.5%) are the main destinations and account for 20,453 trips. About a quarter of journeys to Manchester city centre are by bus. Travel to work patterns show township links and the centres to which they have an affinity. This is particularly noticeable in Middleton where 42.6% of journeys to work are to Manchester, Oldham and Bury. 28.7% of journeys from Heywood, 20.1% from Pennines and 30.3% from Rochdale are to these destinations.

5.5.2 Car ownership

Despite increasing levels of awareness about the environmental impacts of travel, owning a car is a key aspiration of many people. Car ownership levels in the borough are similar to those of Greater Manchester, but significantly lower than the national average. Of the four townships, Heywood has the lowest levels of ownership, followed by Middleton and then Rochdale. Pennines has the highest levels of ownership, above the average for England and Wales. This is symptomatic of the rural nature of the township.

Cars or Vans as a Percentage of Total Households

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

Source: Census 2001 from Stats and Maps

5.5.3 Congestion

Traffic congestion and its effects are a problem in some parts of the borough. The longest delays and most unreliable journeys occur on the M62 and M60 and the A58 corridor where nitrogen dioxide emissions and fine particles are set to exceed government guideline air quality standards. The Highways Agency manages the motorways in the borough.

There is an ongoing programme of improvements to address congestion on the A58 but some require land acquisition and take longer to deliver. The improvements carried out to date along the A58 have increased speeds and marginally reduced journey times.

Air quality has improved in recent years due to better regulation of industry and tighter controls to meet vehicle emission standards.   The map on page 71 shows the established air quality management area which addresses poor air quality.

5.5.4 Transport funding

Local transport plan

The local transport plan (BP 129) is the primary source of funding in delivering improvements in local transport safety, maintaining the existing transport infrastructure and making minor capital improvements to the network.

This key source of capital transport investment provides the following funds for the Council.

Year	Fund	Comprising
2009/2010	£4.257m	£1.906m for Integrated Transport, £2.351m for maintenance
2010/2011	£4.725m	£2.021m for Integrated Transport, £2.704m for maintenance

Further information is in Section 7 of this Background Paper.

Greater Manchester Transport Fund

The Greater Manchester Transport Fund (BP 119), set up in May 2009, is a replacement for the Transport Innovation Fund (TIF). It comprises a re-prioritised programme of schemes based on delivering maximum economic benefit to Greater Manchester, consistent with positive social and environmental outcomes.

Further information is in Section 7 of this Background Paper.

Other major funding sources include

Regional Funding Allocation
Regional funding allocation (RFA) covers the whole of the North West and details the programme of funding for major schemes (i.e. those costing £5million or more). It has recently become part of a single regional funding allocation including housing and regeneration schemes. RFA is limited and there are significantly more schemes than there is financial allocation

Further information is in Section 7 of this Background Paper.

Regeneration funding
Rochdale borough has successfully used regeneration funding to assemble and develop Kingsway Business Park with finance from the North West Development Agency (NWDA). The Rochdale public transport interchange site is using single regeneration budget (SRB) funding.

Securing funding from these bodies is reliant on the transport infrastructure improvements generating additional economic, housing or other regeneration benefits to enhance overall project performance. Justifying schemes on a pure transport and cost / benefit basis without supporting economic benefits is required for bids to be successful. Regeneration funding sources include:

> North West Development Agency (NWDA) - supported the Kingsway Business Park spine road - requires schemes to meet output priorities.
> European regional development fund (ERDF) - The 2007-2013 programme has limited resources particularly capital allocation - opportunities to access this will be limited.
> Homes and Communities Agency (HCA) - Has significant resources and commitment to regeneration. They could significantly contribute to transport proposals that contribute to delivering wider regeneration objectives.

Private Funding
Private funding will provide a significant source of transport investment, particularly through the planning system. A continuing flow of small scale capital projects are required to ensure the delivery of development aspirations and to mitigate impact on the operational efficiency of the transport network.

Key Transport Infrastructure
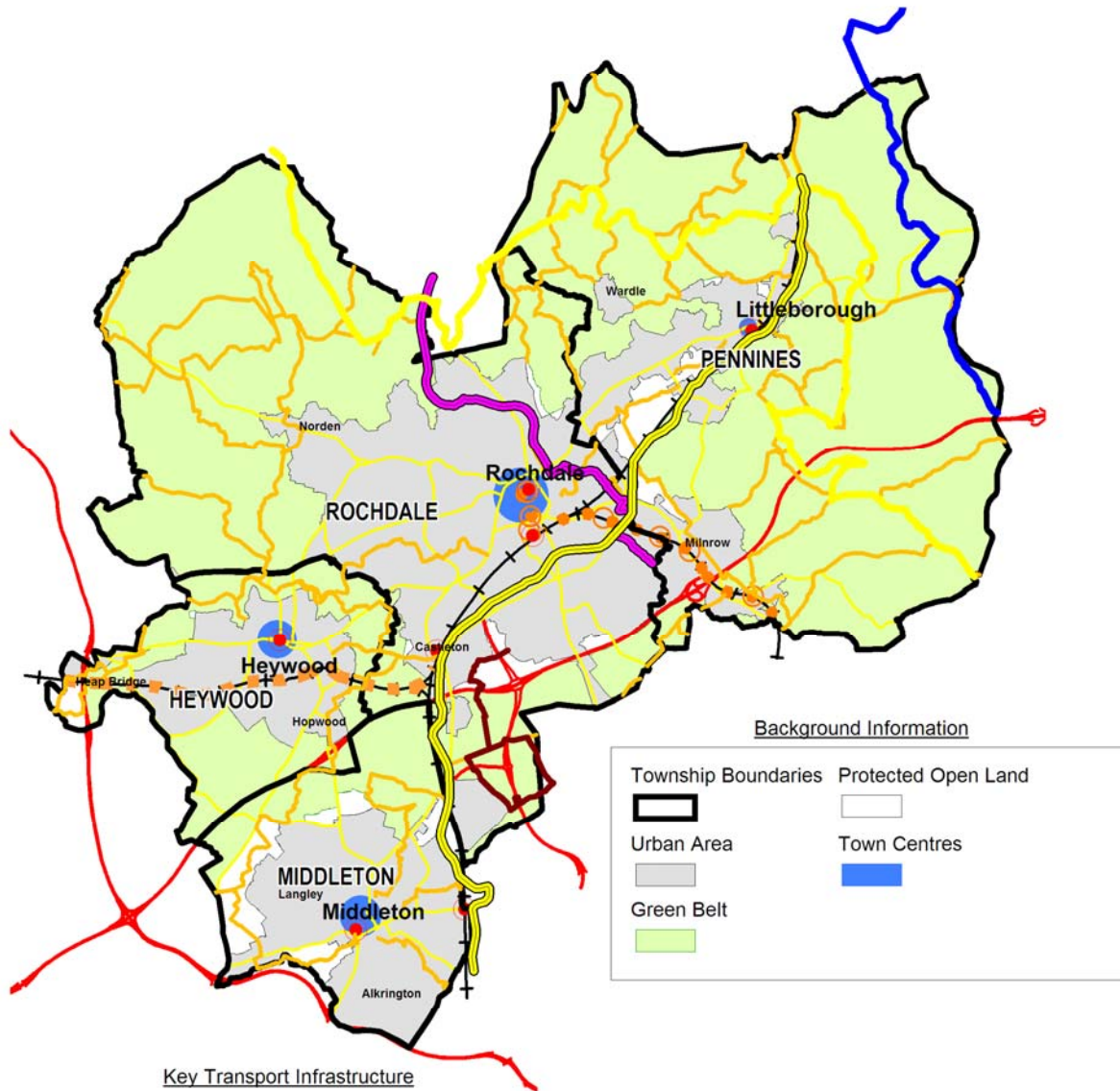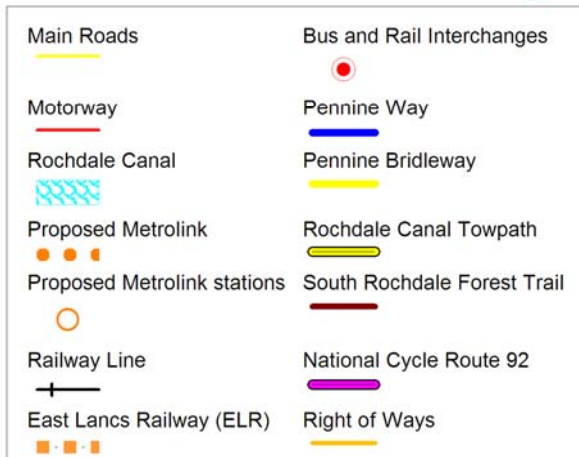
Background Information

Township Boundaries	Protected Open Land
Urban Area	Town Centres
Green Belt	

Key Transport Infrastructure

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

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Scale 1:100,000

Other opportunities may also occur through section 106 and planning obligations from developers. These enable the Council to secure additional contributions for off site transport works from developments that have a wider impact on the network. For example, the Tesco store expansion at Sudden is contributing to improving Rochdale town centre's public realm, mitigating potential impact on the town centre economy. There will be a robust pursuit of opportunities to secure such contributions.

In the future, the community infrastructure levy may form a more systematic approach to securing developer contributions. There is no clear guidance yet on how the levy will operate.

5.5.5   National transport guidance and strategies

The following documents form key background information for the formulation of transport policies and plans as set by central government. The sources for these documents can be found within the references section (page 111) of this Background Paper.

Towards a sustainable transport system supporting economic growth in a low carbon world (2007) (BP 67): Central government proposals to improve transport's contribution to economic growth, productivity and its role in reducing carbon and CO_2 emission. It sets out the Department for Transport's policies, investment plans and strategies for engaging with passengers, users, the transport industry and other stakeholders.

Smarter choices – changing the way we travel (2005) (BP 62): Information and guidance on implementing "soft transport measures" to assist people to reduce car use and enhance the attractiveness of alternatives, including travel plans, public transport information and car share schemes.

Making residential travel plans work: good practice guidelines for new development (2007) (BP 44): Advice on preparing a residential travel plan and its delivery through the planning system. Aims to assist local authorities, developers and consultants, focuses on issues particular to residential travel plans.

Guidance on transport assessments (2007) (BP 31): Identifies measures to deal with anticipated transport impacts of development to enhance access and safety for all travel modes particularly alternatives to the car.

5.5.6   Accessibility and journey times

Most areas of the borough are accessible, based on criteria that residential development should be within 30 minutes travel by public transport to / from key facilities. As a result over 96% of new development in 2008-2009 was within 30 minutes of a GP surgery, primary and secondary school, employment area and major retail centre. Areas of the borough where meeting this accessibility criteria is difficult are the Pennine areas of Rochdale and Pennine townships areas where small infill and conversion developments in rural communities are served by limited or bespoke services.

Just over 29% of new residences are within 30 minutes travel time to at least one of the four hospitals serving the borough. This is influenced not only by public transport network coverage and service frequency but also by the re-organisation of local hospital service provision. Following the closure of Birch Hill hospital accessibility from new development fell from 43% in 2005-2006 to 14.1% in 2006-2007. This has improved as changes have been made to the public transport network.

The Council supported by a range of partners and stakeholders are continuing to develop its walking and cycle networks with the Connect 2 proposals using Rochdale canal as a spine corridor to provide a cycle network that connects the four township centres in the borough and Oldham by 2012. The works will also link existing cycle routes to a wider network and be supported by local links to local and community amenities (schools, shops, health centres etc).

Connect 2

The Connect 2 cycle network proposals in the borough are part of Sustrans[35] successful Big Lottery Fund bid, securing £50 million towards developing a coherent strategic cycle network across the UK. Rochdale Council's allocation is £450 000 which has to be matched funded from public or private sources with the implementation of the measures completed by March 2012.

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[35] www.sustrans.org.uk

Areas of Significant Pollution
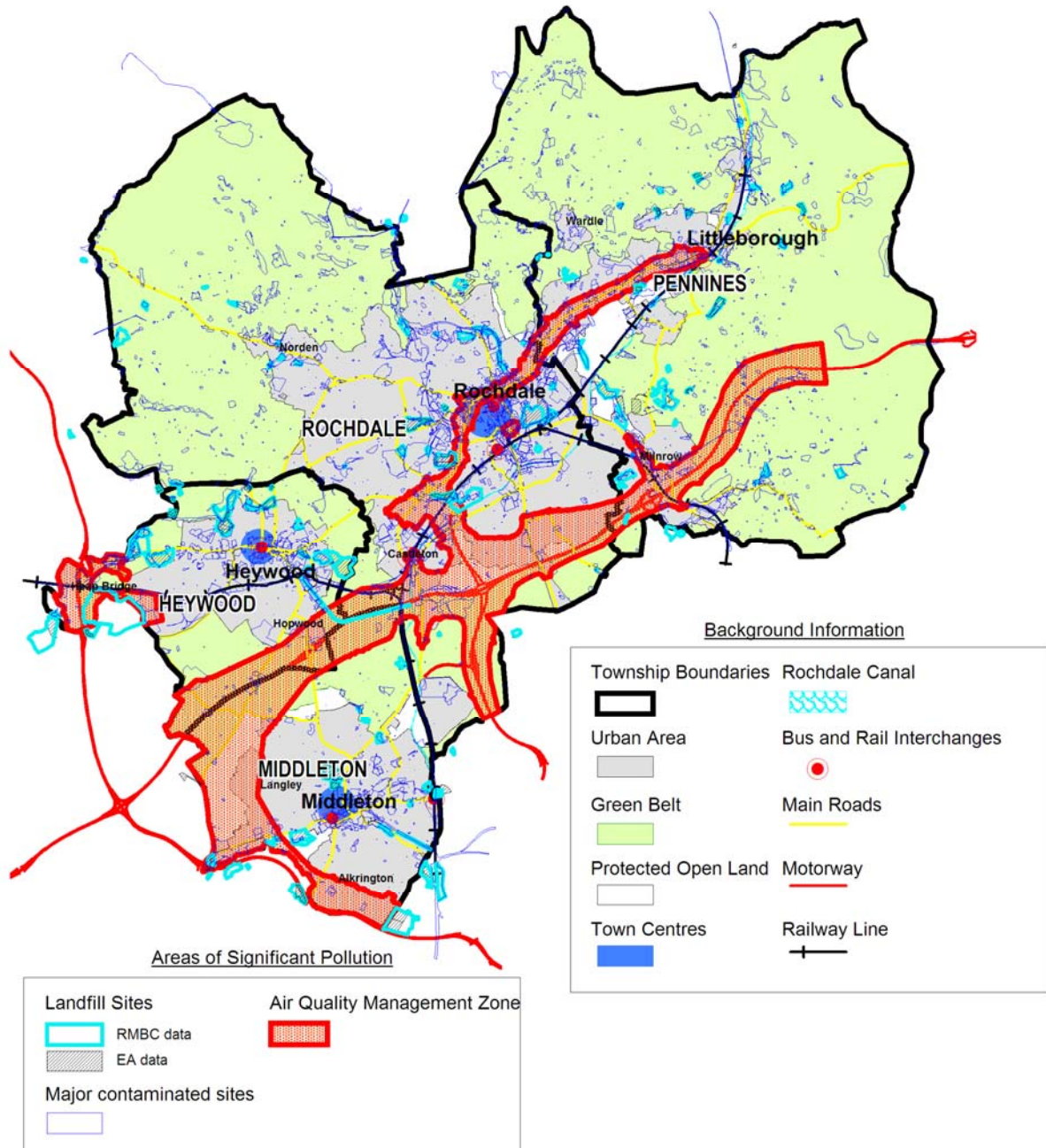
5.5.7 Bus services

There has been a steady rise in both subsidised and commercially viable bus services in the borough since 2004 and weekday off peak bus patronage in the borough is well above average Greater Manchester levels (56% above 1985 levels compared with 38% Greater Manchester average) with evening bus mileage increasing by 4% in the last year. Work to upgrade bus stops, shelters waiting facilities and access facilities on core quality bus corridors is complete as are major junction improvements at Townhead, Sudden and Oldham Road/Kingsway. Patronage has risen by 15% on the Rochdale, Oldham, Tameside bus corridor since the quality bus corridor measure were implemented. They have resulted in the narrowing of the gap between bus and car journey times.

A travel plan has been approved and is being implemented for Kingsway Business Park and are prepared for all large development proposals in the borough including the Council's own projects. 61% of the borough's schools (58 in number) had travel plans in place at the end of 2006/2007 with a further 19 in progress at that time.

5.5.8 Traffic flow

With regard to the strategic highway network, motorways account for 19% of the borough's major highway network but carries 61% of the traffic. The busiest all purpose road in the borough is the A58 Manchester Road with a 2007 average annual daily traffic flow of 48,100. Traffic flows on Rochdale borough's A and B roads increased by 1% in 2007 and 6% between 1993 and 2007 compared with a 2% increase over the same period in Greater Manchester. This indicates that the borough's transport policies need to continue to encourage a greater proportion of travel to be by modes other than the car.

5.5.9 Car parking provision

In the early part of the Local Development Framework period car parking provision will be a key issue, particularly in Rochdale during re-development of the town centre. It is anticipated that there will be an increase in short stay parking of 0.5% per annum as a result of new developments. There is also increasing competition for parking spaces adjacent to railway stations. This will become more intensive particular at Rochdale railway station where supply is reduced with construction of Metrolink starting.

5.5.10 Travel to work patterns in Rochdale borough

A high proportion of travel to work journeys (77.2%) are within the borough (around 54 000 trips). Locations from which Rochdale borough attracts travel to work journeys are:
- Oldham (6 200);
- Bury (4 200);
- Rossendale (2 513 trips);
- Manchester (1 867 trips);
- Calderdale (1 116 trips);
- Bolton (1098 trips);
- Rest of England and Wales (1 008 trips); and
- Tameside (897 trips).

With regard to travel work movements out of the borough the most popular destinations are:
- Oldham (7 599 trips);
- Manchester (outside the city centre – 5 374 trips);
- Manchester City Centre (4 461 trips);
- Bury (3 689 trips);
- Salford (2 075 trips);
- Rest of England and Wales (1677 trips);
- Trafford (1 488 trips);
- Tameside (996 trips); and
- Bolton (969 trips).

The split between car drivers, public transport users and other forms of transport are shown in the following table.

Origin	Destination	Car driver (%)	Public transport (%)	Other (%)
To Rochdale borough				
Rochdale borough	Rochdale borough	56.9	10.1	23.0 (17.2% on foot)
Oldham	Rochdale borough	77.0	9.8	13.2
Bury	Rochdale borough	79.9	5.7	14.4
Rossendale	Rochdale borough	74.8	11.3	13.9
Manchester	Rochdale borough	67.1	16.0	16.9
Calderdale	Rochdale borough	82.8	8.9	8.3
Bolton	Rochdale borough	89.9	3.7	6.4
Rest of Eng & Wales	Rochdale borough	80.9	6.6	12.5
Tameside	Rochdale borough	81.6	6.7	11.7
Salford	Rochdale borough	83.0	6.5	10.5
From Rochdale borough				
Rochdale borough	Rochdale borough	56.9	10.1	23.0 (17.2% on foot)
Rochdale borough	Oldham	72.3	12.0	16.0
Rochdale borough	Manchester	74.3	14.1	11.6
Rochdale borough	Manchester city centre	48.4	38.5	13.1
Rochdale borough	Bury	72.5	12.3	15.2
Rochdale borough	Salford	81.1	9.3	9.6
Rochdale borough	Trafford	79.2	9.9	10.9
Rochdale borough	Rest of Eng&Wales	71.0	9.0	20.0
Rochdale borough	Tameside	86.5	4.5	9.0
Rochdale borough	Bolton	85.5	5.5	9.0

The wards that make the most travel to work trips within the borough in total and by **car** are from
- Healey (4041 in total2648 by car);
- Littleborough (3710 in total, 2343 by car);
- Milnrow (3077 in total, 1914 by car);
- Norden & Bamford (3062 in total 2400 by car); and
- Heywood South (2791 in total 1495 by car).

The wards that make the most travel to work trips within the borough in total and by **bus** are from
- Balderstone (346 trips);
- Littleborough (303 trips);
- Middleton Central (299 trips);
- Wardle (295 trips);
- Castleton (294 trips); and
- Healey (266 trips).

The wards that make the most travel to work trips within the borough in total and by **foot** are from
- Heywood South (667, 23.9%);
- Central & Falinge (609, 31.1%);
- Littleborough (586, 15.8%);
- Heywood North (557, 22.8%);
- Healey (547, 13.5%); and
- Smallbridge and Wardleworth (546, 20.3%).

5.5.11 Travel to work patterns in the townships

Travel patterns in each of the townships in Rochdale borough show different characteristics and identify the different sub-regional centres each have most affinity with. The tables below indicates the most popular journeys to work made to and from each of the townships.

Heywood

Origin	Destination	Car driver (%)	Public transport (%)	Other (%)
To Heywood township				
Heywood township	Heywood township	47.7	4.1	48.2 (30.2% on foot)
Rochdale township	Heywood township	62.8	6.6	30.6
Bury	Heywood township	79.0	4.0	17.0
Middleton township	Heywood township	63.7	13.8	22.5
Oldham	Heywood township	87.3	3.5	9.2
Pennines township	Heywood township	79.5	7.1	13.4
Manchester	Heywood township	73.9	5.4	20.9
Bolton	Heywood township	86.8	6.0	7.2
Rossendale	Heywood township	86.4	4.1	9.5
Bolton	Heywood township	80.3	8.2	11.5
Origin	**Destination**	**Car driver (%)**	**Public transport (%)**	**Other (%)**
From Heywood township				
Heywood township	Heywood township	47.7	4.1	48.2 (30.2% on foot)
Heywood township	Rochdale township	54.2	11.8	34.0
Heywood township	Bury	63.4	18.8	27.8
Heywood township	Manchester	83.1	5.0	11.9
Heywood township	Oldham	82.0	6.9	11.1
Heywood township	Manchester city centre	51.5	23.2	25.3
Heywood township	Middleton township	76.1	7.7	16.2
Heywood township	Salford	84.8	4.7	10.5
Heywood township	Bolton	78.1	9.4	12.5
Heywood township	Rest of Eng & Wales	80.7	6.5	12.8

Travel patterns for Heywood township suggest that the community looks to both Rochdale township and Bury for employment opportunities and there is much less commuting to the regional centre. A significant number of people who do make that journey however go by public transport. There are also slightly higher levels of commuting on foot within Heywood township counterbalanced with generally low levels of travel by public transport. The proportion of commuting by car to and from Oldham is also high, possibly representing difficulty in making that journey by other modes.

Middleton

Origin	Destination	Car drive (%)	Public transport (%)	Other (%)
To Middleton township				
Middleton township	Middleton township	44.5	13.8	41.7 (24.5% on foot)
Oldham	Middleton township	76.2	10.6	13.2
Rochdale township	Middleton township	74.3	11.7	14.0
Manchester	Middleton township	58.3	23.8	17.9
Bury	Middleton township	76.4	4.7	18.9
Heywood township	Middleton township	76.1	7.7	16.2
Pennines township	Middleton township	88.4	4.7	6.9
Tameside	Middleton township	77.8	7.7	14.5
Rest of Eng & Wales	Middleton township	81.1	4.2	14.7
Bolton	Middleton township	87.2	4.7	8.1
From Middleton township				
Middleton township	Middleton township	44.5	13.8	41.7 (24.5% on foot)
Middleton township	Manchester	68.4	17.8	13.8
Middleton township	Oldham	59.8	16.5	23.7
Middleton township	Manchester city centre	42.6	41.7	15.7
Middleton township	Rochdale township	64.1	16.4	19.5
Middleton township	Salford	80.7	8.6	10.7
Middleton township	Heywood township	63.7	13.8	22.5
Middleton township	Trafford	69.5	15.5	15.0
Middleton township	Bury	73.3	13.4	13.3
Middleton township	Rest of Eng & Wales	69.5	12.5	18.0

The commuting pattern for Middleton township indicates the strong links the township has with Manchester. There are almost as many journeys to the regional centre and the wider Manchester City Council area as within the township. Other than using core routes to the larger centres of Rochdale, Oldham and Manchester public transport connections to the township do not attract many commuters. People living in Middleton use the mainly bus network much more to travel out of the township, possible due to lack of access to car and are more familiar with the local public transport network.

Pennines

Origin	Destination	Car driver (%)	Public transport (%)	Other (%)
To Pennines township				
Pennines township	Pennines township	54.0	5.1	40.9 (29.2% on foot)
Rochdale township	Pennines township	67.4	10.0	22.6
Oldham	Pennines township	76.5	5.8	17.7
Calderdale	Pennines township	78.8	10.6	10.6
Rossendale	Pennines township	84.5	5.2	10.3
Bury	Pennines township	91.9	0	8.1
Heywood township	Pennines township	73.9	15.7	10.4
Rest of Eng & Wales	Pennines township	81.1	5.4	13.5
Middleton township	Pennines township	64.7	8.8	26.5
Manchester	Pennines township	73.3	6.7	20.0
Origin	**Destination**	**Car driver (%)**	**Public transport (%)**	**Other (%)**
From Pennines township				
Pennines township	Rochdale township	68.7	13.0	18.3
Pennines township	Pennines township	54.0	5.1	40.9 (29.2% on foot)
Pennines township	Oldham	79.3	7.4	13.3
Pennines township	Manchester city centre	42.7	47.9	9.3
Pennines township	Manchester	84.2	10.9	4.9
Pennines township	Middleton township	88.4	4.7	6.9
Pennines township	Heywood township	79.5	7.1	13.4
Pennines township	Bury	79.5	5.1	15.4
Pennines township	Salford	81.2	14.5	4.3
Pennines township	Rest of Eng & Wales	70.3	5.9	23.8

There is more commuting to Rochdale township from Pennines township than within the township. This is due to the limited number of jobs in the township meaning that people travel elsewhere for employment opportunities. Travel by public transport to Manchester city centre and Salford mainly by rail is high and highlights the strategic importance of the Calder Valley rail line to Pennine communities to access the regional centre.

Rochdale

Origin	Destination	Car driver (%)	Public transport (%)	Other (%)
To Rochdale township				
Rochdale township	Rochdale township	54.0	9.6	36.4 (19.2% on foot)
Pennines township	Rochdale township	68.7	13.0	18.3
Oldham	Rochdale township	76.0	11.6	12.3
Rossendale	Rochdale township	71.0	13.5	13.5
Heywood township	Rochdale township	54.2	11.8	34.0
Bury	Rochdale township	80.7	8.2	11.1
Middleton township	Rochdale township	64.1	16.4	19.5
Calderdale	Rochdale township	82.7	9.7	7.6
Manchester	Rochdale township	78.5	9.0	12.5
Bolton	Rochdale township	91.8	1.8	6.4
From Rochdale township				
Rochdale township	Rochdale township	54.0	9.6	36.4 (19.2& on foot)
Rochdale township	Oldham	77.3	11.6	11.1
Rochdale township	Pennines township	67.4	10.0	22.6
Rochdale township	Heywood township	62.8	6.6	30.4
Rochdale township	Bury	76.6	9.2	14.2
Rochdale township	Manchester city centre	56.3	35.0	8.7
Rochdale township	Manchester	78.2	11.7	10.1
Rochdale township	Middleton township	74.3	11.7	14.0
Rochdale township	Rest of Eng&Wales	69.8	9.0	22.2
Rochdale township	Salford	80.1	9.0	10.9

From travel to work patterns for Rochdale township there are high proportion of trips on foot for local trips around the town centre. Where public transport links are good such as to Manchester city centre, to and from Oldham, Pennines and Middleton townships and from Heywood townships there are a higher proportion of bus and rail journeys.

6.   Background – National

The references section, Appendix 4 of this document contains information on where the following information can be found along with additional sources of information.

Planning policy statements and guidance

National planning guidance is set out in a number of policy guidance notes or statements which are prepared by the government. They explain statutory provisions and inform local authorities on planning policy and how the planning system works. When preparing plans, planning policy statements and guidance notes must be taken into account.

Brief summaries of the statements and guidance **relevant** to Rochdale's Core Strategy are below.

6.1   Planning policy statement 1 (PPS1) – 'Delivering sustainable development' (2005)

(BP 72): emphasises the urgency of action on climate change and the importance of planning in delivering this action. It sets out how regional and local planning can best support achievement of the zero-carbon targets alongside meeting community needs for economic and housing development. Plans such as the Core Strategy should:
- Deliver patterns of urban growth which reduce the need to travel (especially by car) and secure energy efficient and climate-resilient new development;
- Consider identifying areas for renewable and low carbon energy sources;
- Identify opportunities for decentralised renewable and low carbon energy supply systems;
- Expect renewable and low carbon sources to supply the energy for a proportion new development;
- Anticipate levels of building sustainability in advance of those set out nationally.

6.2   Planning policy statement - 'Planning and climate change' (Supplement to PPS1)

(2007) (BP 73): aims to deliver sustainable development in a way that responds to climate change. The government believes that climate change is one of the greatest challenges we face today and therefore climate change is one of their principal concerns for sustainable development. Local planning authorities should provide the highest viable resources, energy efficiency and reduction in emissions in terms of homes, jobs, services and infrastructure for communities. Patterns of growth should help secure sustainable transport and new development should shape places resilient to climate change. The Core Strategy should add to the Regional Spatial Strategy's policies and inform local strategies on climate change, including the Sustainable Community Strategy.

6.3   Planning policy guidance 2 (PPG2) – 'Green belt' (2001) (BP 74): gives the general

intentions of green belt policy, including its contribution to sustainable development objectives. Green belts must be protected as far as can be seen ahead. The Council should identify the use of boundaries and safeguarded land for longer-term development. There is a presumption against inappropriate development in the green belt and PPG2 refines the categories of appropriate development, including providing for the future of existing major developed sites. The main aim of green belt policy is to prevent urban sprawl by keeping the land open. This ensures that development takes place in areas allocated in the development plan.

6.4   Planning policy statement 3 (PPS3) – 'Housing' (2006) (BP 75): sets out the national

planning framework for delivering the government's housing objectives. The planning system should deliver high quality housing that is well-designed and built to a high standard. It should provide:
- Mixed housing, both market and affordable to support a wide variety of households in all areas;
- Sufficient housing taking into account need and demand and seeking to improve choice;
- Suitably located housing developments offering a good range of community facilities with good access to jobs, key services and infrastructure;
- Flexible, responsive supply of land, managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.

6.5   Planning policy guidance 4 (PPG4) – 'Industrial, commercial development and small firms' (1992) (BP 76): states that the planning system should make provision for industrial and commercial development to ensure that there are a variety of available sites to meet differing needs. Policies should provide for choice, flexibility and competition. They should aim to ensure that there is sufficient land available, readily capable of development and well served by infrastructure. There needs to be a variety of sites available to meet differing needs and encourage sustainable economic development. Sites should encourage employment uses in locations which minimise the length and number of trips. Development plans should not seek to restrict appropriately scaled commercial and industrial activity in primarily residential areas where there would not be an adverse impact on residential amenity. Many urban areas contain large amounts of land once used for industrial purposes that are now under-used or vacant. Getting this land back into beneficial use is important to the regeneration of towns and cities.

Planning Policy Statement 4, which will replace this PPG4 is in draft form for consultation.

6.6   Planning policy statement consultation on a new planning policy statement 4 (PPS4) – 'Planning for prosperous economies' (2009) (BP 77): sets the government's comprehensive policy framework for planning for sustainable economic growth in urban and rural areas. This provides an integrated framework for all types of economic development in all types of areas. The government's objectives include:
*   Achieving sustainable economic growth;
*   Building prosperous communities;
*   Delivering more sustainable patterns of development and respond to climate change; and
*   Promoting high quality and inclusive design.

6.7   Planning policy statement 6 (PPS6) – 'Planning for town centres' (2005) (BP 78): sets out the Government's key objective towards providing healthy and vibrant centres which build sustainable communities. PPS6 provides advice on guiding the growth, promotion and the enhancement of the services and facilities in city, town and village centres. This ensures that local services are accessible to all. The main emphasis of PPS6 is to focus town centre uses and future growth into existing town centres. New development should seek to ensure that it will not have an unacceptable impact on vitality and viability.

6.8   Planning policy statement 7 (PPS7) – 'Sustainable development in rural areas' (2004) (BP 79): aims to raise the quality of life and improve the environment in rural areas through inclusive and sustainable communities. This needs to include decent places to live, a sustainable and diverse economy, good quality development that respects and enhances local distinctiveness and continuous protection of the open countryside.

The location of development should promote sustainable patterns of development. Development should:
*   Be in or next to existing settlements;
*   Prevent urban sprawl;
*   Restrict the use of Greenfield land; and
*   Promote farm diversification and sustainable, environmentally friendly agricultural development.

6.9   Planning policy statement 9 (PPS9) – 'Biodiversity and geological conservation' (2005) (BP 80): states that up-to-date information about the characteristics of areas should be the basis for Development Plan policies. This should include biodiversity and geological resources. There needs to be an assessment of the potential there is to sustain and enhance them. Policies should aim to maintain, enhance, restore and add positively to biodiversity and geological conservation. International, national and local importance, protected species and the wider environment should be given appropriate weight. Policies should promote opportunities for the incorporation of beneficial biodiversity and geological conservation within the design of development.

6.10   Planning policy statement 10 (PPS10) – 'Planning for sustainable waste management' (2005) (BP 81): highlights why the planning system is important in providing adequate

and timely new waste facilities. The planning system needs to provide appropriate strategies for growth, regeneration and the prudent use of resources as well as providing new facilities as and when they are required. Waste management should rise up the sustainable development agenda, provide a framework for communities to manage their own waste and assist in implementing the national waste strategy. The Core Strategy should inform and be informed by any relevant waste management strategy.

6.11 Planning policy statement 12 (PPS12) – 'Local spatial planning' (2008) (BP 83)**:** sets out the government's policy on the different aspects of spatial planning and local development frameworks. This PPS reflects the lessons learned from the first three years of the new planning system in England and defines local spatial planning and how it benefits communities. It sets out key elements of local spatial planning and key government policies detailing their preparation.

6.12 Planning policy guidance note 13 (PPG13) – 'Transport' (2001) (BP 84)**:** provides guidance on how local authorities should integrate transport and land use planning. They should reduce the number and length of motorised journeys and reduce reliance on the private car in the interests of fulfilling sustainability objectives. This document will influence priorities for transport infrastructure investment and the accessibility of new development.

6.13 Planning policy guidance note 15 (PPG15) – 'Planning and the historical environment' (1994) (BP 85)**:** sets out the role of the planning system in protecting historic buildings, conservation areas and other elements of the historic environment. Imaginative local policies should reflect commitment to strong stewardship of the historic environment and encourage the satisfactory re-use of neglected historic buildings. Plans should include all the criteria which will form the basis of planning decisions. They should seek to identify the opportunities which the historic fabric of an area can offer as a focus for regeneration. Broad criteria for the designation of new conservation areas and the review of existing boundaries should be set.

Planning policy guidance note 15 is due to be replaced with a new Planning policy statement 15 in 2009.

6.14 Planning policy guidance note 17 (PPG17) – 'Planning for open space, sport and recreation' (2002) (BP 86)**:** provides guidance on how local authorities provide local networks of high quality, well managed and maintained open spaces and recreational facilities. They should help create attractive and safe urban environments and assist with nature conservation and biodiversity. Open spaces can contribute towards the quality of life of all those living in both urban and rural areas. The local authority should generally resist developments on, enhance and improve existing open spaces. New developments should contribute towards local open space and recreational networks. Open space, sports and recreational facilities should be easily accessible by walking and cycling and public transport should serve larger heavily used facilities well.

6.15 Planning policy statement 22 (PPS22) – 'Renewable energy' (2004) (BP 87)**:** provides guidance on the target set by government to generate 10% of UK electricity from renewable energy sources by 2010. The government's aspiration is to double that figure to 20% by 2020, with more renewable energy needed beyond that date. Positive planning should facilitate renewable energy developments. Viable technology and adequately addressed impacts should accommodate renewable energy. Local development documents should contain policies that promote and encourage renewable energy resources. There needs to be recognition of the full range of energy sources and their differing characteristics and location requirements.

6.16 Planning policy statement 23 (PPS23) – 'Planning and pollution control' (2004) (BP 88)**:** aims to ensure the sustainable and beneficial use of land, particularly brownfield land, and bring forward remediation. Development plans should set out the assessment criteria for potentially polluting developments. Plans have a positive role to play in steering development onto previously developed land and should include appropriate policies for dealing with the potential for contamination. Where there are substantial concentrations of land affected by contamination, there should be more detailed attention possibly through area action plans.

6.17 Planning policy statement 25 (PPS25) – 'Development and flood risk' (2006) (BP 89)**:** aims to ensure that flood risk is taken into account at all stages in the planning process so that

development in flood risk areas is appropriate and kept out of high risk areas. When new development is necessary in a flood risk area, policies must help to make sure that it is safe and does not simply direct the risk to another location. Local authorities should prepare and implement strategies that will help to deliver sustainable development by appraising, managing and reducing risk by way of a partnership approach.

7.   Background – Regional and sub regional

The references section (page 111) of this document contains information on where the following information can be found along with additional sources of information.

7.1   The North West

7.1.1   The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008) (BP 98):

Provides a framework for development and investment in the region. It establishes a broad vision for the region and sub-regions with priorities for growth and regeneration. It includes policies to achieve sustainable development across all topic areas.

The Regional Spatial Strategy (RSS) targets the delivery of national policy and addresses specific challenges and opportunities. The RSS aims to see, by 2021, a region that has acted to deliver sustainable development which has led to a higher quality of life for residents, that has reduce social, economic and environmental disparities and a region that will contribute to the reduction of carbon dioxide and greenhouse gases emissions.

The RSS aims to see Manchester firmly established as a world class city by promoting it as a city region. The Manchester city region is the ten Greater Manchester local authorities and neighbouring districts. It is the major centre for regional economic activity, contributing almost half of the North West total gross value added (GVA) and offers the greatest potential for boosting the overall economic performance of the region. It is the focus of a significant proportion of future development activity.

The RSS builds on the concept of an increasingly integrated city region as a centre for innovation and investment and as a gateway to international markets. It recognises:
- The role of satellite towns such as Rochdale;
- The need to ensure that disparities in the sub-region are addressed; and
- The need to build on the regional centre and other economic drivers in the southern parts of the sub-region.

To ensure integration within the city region and to present a coherent agenda for the RSS, a Manchester city region spatial strategy has been prepared with the aims of:
- Establishing Greater Manchester as a major international city, with very high levels of economic growth;
- Continuing the development of a diverse, robust and expanding economy, specifically promoting growth sectors;
- Achieving very high levels of internal and external connectivity, in order to exploit the polycentric nature of both the north and the city region ;
- Promoting economic growth and providing access to employment opportunities;
- Reducing economic disparities and deprivation, ensuring that there are significant local benefits from the major levels of economic growth;
- Providing the lifestyle required to successfully compete with other international cities;
- Developing a distinctive image and identity, and reputation for innovation; and
- Minimising the impact on the local and global environments, in order to promote the sustainability of the city region.

7.1.2   Submitted draft North West Plan Partial Review (4NW, July 2009) (BP 104):

A partial revision of the Regional Spatial Strategy (RSS) for the North West was published in September 2008. The draft new submission contains new policies which are proposed to be included in the RSS. These policies deal with gypsy, travellers and travelling show people's accommodation needs and communities as well as a revision of regional car parking standards policy.

7.1.3   The Northern Way (BP 95):

The Northern Way Growth Strategy (NWGS) identifies the city regions as the key way of reducing the disparities in the north of England. Manchester and Leeds, the two city regions with the greatest potential, have "the momentum and capacity to develop most quickly into European-level competitive cities[36]". Therefore, to help drive the north forward as a whole the Greater Manchester city region requires particularly high levels of growth.

The future of Greater Manchester is of immense strategic significance both to the north of England and to the UK more generally. The NWGS objective of closing the productivity gap between the north and the rest of the UK should be realised. The Greater Manchester city region needs to secure high levels of growth over the period of the new Regional Spatial Strategy up to 2021. It is therefore important to ensure that the sub-regional strategy for the city region supports that level of economic development but in a way that is consistent with social and environmental objectives.

7.1.4   North West Regional Economic Strategy 2006 (BP 100):

A rolling 20-year strategy that shapes the future economic direction of the North West. The latest strategy, published in 2006, has particular focus on activities between the years 2006 to 2009. At the heart of the regional economic strategy is the concept of achieving sustainable development. The vision for the Region is:

"A dynamic, sustainable international economy, which competes on the basis of knowledge, advanced technology and an excellent quality of life for all where:
*   Productivity and enterprise levels are high, driven by innovation, leadership excellence and high skills; and carbon emissions are low;
*   Manchester and Liverpool are vibrant European Cities, and, with Preston, key drivers of city regional growth;
*   Growth opportunities around Crewe, Chester, Warrington, Lancaster and Carlisle are fully developed;
*   Key growth assets are fully utilised, (priority sectors, the high education and science base, port/airports, strategic regional sites, the natural environment especially the Lake District, and the rural economy);
*   The economies of East Lancashire, Blackpool, Barrow and West Cumbria are regenerated; and
*   Employment rates are high and concentrations of low employment are eliminated."

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

The regional economic strategy divides the region into a number of sub regions, with the Manchester city region being the relevant one for Rochdale. The context to the regional economic strategy lists what it considers to be the key assets and opportunities for the Manchester city region. These are:
*   A high concentration of high value activity in manufacturing, financial and professional services, media, creative and cultural industries;
*   Strong potential for growth in life sciences, ICT/digital and communications;
*   Manchester airport's role as the key international gateway to the north;
*   High performing research and teaching institutions outside the Golden Triangle;
*   Critical mass of cultural assets;
*   Regional media hub;
*   Dynamic private sector; and
*   Key business tourism on destinations.

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

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[36] NWGS, B1.26

The regional economic strategy identifies the main strategic regional sites, which include Rochdale (Kingsway) and Manchester (Central Park).

7.1.5   The North West Regional Rural Delivery Framework (BP 101):

Regional rural delivery frameworks are derived from the government's rural strategy, 2004. The rural strategy has the following priorities to create sustainable rural communities:
* Economic and social regeneration;
* Social justice for all; and
* Enhancing the value of our countryside.

The North West Regional Rural Delivery Framework developed a rural evidence base from which the following regional priorities were derived:
* maximising the economic potential of the region's rural areas;
* supporting sustainable food and farming;
* improving access to affordable housing;
* ensuring fair access to services for the rural community;
* empowering rural communities and addressing rural social exclusion; and
* enhancing the value of our rural environmental inheritance.

The regional rural delivery framework is not supported by an identified funding stream, but instead is delivered by a number of partnerships at the sub-regional level with strategic direction and guidance for its implementation being provided by the rural board.

7.1.6   Regional Funding Allocation

Regional Funding Allocation (RFA) covers the whole of the North West and details the programme of funding for major transport schemes (i.e. those costing £5 million or more). It is now part of a single regional funding allocation including housing and regeneration schemes. RFA is limited and there are significantly more schemes than there is financial allocation. This means that the business cases of schemes already in the programme will be regularly assessed against new proposals to ensure their priority and contribution to the wider aims of the region are maintained. The following schemes are currently in the North West RFA:
* Metrolink extension phase 3a (including Manchester to Rochdale via Oldham) (in progress);
* Greater Manchester highway retaining walls maintenance (in progress);
* Greater Manchester urban traffic control (in progress);
* Rochdale public transport interchange (2009/2010); and
* Yellow school buses (2015/2016).

The Greater Manchester Transport Fund (BP 119) schemes will supplement sub-regional proposals.

7.1.7   Towards Broad Areas for Renewable Energy Development (BP 68):

Identifies strategic regional constraints and opportunities for renewable energy development and will help to inform Regional Spatial Strategy and its policy approach.

7.1.8   Rising to the challenge: a Climate Change Action Plan for England's North West 2007 – 2009 (BP 103):

Aims to make the North West the leading region in respect of tackling and adapting to climate change. The vision is for a low-carbon region that has adapted well to climate change by 2020.

7.2   Greater Manchester

7.2.1   Greater Manchester Economic Development Plan 2004/5 – 2006/7 (BP 112):

Provides an over-arching framework that enables partners to bring forward and deliver agreed economic development programmes and initiatives that are of sub-regional or regional importance.
The plan's vision for Greater Manchester is derived from that set out in the Greater Manchester Strategy (BP 128), which aims to create "A world-class city-region at the heart of a thriving north west". Based on the analysis of the Greater Manchester economy and informed by the strategic influences, six key themes or drivers have been identified for the Plan, within which are a series of strategic objectives:

- Building competitive businesses;
- Attracting and retaining investment, visitors and talent;
- Creating world class skills;
- Achieving economic funding;
- Ensuring the best transition to working life for our young people; and
- Securing a modern, integrated and efficient transport network.

7.2.2   Manchester City Region Sub-Regional Action Plan (BP 124):

The Manchester city region sub-regional action plan contains the priorities and programmes needed in order to realise economic growth aspirations for the Manchester city region over the next three years. The action plan sets out nine economic development priorities, the key challenges and opportunities that they present, the progress made so far on these priorities and the gaps in provision that need to be addressed.

Manchester city region makes major contributions to objectives and targets that are set out in the Regional Economic Strategy (BP 100) and also plays a key role in supporting the successful delivery of the Northern Way (BP 95) initiative. This action plan builds on and seeks to add value to the region's economic strategies and puts the city regions at the heart of driving faster economic growth. The action plan sets out:

- The vision for the Manchester city region economy;
- The strategic context, challenges and opportunities for the action plan;
- The key priorities for action; and
- The effective alignment of the strategy, resources and delivery.

7.2.3   Greater Manchester Strategic Housing Market Assessment (2008) (BP 118):

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 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.

Within the Strategic Housing Market Assessment (SHMA) Greater Manchester is divided in to four housing market areas (HMA), with Rochdale falling into the north eastern HMA district along with Tameside and Oldham. The assessment shows that the north eastern HMA could be particularly vulnerable in terms of the housing supply that is achieved in the short term because of current market conditions. For market renewal to be successful within the HMA further support from the public sector is vital to delivering the homes that it's residents aspire to live in.

The assessment shows that within the north eastern housing market area 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.

7.2.4   Greater Manchester Local transport plan (BP 129)

The Local Transport Plan (LTP) is the primary source of funding in delivering local transport safety improvements, maintaining the existing transport infrastructure and minor capital improvements to the

network. It is unlikely that Rochdale MBC will increase highway capital spend significantly during the early part of the LDF period. Greater Manchester authorities have decided to top slice a larger proportion of the LTP integrated transport funding until 2018 to support the Greater Manchester transport fund (BP 119).

This key source of capital transport investment will provide the following funds

Year	Fund	Comprising
2009/2010	£4.257m	£1.906m for Integrated Transport, £2.351m for maintenance
2010/2011	£4.725m	£2.021m for Integrated Transport, £2.704m for maintenance

The second Greater Manchester local transport plan (BP 129):

The Greater Manchester local transport plan (GMLTP) is a statutory document prepared under the Transport Act 2000. It is a 5-year strategy for the management, maintenance, development and monitoring of the County's transport system and was put together by the ten local authorities and the Greater Manchester Passenger Transport Authority, with the input of local stakeholders.
The second GMLTP identifies the regional centre, Manchester international airport, and strategic development sites (including Kingsway Business Park) as key drivers with major town centres (including Rochdale) providing a local focus. LTP2, backed by a long-term integrated transport strategy, also starts to tackle transport impacts on climate change by address congestion along key corridors and establishing a core network of bus quality corridors.

It is important for the local transport plan to contribute to the delivery of the Core Strategy and to support the Council's development ambitions. LTP2 has delivered access improvements in Rochdale borough through the completion of improvements to core bus routes with major junction improvements at A58 Sudden Roundabouts, A671 Oldham Road, A664 Kingsway, Queensway and A58/A671 Townhead.

The third Greater Manchester local transport plan (BP 238):

The third Greater Manchester local transport plan (LTP3) draft guidance incorporates recommendations from the Eddington (BP 27), Stern (BP 63) and 'Towards a sustainable transport system' (BP 67) reports. It provides a shift in the Department of Transport's strategic vision, with implications for long-term regional and local policy. The document will include a three year implementation plan, in line with local government financial settlements and local area agreements (LAA). The five transport goals are:
- Tackling climate change;
- Supporting economic growth;
- Promoting equality of opportunity;
- Contributing to better safety, security and health; and
- Improving quality of life.

LTP3 will include a three year implementation plan, aligning transport capital settlements with local area agreements (LAA) and other local government financial settlement regimes. The implementation plan will detail the expected impact on the 10 specific LAA transport indicators. It will also work towards mitigating climate change. Authorities are required to facilitate behavioural change and reduce the need to travel through "smarter choices" measures.

The method to prioritise major transport schemes nationally will change from 2014/2015. The new process will assess proposal over £5 million put forward for major LTP scheme funding.

LTP3 will be in place in April 2011.

7.2.5   Greater Manchester transport fund

The Greater Manchester transport fund (BP 119), set up in May 2009, is a replacement for the transport innovation fund (TIF) which did not gain public or business support in a public vote in December 2008. It comprises a re-prioritised programme of schemes based on delivering maximum economic benefit to Greater Manchester, consistent with positive social and environmental outcomes. Local authorities agreed to contribute:
- A 40% top slice of Greater Manchester LTP integrated transport funding until 2018; and
- Finance generated by annual increases in the Greater Manchester integrated transport authority levy on local authorities each year.

Schemes in Rochdale borough that have been included in the Greater Manchester transport fund include:
- Rochdale Metrolink phase 3b (railway station to town centre);
- Contribution to station improvements; and
- Rochdale west package (includes Mills Hill park and ride, improved public transport links between Heywood / Middleton and Manchester).

The fund assumes that Phase 3a of Metrolink will be delivered with a Kingsway Metrolink stop and the Rochdale public transport interchange is already committed. These schemes are part of the action plan developed through the Rochdale Borough Transport Strategy (BP 245).

7.2.6   Greater Manchester Land use planning and public transport[37]

The land use planning process is vital in achieving more sustainable travel patterns that will assist in a shift away from the car. In Rochdale borough the majority of journeys at peak times are local, a high proportion of these journeys are by car. Increasing the amount of these journeys made by forms of travel other than the car will improve journey reliability and remove bottlenecks. The document reflects changing government guidance and Greater Manchester local transport plan policies. The document:
- Encourages public transport use and considering it at an early stage in developing policy or designing development proposals;
- Sets out standards greater Manchester public transport executive would seek regarding access to public transport and new developments; and
- Makes information on public transport services and accessibility readily available to developers.

Establishing corridor partnerships as part of the Greater Manchester integrated transport strategy may result in local agreements requiring inclusion which are subject to consultation with local authorities.

7.2.7   The Manchester City Region Development Programme (2006) (BP 123):

This document builds on the work done in the 2005 city region development plan with a vision for the Manchester city region to become 'a world class city region at the heart of a thriving north" by 2025. The documents sets out what actions are needed by regional and local partners on order to develop priority actions for the Northern Way (BP 95) as well as national government. The Manchester City Region Development Plan is designed to as to unleash the full potential of the Manchester city region's economy to help accelerate economic growth rate of the north of England as a whole.

7.2.8   Greater Manchester Employment Land Position Statement (2009) (BP 113):

The Greater Manchester Employment Land Position Statement examines the employment land requirements for the whole of Greater Manchester. It concludes that Rochdale needs to provide an employment land supply of around 210 -215 ha up to 2026.

The Greater Manchester Employment Land Position Statement is the outcome of joint working between Greater Manchester local planning authorities who commissioned the study from Nathaniel Lichfield and Partners. It forms an integral part of the evidence base to support employment policies in the Local Development Framework. It also makes recommendations for the future approach to employment land reviews and subsequent monitoring. The study examines the overall employment land requirements for Greater Manchester, based on the requirements in Regional Spatial Strategy. It also explores the adequacy of the employment land supply available and the economic prospects of all the districts. It then concludes with recommendations on the scale of land provision each Greater Manchester district needs to make in order to ensure there is a satisfactory land supply across Greater Manchester, which meets the Regional Spatial Strategy requirements.

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[37] Land Use Planning and Public Transport (Greater Manchester Public Transport Executive) (BP 39)

7.2.9   Manchester Independent Economic Review (BP 126)

The Manchester Independent Economic Review (MIER) provides a detailed and rigorous assessment of the current state and future potential of Manchester's economy. It provides evidence to inform the actions of public and private sector decision makers to help achieve long-term sustainable economic growth. MIER provides the elements that have been identified to help Manchester emerge from recession in the best way possible. It addresses areas of structural weakness and looks to enhance future opportunities. Evidence shows that Manchester's size and potential make it the leading city region in terms of its potential long term growth rate.

7.2.10 Greater Manchester Forecasting Model (BP 114)

The Greater Manchester Forecasting Model (GMFM) is a complex statistical tool that forecasts likely future trends based upon a series of assumptions. It is built upon past trends, assumptions, relative impacts and local intelligence. Assumptions are made on past relationships and behaviours and how they will affect the future by considering the effect they had one the past. The GMFM is an integrated econometric model of the economy, demographics and housing in the Manchester city region intended to provide a common element of the evidence base for a range of policies and strategies across the city region.

7.2.11 Greater Manchester Rural Economic Baseline (2008) (BP 116):

This study was commissioned by Manchester Enterprises (now Economic Commission for Greater Manchester) to improve understanding of the dynamics of rural areas and to inform economic policy and strategy development. A number of headline issues which affect rural communities nationally including:
- Population growth;
- Reliance on private transport; and
- Dispersed and hidden poverty.

In Greater Manchester, the report identified a number of trends including:
- Strong creative, ICT, aviation and construction sectors with the potential for further growth especially around the creative industries;
- Increasing demand for specialist and local food crops;
- Potential to contribute to the climate change agenda through utilising local markets, diversification into biomass and fuel crops and the potential to use the upland peat lands as a carbon sink;
- Exploiting the natural environment for the visitor economy including extreme sports, overnight accommodation, improved quality, branding and marketing; and
- The skills base in rural areas requires further development, due to a limited existing skills base and over-reliance on declining industries.

The report concludes that rural Greater Manchester exhibits characteristics of both the urban core and the wider rural zone, with links and dependencies in both rural and social terms.

7.2.12 On the edge? Perceptions of Greater Manchester's rural and fringe communities (BP 127):

This report is in two parts. The first section is research based, using statistics to generate a picture of the rural population in each of the 10 boroughs of Greater Manchester. The second part is based on the perceptions of rural stakeholders of the difficulties and issues which they face.

Approximately, 25% of the land-base of Greater Manchester is classed as rural along with 2.7% of the population. In Rochdale 1.6% of the population is classed as rural most of who live in dispersed settlements. Of these, 36.5% are aged 50 or above, compared to 31% in the urban areas. However, the number of pensioner households is lower in rural areas than urban areas. The rural populations are more likely to own their home 85% compared to 66% in urban areas with a lower percentage of lone-parent families.

In line with the North West in general, car ownership is higher in rural than urban areas. In Rochdale 87% of rural dwellers have a car or van. Access to services including job centre, GP's and banks is poorer in Rochdale than other rural areas of Greater Manchester with some rural dwellers being separated by 6-8km from these services. However, none of the residents are further than 4km from an ATM, library or primary school.

Stakeholder discussion revealed two key themes; housing and transportation. House prices in the borough have doubled since 2000 whilst wages are 8% North West levels. In Pennines township (which includes rural neighbourhoods) the house price to income ration is 4.54. Within the public rented sector, the housing market renewal team have identified a trend for the economically active tenants to more out to properties on the urban fringe and remain in these properties for a long time. Littleborough and Milnrow residents are also concerned that because of their relatively good rail and road links to both Greater Manchester and West Yorkshire their communities are gradually changing to commuter or dormitory settlements. Littleborough and to a lesser extent Milnrow are both seen as key service centres for the surrounding rural communities.

7.2.13 Towards a Green Infrastructure Framework for Greater Manchester (2008) (BP 130):

This document was commissioned by Association of Greater Manchester Authorities and Natural England to advise how a green infrastructure (GI) approach might be embedded into the city region spatial planning policy and practice; in order to both enable growth and also to sustain growth. The document aims to provide a "route-map" for the Greater Manchester approach to GI planning and how this may be incorporated into the emerging local development frameworks.
The document aims to:
- Define GI in language relevant to the city region;
- To describe the city region's existing GI;
- To define priority areas in the city region for GI;
- To advise how principles and practice can be incorporated into documents, in particular Local Development Frameworks;
- To highlight specific plans, strategies and programmes which need to incorporate GI principles and practices;
- To assess case studies of how GI is planned and delivered in other urban areas; and
- To recommend next steps in the development of the city region wide approach to GI.

7.2.14 Strategic Flood Risk Assessment Level 2 (Rochdale and Oldham):

The Council has undertaken a detailed Level 2 Strategic Flood Risk Assessment (SFRA) for the borough (in partnership with Bury and Oldham Councils). This assessment examines actual and residual flood risk from all sources within higher risk communities. An allowance has also been made for the inevitable but as yet uncertain impact of climate change on flood risk. The Level 2 SFRA is accompanied by an initial assessment of strategic mitigation options and a user guide and will be available in 2009. Further information on SFRAs is available in section 5.4 of this document.

7.2.15 Greater Manchester Joint Waste Development Plan Document (BP 115):

A Joint Waste Plan Development Plan Document is being prepared to provide a planning strategy to 2026 for sustainable waste management which enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction and demolition and hazardous wastes. This will identify sites and areas for potential waste facilities and development management policies to assess applications outside allocated sites/areas, including areas within Rochdale Borough. The plan is required to meet government policy and targets and to meet the requirements of the Regional Spatial Strategy for the North West. The evidence base will include an up-to-date needs assessment, national and regional studies, information provided by the ten GM Districts, operators, consultation outputs and sustainability appraisal.   Background information is available in the Waste Plan Issues and Options Report, Preferred Options Report and related documents. There is a dedicated web site for the Waste Plan[38].

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[38] http://www.gmwastedpd.co.uk/

8. Background – Local

8.1 Rochdale Borough Unitary Development Plan (BP 190):

The current Unitary Development Plan (UDP) sought to address the regeneration of the borough and to promote sustainable growth. It sought to address the legacy of the borough's reliance on declining traditional industries and to expand, modernise and diversify an under performing economy in order to generate wealth locally and assist regeneration. The UDP also sought to tackle the physical fabric of older housing and employment areas which had suffered from a lack of maintenance and investment.

Priority areas for physical regeneration and areas of opportunity for comprehensive redevelopment were identified. Environmental quality was a priority and image and design promoted more strongly. The plan adopted a clear sequential approach to the distribution of development and in accordance with the regional guidance / Regional Spatial Strategy (BP 98), steering development to brownfield sites within the urban area. Only previously committed housing sites and Kingsway Business Park were green field allocations. The regeneration of rural areas was also a strategic policy along with a commitment to ensure that development was geared to meet the specific needs of local communities. Much of this approach will remain relevant over the next 15 years and therefore the Core Strategy is likely to maintain a similar direction but with sustainable economic and housing growth as the key priorities to reflect the Regional Spatial Strategy and the aspirations of the community strategy and borough Masterplan.

8.2 Rochdale Community Strategy - 'Pride Of Place' (BP 210):

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

The priorities set out in the strategy are:
- Increasing jobs and prosperity (e.g. by getting more local people into local jobs, especially those from neighbourhood renewal areas and using Kingsway Business Park in particular);
- Making sure every child matters (e.g. developing a new 21st century college, building a range of new schools and improving others)
- Creating a cleaner and greener environment (e.g. creating a higher quality environment for people and business, revitalising town centres and industrial areas, and implementing environmental improvements along the main gateways and corridors of the borough);
- Improving community safety (e.g. building respect and cohesion within communities and reducing crime and antisocial behaviour); and
- Improving health and well-being (e.g. promoting healthy lifestyles).

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

8.3 Rochdale Corporate Plan - 'Aiming High' (BP 193):

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

8.4   Rochdale Renaissance Borough Masterplan - refresh version (April 2009) (BP 186):

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

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

In terms of developing 21st century employment sites, the key challenge is to make sure that the physical infrastructure including sites, premises and transport are in place so that resources can be concentrated on those areas that offer the best prospects for attracting investment and jobs and sustaining and supporting existing local employment. Establishing thriving town centres in the borough are key to the Masterplan. It proposes to re-establish them as the primary focus for living, shopping, civic, commercial and cultural life. The built environment needs to be of a high quality to help improve investment and development, enhance social inclusion and make the borough a more attractive place to live.

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

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

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

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

8.5   Local area agreements (BP 149):

Local area agreements (LAA) are between local authorities and their partners and are structured around four themes: children and young people; safer and stronger communities; healthier communities and older people and economic development and enterprise. The Rochdale borough LAA, an agreement between central and Rochdale MBC and its partners was approved by central government in March 2007 and will be implemented between 2007 and 2010. The LAA is consistent with the community strategy and has established four priorities which cover children and young people, better health and well being, improving community safety, increasing jobs and prosperity and the environment. The structure of the LAA includes thematic partnerships that focus on seven areas and where appropriate these will be a major contributor to the work required within the four blocks of the LAA. The partnership aims to use the development of the LAA to add additional momentum and focus to the change process and to transform some of the borough's worst neighbourhoods by focusing the development of our joint activity on prioritised areas through the most effective and appropriate levels of intervention. This work will focus on

narrowing the gap between national picture and the borough and between our most deprived and more affluent areas. The four key objectives of the local area agreement are:

- safer and stronger communities
- economic development and enterprise
- better health and well being
- children and young people.

8.6   Township plans and strategies

The borough of Rochdale is divided into four different townships. Each township has its own township plan which sets out its themes and priorities. Below is a summary of the priorities from each township plan.

The Heywood Township Plan (BP 142)

- encourage a growing population
- ensure a mix of housing types and sizes to meet existing and future needs
- define unsustainable neighbourhoods and priority regeneration areas
- promote development opportunities in Heywood
- encourage development of long-term employment sites in urban areas
- support existing plans to improve the town centre
- improve green infrastructure and links to the River Roch
- deliver an integrated plan to improve the A58 corridor
- increase community ownership and pride in the environment
- increase levels of employment
- improve access to local services
- promote healthy lifestyles

Heywood Vision and Strategic Framework (BP 143)
This Heywood Vision and Strategic Framework draws on the direction and structure provided by the Rochdale Borough Renaissance Masterplan and provides an interpretation of how Heywood can develop strategically over the next 10 years. The document therefore draws heavily on the Masterplan, and is informed by two other forward looking plans - the New Heart for Heywood New Deal for Communities Strategy and the Heywood Township Blueprint

The Middleton Township Plan (BP 170)

- encourage the development of transport links
- work in partnership with the Primary Care Trust to support development and fund a new joint service centre
- develop a plan to preserve, celebrate and increase community cohesion
- support the development of the town centre
- increase the number of play areas
- increase the provision for young people
- support improvement to gateways into Middleton

Middleton Town Centre Spatial Masterplan (BP 169)
The Spatial masterplan illustrates here new development, refurbishment of existing properties and improvements to public realm proposed will be. Again the Rochdale Borough Renaissance Masterplan provides the direction and structure.

Pennines Township Plan (BP 179)

- improve services for older people to improve the quality of life
- improve health, mobility and well being
- enhance the offer of tourism
- ensure the inclusion of young people
- make improvement to Hollingworth Lake
- Improve access to the countryside

The Rochdale Township Plan (BP 214)

- encourage healthy living to target areas and people
- improve the quality of life for vulnerable people

- consider ways of meeting the increased demand for housing
- increase recycling and waste minimisation
- raise the quality of township parks and countryside facilities
- prioritise safe links for pedestrians and cyclists
- develop, promote and market the cultural arts and tourism potential of the town hall
- involve young people in decision making

8.7   Rochdale borough profile (2009) (BP 184) and Rochdale borough township profile (2008) (BP 189)

The Rochdale borough profile provides statistical information on the borough and the township profile provides this information split by the four townships that make up the borough. The profiles show comparisons with national and regional averages and changes over time. The profiles provide evidence of need and evidence of successes and challenges within the borough and each township. Statistics are provided to put the borough and the townships into context and then more detailed information is provided on the following topic areas (which are based on those in the Pride of place strategy (BP 210)):

- Jobs and prosperity;
- Health;
- Culture;
- Crime;
- Children and young people;
- Older people;
- Environment and sustainable communities;
- Housing; and
- Voluntary and community sector.

8.8   Other Local Strategies:

Spatial planning in Rochdale and in particular the Core Strategy will also be influenced by the following strategies. These strategies are listed alphabetically (disregarding the word Rochdale at the start).

8.8.1   Rochdale Air Quality Local Strategy and Action Plan (BP 194): There are three declared air quality management areas across the borough and Rochdale MBC has collaborated with other Greater Manchester local authorities to create the Greater Manchester Air Quality Action Plan to introduce actions to reduce the amount of nitrogen dioxide produced and therefore its concentrations. The air quality management areas for the borough closely follow the major transport routes and air quality became one of the priorities of the second round of local transport plans.

To ensure air quality in the borough, the concentration of pollutants needs to be kept as low as possible, at least below the levels that would cause harm to health, by reducing the emissions of pollutants into the atmosphere. Rochdale's main concerns are nitrogen dioxide and fine particles. Nitrogen dioxide's main sources are industrial processes (although these take place outside the borough they still impact upon the air quality in the borough), burning fuels for heating and internal combustion engines used for transportation. Fine particles come from natural sources, construction, industrial and commercial processes and again the burning of fuels in the internal combustion engine transport.

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

8.8.2   Rochdale Best for Health: Healthy futures (BP 132): aims to provide local and convenient services by means of new super health care centres in communities.

8.8.3   Rochdale Biodiversity Action Plan (BAP): is currently being produced. The plan, which will be competed during 2010, outlines the key habitats and species for the borough and sets a series of targets

for the next 10 years for the priority habitats. The Rochdale BAP works in partnership with the Greater Manchester BAP which sets priorities for Greater Manchester as a sub-region.

8.8.4   Rochdale Building Schools for the Future - Refresh version – July 2008-March 2010 (BP 195): This is a long term programme of investment and change (up to 2013) which will help transform secondary education in the borough. In addition to the provision of four brand new schools, all our other schools will be upgraded and enhanced through remodelling and where necessary some new build. It is vital that these and future plans are integrated with, and that new educational provision takes account of, population growth and the pattern of new development promoted by the LDF. The programme enables local authorities and partners to agree clear targets and priorities for all services to identify actions and how to achieve them. There is a need to better coordinate services and to secure better outcomes to raise aspirations and offer the best inclusive services for children and young people.

8.8.5   Rochdale Canal Corridor Regeneration Strategy (BP 191): The brief for this strategy was aimed at maximising the benefits that the canal offers in terms of economic regeneration, environment and heritage, leisure and tourism, the community and transport; and movement. The vision for the strategy, as agreed by the steering group and other key stakeholders, is for "a distinctive canal corridor of regional and local significance, linking and containing a network of economic, tourism and community focal points". The canal should have a range of quality, accessible canal-side living and working environments and visitor attractions and facilities. There also needs to be a green waterside framework. The strategy made clear that the canal must be viewed as an asset and maintained, managed and marketed in a sustainable manner.

Specific objectives that came out of the strategy were:
- to maximise economic regeneration, investment and employment in relation to the waterside
- to capitalise on tourism, leisure and recreation potential
- to enhance and improve the heritage and built environment
- to enhance and manage the landscape and ecological character of the corridor
- to improve safe and sustainable movement and linkages
- to engage communities with the canal corridor
- to establish and promote a safe environment
- and to link and coordinate canal side opportunities.

8.8.6   Rochdale Children and Young Peoples Plan 2006-2010 (BP 134): The Children and Young People's Plan sets out clear targets and priorities for all services and identifies the actions and activities needed to achieve them. Since 2003, the government has embarked on a comprehensive reform of the way the deliver children's services. This reform marks a significant change to the ways in which partner agencies deliver services for children and young people. The Department for Children, Schools and Families has developed the 'outcomes framework' to help focus everyone on five main outcomes for children and young people:
- Be healthy: to enjoy good physical and mental health and to live a healthy lifestyle;
- Stay safe: to be protected from harm and neglect, to feel safe in their communities and grow up able to look after themselves;
- Enjoy and achieve: to get the most out of life, achieve at school and develop a range of broad skills that help prepare them for adulthood;
- Make a positive contribution: to be recognised for the active and useful part they play in the community and in society as a whole and to be involved in decision making; and
- Achieve economic well-being: to achieve their full potential, to be able to access training and jobs and to have a decent standard of living.

8.8.7   Rochdale Community Cohesion Strategy (BP 182): has a vision to create a thriving borough where all of its residents have a sense of pride and belonging based on a mutual respect for one another. The five outcomes and their key targets of the strategy are:
- 'people feel a sense of pride and belonging' to increase the percentage of people who feel they belong to their neighbourhood
- 'better life opportunities for all' to increase the percentage of people who feel that they are treated fairly by local services

- 'diversity is valued' to increase the percentage of people who feel that people in the area threat and respect one another with respect and consideration
- 'positive relationships within and between communities' to increase the percentage of people who believe people from different backgrounds get on well together in their local area and
- 'we all take responsibility' to increase the percentage of people who feel that they can influence decision in their locality.

8.8.8   Rochdale Contaminated Land Strategy (and the redevelopment of brown field land) (BP 196): Rochdale has a long and important industrial history, and with this comes a legacy of land which may have been polluted in the past. The Council published its strategy for the inspection of such land in 2001 once the new national regime for contaminated land had come into effect. The Strategy sets out the approach Rochdale is taking to identify sites of potential concern and prioritise them for detailed inspection, with the main focus being on the protection of human health. Rochdale works closely with the other boroughs in Greater Manchester to ensure that a consistent approach is adopted regionally. The full implementation of this strategy will take many years, but will systematically address potential problems at a large number of sites in the borough, and bring about remediation in any cases where unacceptable risks are found.

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

8.8.9   Rochdale Cultural Strategy (BP 197): Culture is a key component in achieving the overall vision for the future of the borough in the community plan, Pride of Place: "Our vision is of a thriving place where people want to live, work, visit and do business, a place in which we can all take pride." The cultural strategy recognises the central role that the arts, sports, heritage, tourism, libraries, parks and countryside and creative industries have in achieving this vision.

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

8.8.10   Rochdale Economic Development Strategy (REDS) (BP 198): The economic development strategy is the overall high-level borough strategy on economic development. A number of more detailed strategies sit underneath this document as detailed delivery plans in the areas of skills, employment, enterprise (in development), tourism (in development) and infrastructure & investment (in development).

The strategy identifies objectives and highlights key actions that must be delivered if we are to successfully re-position the borough's economy. The revised strategy contains detail under four broad thematic chapters:
- increasing Productivity
- raising Skills Levels and Reducing Worklessness
- creating Infrastructure and Attracting Investment
- improving Quality of Life and Attractiveness of the borough

It identifies the following key sectors to attract to the borough to address its economic problems and help secure its future economic prosperity :
- Manufacturing;

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

8.8.11 Rochdale Green Infrastructure Strategy (BP 240): The Green Infrastructure Strategy for Rochdale Borough will be produced during 2010. This will set the strategic direction for green infrastructure policy within the borough and link to both the regional and sub regional agendas for green infrastructure including partnership working with neighbouring authorities including Bury and Oldham. The Strategy will be accompanied by individual township green infrastructure plans which will outline the current green infrastructure assets within each of the townships, identify detailed plans for improvements in quantity and quality where appropriate and produce an action plan. The township plans will be produced during 2009-2011, commencing with Heywood.

8.8.12 Greenspace Audit of Rochdale Borough (BP 137): The majority of the greenspaces in the borough are located in more urban areas. There are different varieties of greenspace. Town parks receive the highest scores for quality, and green corridors receive the lowest classing them as 'poor'. Town parks are the highest in terms of quality because they benefiting from recent funding and investment alongside a high level of voluntary service.

8.8.13 Rochdale Health and Well-being Strategy 2009-2011 (BP 201): This strategy sets out the Council's key contributions to improving health and well-being in the borough. It reflects the Council's corporate plan, 'Aiming High' and links with the priorities set out in our community strategy, 'Pride of Place', and our local area agreement.
The strategy takes account of:
- the many and complex factors which determine Rochdale's health;
- the wide range of health related issues

The strategy's fundamental principles are those of:
- working in partnership;
- involving residents and communities;
- sharing intelligence.

8.8.14 Rochdale Health Profile (BP 192): has been completed by the Association of Public Health Observatories, funded by the Department of Health, which gives a snap shot of the health issues in the borough alongside other local information. It identifies that the health in Rochdale is generally worse than the England average; that health inequalities differ between genders, levels of deprivation and ethnicities; the death rate and early death rates have decreased; the rate of road injuries and deaths in Rochdale is better than the national average and that alcohol related hospital admission is not a local area agreement priority.

8.8.15 Rochdale Housing Needs Study Update (2007) (BP 203): The housing needs assessment of Rochdale provided a detailed analysis of housing requirements across the whole of the borough. The study follows the basic needs assessment model, which estimates a shortfall of 451 affordable dwellings per annum (for the next five years). This need is expressed in terms of types and tenures of properties required. Although the need for affordable housing does vary across the townships, the study advises that a consistent approach is taken across the borough in order to address the overall shortfall. The evidence provided in this study forms the basis of the Affordable Housing Supplementary Planning Document.

8.8.16 Rochdale Housing Strategy (BP 204): The housing strategy sets out how we are tackling some of the major housing issues our communities face and shows how we are striving to create better standards and choice for our residents. The housing strategy provides an important framework for housing provision in the borough. It explores the nature of the local housing market, the key challenges, the long-term strategic aims and the priorities for the next four years.

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

8.8.17 Rochdale Local Brownfield Strategy (: The objective of an Local Brownfield Strategy (LBFS) is to develop a plan for how the known stock of brownfield land may be returned to beneficial use, which may comprise 'hard' or 'soft' uses ranging from housing and employment to leisure, recreation and open space. It will consider the needs and opportunities for public-sector interventions with specific known vacant or derelict brownfield sites and how the pursuit of local development and regeneration strategies can be supported by such site specific interventions.

The LBFS will:
- Result in an updated National Land Use Database (NLUD) (BP 171) Return for 2009;
- Form part of the evidence base for preparation of the Local Development Framework, including the Core Strategy and Site Allocations Development Plan Documents; and
- Provide an evidence base for future funding bids where appropriate.

The LBFS for Rochdale is currently under way and is being carried out as a joint project between Rochdale and Oldham Councils with the Homes and Communities Agency. An updated NLUD (BP 171) return for Rochdale has been completed and consultants have been appointed to carry out a more detailed assessment of key sites. It is hoped to complete the LBFS early in 2010.

8.8.18 Local Improvement Finance Trust (BP 173): The Government identified the Local Improvement Finance Trust (LIFT) as the procurement vehicle for improving and developing local primary and community health care services. LIFT is a joint venture between the Department of Health, Partnerships for Health, Primary Care Trusts, other public sector stakeholders and the private sector, resulting in a 25 year public private partnership. The scheme aims to provide patients with modern and integrated health services in fit for purpose premises. The scheme allows the reuse of buildings to provide services within the patients' locality which allows the patients greater access to treatment and brings high quality healthcare into the borough's deprived areas where they are most needed.

> **Rochdale LIFT Schemes:** run by the NHS are a vehicle for improving and developing primary and community care facilities. The schemes allow Primary Care Trusts (PCTs) to invest in new, high quality and fit for purpose primary care premises in new locations.

8.8.19 Rochdale Movement and Accessibility Study (BP 205): This study analyses peak time travel patterns in the borough and each of the townships. It analyses both where journeys originate from that end in the borough and where people in the borough travel to. It includes some exemplar ward travel patterns in each of the townships. It assesses the accessibility of hospitals, colleges, employment areas and retail centres in the borough. The document in attempts to begin to understand travel patterns in the borough and the affinity the different townships have with neighbouring centres and the regional centre.

8.8.20 Rochdale Neighbourhood and Area Renewal (BP 172): This strategy is based around developing, delivering and implementing programmes and projects that will help to support, create and develop sustainable urban neighbourhoods (SUN) across the borough.

8.8.21 North East of Greater Manchester – proposed LIFT centres (BP 173): sets out the 35 LIFT centres that are proposed across Rochdale, Bury, Rossendale, Oldham and North Manchester. In Rochdale the centres are proposed at Alkrington, Heywood, Middleton, Langley, Deeplish, Hamer and Wardleworth, Littleborough, Kirkholt, Belfield and Newbold, Milnrow, Castleton and Cutgate / Spotland

8.8.22 Rochdale Older People's Strategy (BP 187): aims to make sure that the borough recognises, encourages and appreciates its older people and the contribution they make to all aspects of community life. It aims to help them remain healthy, active and independent for longer.

8.8.23 Oldham and Rochdale Economic and Skills Alliance (ORESA) 10 Year Strategy (BP 174): The Alliance was formed between Oldham and Rochdale councils, and other agencies, to tackle the problem of a weak economy across both boroughs and the impact this has on delivering the HMR initiative. The strategy sets out a number of actions to deliver its two primary objectives, which are to Deliver Economic and Skills Transformation and to Promote the Quality of Life Agenda. The strategy has been taken into account in, and helped inform, the preparation of the Core Strategy.

8.8.24 Oldham and Rochdale Housing Market Renewal Pathfinder (BP 175): Oldham and Rochdale is one of nine housing market renewal pathfinders (HMR) across the country. In March 2004, the office of the deputy prime minister awarded £53.5 million to the Oldham and Rochdale HMR (Oldham Rochdale Partners in Action) for the first two years of a fifteen year programme to tackle housing supply and demand and transform homes and neighbourhoods. In August 2005, the Oldham/Rochdale HMR Team submitted a scheme update which made a further case for additional HMR investment. The government allocated the pathfinder £67.5 million from 2006 – 2008. The overall aim of the pathfinder is to deliver a transformation in the housing markets of Rochdale and Oldham that will create sustainable communities and promote community cohesion'

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

8.8.26 Pennine Edge Forest (BP 177): The Pennine Edge Forest (PEF) is a strategic community forestry partnership for the districts of Rochdale, Oldham, Stockport and Tameside. Rochdale is the lead district for the initiative and it is supported by a range of partners including the Forestry Commission, Natural England, Northwest Development Agency, United Utilities, BTCV and Groundwork Oldham and Rochdale. PEF works closely with Red Rose Forest and other partners to promote and deliver community forestry activities that provide social, economic and environmental public benefits from woodlands. Activities include land regeneration, climate change adaptation, enhancing and creating green infrastructure, enhancing urban biodiversity, improving and enabling public access to urban woodlands and the countryside, delivering public realm improvements as a part of urban regeneration programmes and realising the employment, education and training potential from woodland assets. The PEF business action plan 2004-2013 sets out the strategic vision and objectives for the forest initiative.

8.8.27 Pennine Prospects (BP 178): Pennine Prospects, established in 2005, supports the regeneration of the south Pennines. It is a company owned by the key local authorities (including Rochdale MBC), United Utilities, Yorkshire Water, Natural England and voluntary and community sector organisations and supported by many others including the regional development agencies. Pennine Prospects operates in the area between three city regions and seeks to better link the urban and rural regeneration objectives

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

8.8.28 Rochdale Play And Free Time Strategy (BP 180): This sets out a policy in respect of play and child development, play and formal education, play and childcare, a safe and playful environment, safety and play, quality and play, consultation and participation, play and staff and volunteers, monitoring and evaluation and review.

8.8.29 Rochdale Primary Capital Programme – Strategy for Change (BP 206): Rochdale borough's Primary Capital Programme (PCP) has been developed within the framework of Aiming High (the borough's strategic development plan), alongside the Children and Young People's Plan (CYPP). It supports the vision that Rochdale borough will be "a thriving place where people want to live, work, visit and do business- a place in which we can all take pride". It supports the five Pride of Place borough-wide themes of:

- increasing jobs and prosperity
- making sure that every child matters
- improving community safety
- creating a cleaner, greener environment
- improving health and well-being.

8.8.30 Rochdale Public Art Strategy (BP 244): aims to provide guidance for planners and developers in respect of procedures for incorporating public art into major new developments in the borough, as well as identifying specific opportunities to take public art forward. It will provide a definition and comprehensive good practice guidance and a list of opportunities and those responsible for implementing them, and it is intended that regular updates will be made to the design and conservation panel on the progress of the opportunities identified. The Pubic Art Strategy has not been published yet.

8.8.31 Rochdale Retail Expenditure Study (BP 207): updates the 2001 Retail Expenditure Potential Study to examine further the wider retail and leisure needs of the borough, providing a detailed evaluation of how the borough's established centres can evolve through to 2016 and meet local needs. In order to assess the scope for any future improvement a detailed appraisal of the key centres was undertaken.

8.8.32 Rochdale Safer Communities Strategy (BP 215): is a three year strategy which is required to reduce crime, disorder and drug use. This will guide the Council and its partners in tackling issues and areas of concern relating to crime and disorder and improve the quality of life in the borough by addressing associated drug and alcohol misuse. Whilst the strategy will need regular review during the life of the Core Strategy the basic thrust is unlikely to change given the high priority that the community strategy affords to dealing with crime and safety. The strategy deals with a broad range of issues beyond spatial planning but the LDF will have an important role to play in providing policies and guidance for:

- Design and maintenance of new development and the public realm to improve safety and security;
- Policies to control bad neighbour uses and activities (e.g. Impact of noise, traffic, pollution);
- Transport and transport management policies;
- Better quality recreational open space and built facilities;
- Good quality accessible health and community facilities and jobs.

The partnership will play a supporting role in the new developments at Kingsway and the town centre regeneration to achieve a vision of the borough as a vibrant and attractive place for people to live, work in

and visit. They aim to see flourishing communities with residents engaged in preventing and tackling crime and anti-social behaviour.

8.8.33 Rochdale Strategic Housing Land Availability Assessment (SHLAA) (BP 209): is a key component of the evidence base which supports the delivery of sufficient land for new homes. The SHLAA reflects the position of the housing land supply in the borough as at 1ˢᵗ April 2009. The assessment provides a robust evidence base for the Core Strategy, which will guide the level of house building required and where it should be focussed up to 2026.

The assessment identifies sites with potential for housing, assesses what potential they have and determines when they are likely to be developed. As many sites as possible with potential for housing have been identified. The assessment has identified specific sites for at least the first ten years of the development plan. Broad locations have been identified to form the list of potential sites for the later stages of the development plan period. The SHLAA does not determine whether a site should be allocated for housing development in the Core Strategy nor is it an indication that planning permission will be granted for residential development on any identified sites. (For more information please see section 5.2 of this paper)

8.8.34 Rochdale Transport Strategy (BP 245): provides a framework to guide the development of transport improvements across the borough until 2026. It identifies priority schemes and projects that are deliverable and that enable the Council and its partners to achieve their economic, social, regeneration and environmental objectives.

The transport strategy primarily supports the Local Development Framework and local transport plan. It also includes projects that deliver the initiatives of other local and sub-regional strategies as well as the transport and network management policies in the North West Regional Spatial Strategy. In addition, to address the demand for moving goods and people the document encompasses the transporting of information.

The documents sets out an action plan to deliver the borough's transport priorities linking them to a vision, objectives and challenges for the Council and its partners. The action plan aims to deliver an affordable, sustainable and effective transport network serving community needs by enhancing strategic and cross-borough links. This will provide coherence, better connectivity and it will support the local economy. It will depend on good, close working relationships with partner agencies, transport providers and developers taking both public and private investment opportunities.

8.8.35 Rochdale Visitor Strategy (BP 212): Rochdale borough has a strong tourism offer, and while the sector makes a significant contribution to the local economy, it is recognised there is still great potential for growth and currently the borough fails to realise its true potential. A key challenge is to make the most of the borough's natural assets, and to promote a positive image of the area as vital to the growth of our visitor economy. The Strategy reflects national and regional visitor strategies which are focussed on the growth in value of the visitor economy.

Five key themes are considered essential for tourism development in the borough and form the basis of the strategy:
- Product development; by developing new attractions, upgrading existing ones, and improving quality, the borough will have a better all-round visitor offer;
- Image, marketing and communications; communicating positive aspirations for the borough will raise its profile externally;
- Tourism infrastructure; both the physical environment and the human infrastructure will be looked at in order to develop and sustain a successful visitor offer;
- Visitor information; we must continuously monitor visitor needs to provide them with the information they require in the medium they prefer. This will be in accordance with the NWDA Visitor Information Strategy;
- Research and market intelligence; the quality and quantity of data available will be increased in order to reflect more accurately how we are meeting our aspirations and in order to inform decision making in tourism development.

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

9.   Background – Local Development Framework

As part of work that has been completed on the Core Strategy so far, the following supplementary planning documents have been produced on specific topic areas. Below is a list of the titles that have currently been produced along with the aim of each document.

More information and where these documents can be found is given in Appendix 2 'References' of this Background Paper.

9.1   Affordable Housing (March 2008) (BP 216)
'To provide for the affordable housing needs of Rochdale Borough as part of creating mixed and balanced communities'.

9.2   Biodiversity and Development (January 2008) (BP 218)
"To ensure that no net loss of ecological interest or assets occurs and that opportunities to enhance such interest are incorporated within development proposals where possible".

9.3   East Central Rochdale Framework (May 2008) (BP 224)
"To create a sustainable, high quality, mixed use neighbourhood that offers choice in terms of property type and tenure and provides an attractive, vibrant and diverse community where people want to live".

9.4   Energy and New Development (May 2008) (BP 225)
"To give detailed advice on how new developments can be constructed, designed and laid out to maximise energy efficiency…To set out specific requirements for new developments in terms of energy efficiency and the use of renewables"

9.5   Oldham and Rochdale Public Realm Design Guide (September 2007), Oldham and Rochdale Residential Design Guide SPD (September 2007) and Oldham and Rochdale Urban Design guide SPD (September 2007) (BP 228, 229,230)
"To provide clear guidance to everyone involved in development (including architects, designers, public and private sector developers, house builders and engineers) on the quality of design expected by both Boroughs".

9.6   Provision of Recreational Open Space in Hew Housing (March 2008) (BP 231)
"To expand upon and provide further detail in respect of the requirements of policy H/6 from the Unitary Development Plan (BP 190) "Provision of recreational open space in new housing development".

9.7   Rochdale Town Centre East Area Framework (December 2007) (BP 234)
"To achieve the comprehensive redevelopment of the east central part of Rochdale town centre in a way that successfully integrates with the existing centre to create a vibrant and attractive town centre that meets the needs and aspirations of those who live, work, shop in or visit Rochdale".

9.8   Travel Planning and New Development (draft) (February 2009) (BP 236)
"To offer practical guidance to deliver workplace, residential and school travel plans".

Appendix 1. Housing Trajectory from the Strategic Housing Land Availability Assessment

	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26
Actual Net Completions	119	58	350	129	418	382																	
Projected Net Completions							400	534	534	534	534	953	931	931	931	931	394	394	394	394	394	361	361
Annual Requirement in RSS (adjusted to take account of poor performance)	400	400	400	400	400	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450
Annual requirement taking account of past / projected completions (from 03/04)	400	681	1023	1294	1276	1344	1394	1310	1226	1142	1058	555	74	-407	-888	-1369	-1313	-1257	-1201	-1145	-1089	-1000	-911

Appendix 2. 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 in intends to take in pursuit of the objectives.

Biodiversity - The range of life forms which constitute the living world, from microscopic organs 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 suns 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 polices 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.

Appendix 3 Web links for organisations referred to in the Background Paper

Association of Greater Manchester Authorities	www.agma.gov.uk
Audit Commission	www.audit-commission.gov.uk/Pages/default.aspx
Communities and Local Government	www.communities.gov.uk
Department for Transport	www.dft.gov.uk
Department of Environment, Food and Rural Affairs	www.defra.gov.uk
Economic Commission for Greater Manchester	www.manchester-enterprises.com/
Environment Agency	www.environment-agency.gov.uk
Greater Manchester Archaeological Unit	www.gmau.manchester.ac.uk/
Greater Manchester Ecology Unit	www.tameside.gov.uk/ecologyunit
Greater Manchester Geological Unit	www.gmgu.org.uk/
Greater Manchester Public Transport Executive	www.gmpte.com
Homes and Community Agency	www.homesandcommunities.co.uk
Improvement and Development Agency	www.idea.gov.uk
Land registry	www.landregistry.gov.uk
Natural England	www.naturalengland.org.uk
Neighbourhood Statistics	www.neighbourhood.statistics.gov.uk
NOMIS	www.nomisweb.co.uk
North West Development Agency	www.nwda.co.uk
Northern Rail	www.northerrail.org
Office of National Statistics	www.statistics.gov.uk
Office of the Rail Regulator	www.rail-reg.gov.uk/
Planning Advisory Service	www.pas.gov.uk/pas/core/page.do?pageId=1
Stats and Maps	www.statsandmaps.org.uk/statsandmaps/

Appendix 4. References

Where available, electronic and paper copies of documents and GIS mapping layers are available upon request at the Strategic Planning Offices. Please contact a member of the team on 01706 924210 or at ldf@rochdale.gov.uk

Links to websites that are provided were correct at the time of printing and subsequent versions of the Background Paper will update the following tables as the Core Strategy progresses.

The following documents are listed alphabetically within each section.

International and European

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 1	Air Quality Framework Directive 96/62/EC (2008)	http://ec.europa.eu/environment/air/quality/legislation/existing_leg.htm	×
BP 2	Communication of the European Commission to the Council and to the Parliament on a European Community Biodiversity Strategy	http://biodiversity-chm.eea.europa.eu/convention/cbd_ec/F1067953781/1089725249/download	✓
BP 3	EU Sixth Environmental Action Plan (2002-2012)	http://ec.europa.eu/environment/newprg/intro.htm	×
BP 4	EU Sustainable Development Strategy (2009)	http://ec.europa.eu/environment/eussd/	×
BP 5	EU Water Framework Directive (2000)	http://ec.europa.eu/environment/water/water-framework/index_en.html	×
BP 6	Kyoto Protocol to the United Nations Framework Convention on Climate Change (United Nations, 1998)	http://unfccc.int/resource/docs/convkp/kpeng.pdf	✓

National

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 7	Active People Survey (Sport England, 2009)	http://www.sportengland.org/research/active_people_survey/active_people_survey_3.aspx?sortBy=alpha&pageNum=1	✓
BP 8	Air Quality Strategy For England, Scotland, Wales And Northern Ireland (2007)	http://www.defra.gov.uk/environment/airquality/strategy/pdf/air-qualitystrategy-vol1.pdf	✓
BP 9	Air Transport White Paper Progress Report (2006)	http://www.dft.gov.uk/about/strategy/whitepapers/air/aviationprogressreportsection/	×
BP 10	Barker Review Of Land Use Planning (2006)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/154265.pdf	✓
BP 11	Building for Life standards – 'a better place to live' (CABE/Home Builders Federation)	http://www.cabe.org.uk/files/building-for-life-standard-a-better-place-to-live.pdf	✓
BP 12	By Design – Urban Design in the Planning System – Towards Better Practice (CABE, 2000)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/158490.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 13	Carbon Budgets Fact Sheet (HM Government, 2009)	http://www.decc.gov.uk/en/content/cms/news/pn081/pn081.aspx	✓
BP 14	Climate Change and the Historic Environment (English Heritage)	http://www.english-heritage.org.uk/upload/pdf/Climate_Change_and_the_Historic_Environment_2008.pdf?1250498246	✓
BP 15	Climate Change: the UK Programme (HM Government, 2006)	http://www.defra.gov.uk/environment/climatechange/uk/ukccp/pdf/ukccp06-all.pdf	✓
BP 16	Code For Sustainable Homes: A Step Change In Sustainable Home Building Practice (DCLG, December 2006)	http://www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf	✓
BP 17	Code for Sustainable Homes: Setting the Standard in Sustainability for New Homes (DCLG, February 2008)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/codesustainhomesstandard.pdf	✓
BP 18	Community Energy: Urban Planning for a Low Carbon Future (Town and Country Planning Association, 2008)	http://www.chpa.co.uk/news/reports_pubs/Community%20Energy-%20Urban%20Planning%20For%20A%20Low%20Carbon%20Future.pdf	✓
BP 19	The Community Infrastructure Levy (DCLG, 2008)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/communityinfrastructurelevy.pdf	✓
BP 20	Compulsory Purchase And The Crichel Down Rules (ODPM Circular 06/04)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/142928.pdf	✓
BP 21	Compulsory Purchase Orders (ODPM Circular 02/03)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/156360.pdf	✓
BP 22	Conservation Principles: Policies And Guidance (English Heritage, April 2008)	http://www.english-heritage.org.uk/upload/pdf/Conservation_Principles_Policies_and_Guidance_April08_Web.pdf?1248259246	✓
BP 23	The Conservation (Natural Habitats & c) Regulations, 1994 Statutory Instrument 1994 no:2716	http://www.opsi.gov.uk/si/si1994/uksi_19942716_en_1.htm	×
BP 24	Core Strategy Policy Examples of the Promotion of Sport and Active Recreation (Sport England, 2008)	http://www.sportengland.org/facilities__planning/idoc.ashx?docid=e475fd1a-16ab-44a8-8fa6-058b6989dcad&version=-1	✓
BP 25	Delivering A Sustainable Railway (Department for Transport, 2007)	http://www.dft.gov.uk/about/strategy/whitepapers/whitepapercm7176/	✓
BP 26	Diabetes and Deprivation: The Facts (IDEA, 2009)	http://www.idea.gov.uk/idk/core/page.do?pageId=13000756	×
BP 27	The Eddington Transport Study – Executive Summary (Sir Rod Eddington, December 2006)	http://www.dft.gov.uk/adobepdf/187604/206711/executivesummary.pdf	✓
BP 28	Forestry Act 1967 (Chapter 10)	http://www.opsi.gov.uk/RevisedStatutes/Acts/ukpga/1967/cukpga_19670010_en_1	×
BP 29	General Quality Assessment of Rivers – Biology (Environment Agency)	http://www.environment-agency.gov.uk/static/documents/Research/bio_method_09_03_559881.pdf	✓
BP 30	Good Practice Guide on Planning for Tourism (DCLG, 2006)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/151753.pdf	✓
BP 31	Guidance on Transport Assessments (Department for Transport, March 2007)	http://www.dft.gov.uk/adobepdf/165237/202657/guidanceontapdf	✓
BP 32	Guidance on Local Transport Plans (Department for Transport, July 2009)	http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf	✓
BP 33	Hedgerows Regulations 1997, Statutory Instrument 1997 No. 1160	http://www.opsi.gov.uk/si/si1997/19971160.htm	×

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 34	Heritage at Risk Register (English Heritage, 2009)	http://www.english-heritage.org.uk/upload/pdf/190609north_west_2009_har_register.pdf	✓
BP 35	Homes For The Future: More Affordable, More Sustainable - Housing Green Paper (2007)	http://www.communities.gov.uk/publications/housing/homesforfuture	✓
BP 36	How to do Local Economic Assessments – Consultation Draft (IDEA, 2009)	http://www.pas.gov.uk/pas/aio/124922	✓
BP 37	Index of Multiple Deprivation 2007 (DCLG)	http://www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/	✓
BP 38	Inland Waterways: Unlocking the potential and securing the potential of inland waterways through the planning system (TCPA and British Waterways, 2009)	http://www.tcpa.org.uk/data/files/waterways.pdf	✓
BP 39	Land Use Planning and Public Transport (GMPTE)	http://www.gmpte.com/upload/library/Land_Use_Planning_Guide.pdf	✓
BP 40	Local Economic Assessments: Draft Statutory Guidance (DCLG, 2009)	http://www.communities.gov.uk/documents/localgovernment/pdf/1314939.pdf	✓
BP 41	Local Improvement Finance Trust information	http://www.dh.gov.uk/en/Procurementandproposals/Publicprivatepartnership/NHSLIFT/DH_091676	×
BP 42	Low Emissions Strategies – using the planning system to reduce transport emissions: Good practice guidance (Consultation draft) (Beacons Low Emissions Strategies Group, June 2008)	http://www.cenex.co.uk/uploaded-documents/LES_consultation_Draft.pdf	✓
BP 43	Making Design Policy Work – How To Deliver Good Design Through Your Local Development Framework (CABE, June 2005)	http://www.cabe.org.uk/files/making-design-policy-work.pdf	✓
BP 44	Making Residential Travel Plans Work (Department for Transport, June 2007)	http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/	✓
BP 45	Meeting the Challenge – A White Paper on Energy (HM Government, 2007)	http://www.berr.gov.uk/files/file39387.pdf	✓
BP 46	National and Regional Guidelines for Aggregates Provision in England: 2001-2016	http://www.communities.gov.uk/archived/general-content/planningandbuilding/guidelinesaggregates2016/	×
BP 47	Natural Environment and Rural Communities Act 2006 – Section 40 'Duty to conserve biodiversity'	http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060016_en.pdf	✓
BP 48	The NHS Plan: A Plan for Investment, A Plan for Reform (NHS, 2000)	http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/documents/digitalasset/dh_4055783.pdf	✓
BP 49	NOMIS (Statistical information provided by the Office for National Statistics)	http://www.nomisweb.co.uk/reports/lmp/la/2038432045/report.aspx	×
BP 50	The Nottingham Declaration on Climate Change (The Energy Trust, November 2007)	http://www.energysavingtrust.org.uk/nottingham/Nottingham-Declaration/Why-Sign/Request-an-Information-Pack	✓
BP 51	Place Survey 2008, England (DCLG, 2009)	http://www.communities.gov.uk/documents/statistics/pdf/1326142.pdf	✓
BP 52	Placemaking (Resource for Urban Design Information)	http://www.rudi.net/files/placemaking-web-lo.pdf	✓
BP 53	Planning and Compulsory Purchase Act 2004	http://www.opsi.gov.uk/acts/acts2004/pdf/ukpga_20040005_en.pdf	✓
BP 54	Planning For A Sustainable Future White Paper (2007)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningsustainablefuture.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 55	Planning for Healthy Communities (Planning Advisory Service, 2007)	http://www.pas.gov.uk/pas/core/page.do?pageId=38284	×
BP 56	Planning Obligations (ODPM Circular 05/2005)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147537.pdf	✓
BP 57	Progress Report on Gypsy and Traveller Policy (DCLG, 2009)	http://www.communities.gov.uk/documents/housing/doc/1302771	✓
BP 58	Public Art and the Planning System and Process in England (Ixia, 2007)	http://www.ixia-info.com/wp-content/uploads/2008/12/ixiaspdguidancejuly07.pdf	✓
BP 59	Rising to the Challenge: a climate change action plan for England's North West 2007-2009	http://www.nwda.co.uk/pdf/climatechange.pdf	✓
BP 60	The Rural Development Programme for England 2007-2013 (DEFRA)	http://www.defra.gov.uk/rural/documents/rdpe/rdpe-sum.pdf	✓
BP 61	Securing The Future: Delivering the UK Sustainable Development Strategy (2005)	http://www.eef.org.uk/NR/rdonlyres/03353840-647F-40A7-88A7-FADD7C511661/3524/Exec20Sumsecuringthefuture.pdf	✓
BP 62	Smarter Choices – Changing the Way We Travel (Department for Transport, June 2005)	http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/	×
BP 63	The Stern Review Of Economics of Climate Change – Executive Summary (2006)	http://www.hm-treasury.gov.uk/sternreview_index.htm	✓
BP 64	Sustainability Appraisal For Regional Spatial Strategies And Local Development Documents Consultation Paper (ODPM, November 2005)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/142520.pdf	✓
BP 65	Sustainable Communities: People, Places And Prosperity (HM Government, 2005)	http://www.communities.gov.uk/archived/publications/corporate/peopleplacesprosperity	✓
BP 66	Tree Preservation Orders: A Guide to the Law and Good Practice	http://www.communities.gov.uk/documents/planningandbuilding/pdf/tposguide.pdf	×
BP 67	Towards a Sustainable Transport System Supporting Economic Growth in a Low Carbon World (Department for Transport, October 2007)	http://www.dft.gov.uk/about/strategy/transportstrategy/pdfsustaintranssystem.pdf	✓
BP 68	Towards Broad Areas for Renewable Energy Development (ARUP on behalf of 4NW, 2008)	http://www.4nw.org.uk/assets/_files/documents/nov_08/ps__1225881712_Towards_Broad_Areas_for_Renewa.pdf	✓
BP 69	UK Climate Change Projections 2009 (UKCIP)	http://ukclimateprojections.defra.gov.uk/content/view/824/517/	×
BP 70	The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (OPSI, 2009)	http://www.decc.gov.uk/en/content/cms/publications/lc_trans_plan/lc_trans_plan.aspx	✓
BP 71	Waste Strategy for England (DEFRA, 2007)	http://www.official-documents.gov.uk/document/cm70/7086/7086.pdf	✓

Relevant Planning Policy Statements and Guidance (ordered by number)

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 72	Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf	✓
BP 73	Planning Policy Statement – Planning and Climate Change (supplement to Planning Policy Statement 1) (DCLG, 2007)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/153119.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 74	Planning Policy Guidance 2 – Green Belts (ODPM, 1995)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf	✓
BP 75	Planning Policy Statement 3 – Housing (DCLG, 2006)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf	✓
BP 76	Planning Policy Guidance 4 – Industrial, Commercial Development and Small Firms (ODPM)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg4.pdf	✓
BP 77	Consultation Paper on a New Planning Policy Statement 4 – Planning for Prosperous Economies (DCLG, 2009)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/consultationeconomicpps.pdf	✓
BP 78	Planning Policy Statement 6 – Planning for Town Centres (ODPM, 2005)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147399.pdf	✓
BP 79	Planning Policy Statement 7 – Sustainable Development in Rural Areas (ODPM, 2004)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147402.pdf	✓
BP 80	Planning Policy Statement 9 – Biodiversity and Geological Conservation (ODPM, 2005)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf	✓
BP 81	Planning Policy Statement 10 – Planning for Sustainable Waste Management (ODPM, 2005)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf	✓
BP 82	Planning Policy Statement 11 – Regional Spatial Strategies (ODPM, 2004)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147423.pdf	✓
BP 83	Planning Policy Statement 12 – Local Spatial Planning (DCLG, 2008)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf	✓
BP 84	Planning Policy guidance 13 – Transport (ODPM, 2001)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf	✓
BP 85	Planning Policy Guidance 15 – Planning and the Historic Environment (DoE, 1994)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/142838.pdf	✓
BP 86	Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation (ODPM)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf	✓
BP 87	Planning Policy Statement 22 – Renewable Energy (ODPM, 2004)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf	✓
BP 88	Planning Policy Statement 23 – Development and Flood Risk (ODPM, 2004)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf	✓
BP 89	Planning Policy Statement 25 – Development and Flood Risk (DCLG, 2006)	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf	✓

North West

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 90	Action For Sustainability (NWRA, 2004)	http://www.nwda.co.uk/publications/business/action-for-sustainability-prog.aspx	✓
BP 91	Building a Better Future – North West Sustainability Checklist for Developments (4NW)	http://www.northwesteip.co.uk/downloads/documents/20061102163101.pdf	✓
BP 92	Climate Change in the North West and its Impacts (Sustainability Northwest, March 2005)	http://www.climatechangenorthwest.co.uk/assets/_files/documents/jan_09/cli__1231759907_Climate_change_in_the_Northwes.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 93	Delivering sustainable Housing in the North West –An advice note (NWRA, NWDEA, January 2008)	http://www.climatechangenorthwest.co.uk/assets/_files/documents/nov_08/cli__1227885735_Sustainable_Housing_NW.pdf	✓
BP 94	Local Futures Place Profiles (NWDA, 2009)	http://www.nwriu.co.uk/researchprogramme/2755.aspx?dm_i=1G3,1K5I,LEMXP,4SIK,1	×
BP 95	Moving Forward: The Northern Way (Northern Way Steering Group, 2004)	http://www.thenorthernway.co.uk/downloaddoc.asp?id=419	✓
BP 96	Moving Forward: The Northern Way – Action Plan, Progress Report (Northern Way Steering Group, 2005)	http://www.thenorthernway.co.uk/downloaddoc.asp?id=45	✓
BP 97	North West Best Practice Design Guide (4NW)	http://www.nwrpb.org.uk/documents/?page_id=4&category_id=105	×
BP 98	The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)	http://www.gos.gov.uk/497468/docs/248821/457370/RSSfull	✓
BP 99	The North West Regional Development Agency Sustainability Standard (2007)	http://syntasso.sbnw.co.uk/Uploaded_Documents/NWDASustainableBuildingsPolicy.pdf	✓
BP 100	North West Regional Economic Strategy 2006 (NWDA, 2006)	http://www.nwda.co.uk/publications/strategy/regional-economic-strategy-200.aspx	✓
BP 101	The North West Regional Rural Delivery Framework (GONW, April 2006)	http://www.gos.gov.uk/497468/docs/276882/400859	✓
BP 102	North West Sustainable Energy Strategy (Various, 2006)	http://www.climatechangenorthwest.co.uk/assets/_files/documents/jun_07/cli__1181140886_North_West_Sustainable_Energy_.pdf	✓
BP 103	Rising to the Challenge: A Climate Change Action Plan for England's Northwest 2007-09 (NWDA)	http://www.nwda.co.uk/pdf/climatechange.pdf	✓
BP 104	Submitted Draft North West Plan Partial Review (4NW, July 2009)	http://www.northwestplanpartialreview.org.uk/downloads/Sustainability_Appraisal/4NW%20Partial%20Review.pdf	✓
BP 105	UK Climate Impacts Programme	http://www.ukcip.org.uk/	×
BP 106	A Waste Strategy for the North West: The Challenge Ahead (Axis, 2004)	http://www.nwrpb.org.uk/downloads/documents/imported/rp_vZsz_Exec_Report_-_Banks_Foundation.pdf	✓

Greater Manchester

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 107	An Ecological Framework for Greater Manchester (AGMA, 2009)	Currently unavailable online	✓
BP 108	Demand for employment land in Greater Manchester (AGMA)	http://www.agma.gov.uk/ccm/cms-service/stream/asset/?asset_id=1086010	×
BP 109	Greater Manchester Air Quality Action Plan Progress Report (2007-2008)	http://www.gmltp.co.uk/pdfs/2008/Greater_Manchester_Air_Quality_Action_Plan_Progress_Repo.pdf	✓
BP 110	Greater Manchester Biodiversity Action Plan	http://www.ukbap.org.uk/lbap.aspx?id=437	×
BP 111	Greater Manchester Derelict Land Strategy (AGMA, 2002)	Currently unavailable online	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 112	Greater Manchester Economic Development Plan 2004/5 – 2006/7	http://www.manchester-enterprises.com/documents/ME%20Economic%20Development%20Plan.pdf	✓
BP 113	Greater Manchester Employment Land Position Statement – Final Report (AGMA, August 2009)	Currently unavailable online	✓
BP 114	Greater Manchester Forecasting Model	Currently unavailable online	✓
BP 115	Greater Manchester Joint Waste Development Plan Document	http://www.gmwastedpd.co.uk/coredocs.html	✓
BP 116	Greater Manchester Rural Economic Baseline (EDAW)	http://www.manchester-enterprises.com/rural/Executive%20summary.pdf	✓
BP 117	Greater Manchester Strategic Flood Risk Assessment Level 1 (AGMA, 2008)	Currently unavailable online. On disc and as a GIS layer . Flood risk info http://www.agma.gov.uk/ccm/agma/ResandInt/SFRA.en	✓
BP 118	Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008)	http://www.agma.gov.uk/ccm/cms-service/stream/asset/?asset_id=2100006	✓
BP 119	Greater Manchester Transport Fund (in momentum magazine, issue 1, September 2009)	http://www.gmpte.com/upload/library/momentum_issue1.pdf	✓
BP 120	Greater Manchester Waste Needs Assessment (GMGU, 2007)	http://www.gmwastedpd.co.uk/docs/N-Assessment.pdf	✓
BP 121	Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester 2007/8 (Arc4, 2008)	http://www.northwestplanpartialreview.org.uk/downloads/gtaa/AGMA%20G&T%20FINAL%20REPORT%20June%202008%20Final.pdf	
BP 122	Making Housing Count In The Manchester City Region (2007)	http://www.agma.gov.uk/ccm/cms-service/stream/asset/?asset_id=1719016	✓
BP 123	The Manchester City Region Development Programme - Accelerating the Economic Growth of the North (2006)	http://www.manchester-enterprises.com/documents/CRDP%202006%20Full%20Report.pdf	✓
BP 124	Manchester City Region Sub-Regional Action Plan 2008-2011 (Manchester Enterprises, 2007)	Currently unavailable online	✓
BP 125	Manchester Hub – objectives, options and next steps (The Northern Way, 2007)	http://www.thenorthernway.co.uk/displaypagedoc.asp?id=573	✓
BP 126	Manchester Independent Economic Review	http://www.manchester-review.org.uk/projects/view/?id=720	✓
BP 127	On the Edge? Perceptions of Greater Manchester's Rural and Fringe Communities (GM Rural Resource Unit)	http://www.gmcvo.org.uk/files/OntheEdge.pdf	✓
BP 128	Prosperity for All: Greater Manchester Strategy (AGMA, August 2009)	http://www.agma.gov.uk/ccm/cms-service/stream/asset/?asset_id=2355003	✓
BP 129	The Second Greater Manchester Local Transport Plan (LTP2)	http://www.gmltp.co.uk/pdfs/2006/GMLTP2.pdf	✓
BP 130	Towards a Green Infrastructure Framework for Greater Manchester (TEP, 2008)	http://www.greeninfrastructurenw.co.uk/resources/1547.058_Final_Report_September_2008.pdf	✓
BP 131	Transport Corridor Partnerships	http://www.gmltp.co.uk/gmltp2_html/section_113143726816.html	✗

Local

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 132	Best for Health: Healthy Futures Information	http://www.bestforhealth.nhs.uk/	×
BP 133	Bury, Rochdale and Oldham Strategic Flood Risk Assessment	Currently unavailable online	×
BP 134	Children and Young Peoples Plan Refresh version – July 2008-March 2010 (Rochdale Borough's Children's Trust)	http://www.rochdale.gov.uk/pdf/2008-05-06-Children-&-Young-People-Plan-Refresh-v2.pdf	✓
BP 135	ELR 2020 – Development Strategy (East Lancashire Railway Trust, June 2009)	http://www.bury.gov.uk/NR/rdonlyres/7490FA54-BC9F-4423-9461-39BB4DF50678/0/ELRTrust2020DevStrategy050609web.pdf	✓
BP 136	Employment Land Availability Data	Recorded in the Annual Monitoring Report	✓
BP 137	Green Space Audit of Rochdale Borough	Currently unavailable online. Database and GIS layers maintained by Strategic Planning team.	✓
BP 138	Guidelines and Standards for Residential Development (RMBC, 1995)	http://www.rochdale.gov.uk/PDF/2009_04_15_Guidelines_Standards_for_Residential_Development.pdf	✓
BP 139	Guidelines for Shop fronts and Associated Advertisements (RMBC, 1995)	Currently unavailable online	✓
BP 140	Heywood Distribution Park Simplified Planning Zone Scheme (RMBC, 2009)	http://www.rochdale.gov.uk/PDF/2009-09-02_Heywood_SPZ_Scheme.pdf	✓
BP 141	Habitat Survey and Sites of Biological Importance	Currently unavailable online. Database maintained by Strategic Planning team.	✓
BP 142	Heywood Township Action Plan 2009/10 – 2011/12	Currently unavailable online	✓
BP 143	Heywood Vision & Strategic Framework (Heywood NDC)	http://www.pridepartnership.co.uk/pdf/Heywood_Vision.pdf	✓
BP 144	Household forecasts for Rochdale borough with an ethnic group dimension (CSSR, February 2006)	http://www.ccsr.ac.uk/research/documents/HouseholdForecastsforRochdaleReport.pdf	✓
BP 145	Increasing Life Chances and Opportunities: Rochdale Borough's Local Area Agreement Submission to GONW April 2007-March 2010	http://www.pridepartnership.co.uk/Upload/154059-19122007--Local%20Area%20Agreement%20-%20Rochdale%20Borough.pdf	✓
BP 146	Joint Strategic Needs Assessment: the Health and Wellbeing of Older People in Rochdale Borough (March 2008)	Currently unavailable online	✓
BP 147	Joint Strategic Needs Assessment: the Health and Wellbeing of the 3% Most Deprived Lower Super Output Areas in Rochdale Borough (March 2008)	Currently unavailable online	✓
BP 148	Littleborough Town Design Statement (Littleborough Civic Trust, 2005)	Currently unavailable online	✓
BP 149	Local Area Agreement – Rochdale borough 2008-2011 (Pride Partnership)	http://www.pridepartnership.co.uk/pdf/Aug08/LAA%202008-2011_Refresh_2008-09.pdf	✓
BP 150	Local Futures District Profile: A Business and Enterprise Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Business_and_Enterprise_Profile_Rochdale.pdf	✓
BP 151	Local Futures District Profile: A Commercial Floorspace Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Commercial_Floorspace_Profile_Rochdale.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 152	Local Futures District Profile: A Crime Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Crime_Profile_Rochdale.pdf	✓
BP 153	Local Futures District Profile: A Deprivation Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Deprivation_Profile_Rochdale.pdf	✓
BP 154	Local Futures District Profile: A Health Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Health_Profile_Rochdale.pdf	✓
BP 155	Local Futures District Profile: A Household Structure Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Prosperity_Profile_Rochdale.pdf	✓
BP 156	Local Futures District Profile: A Housing Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Housing_Profile_Rochdale.pdf	✓
BP 157	Local Futures District Profile: A Labour Market Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Labour_Market_Profile_Rochdale.pdf	✓
BP 158	Local Futures District Profile: A Migration and Change Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Migration_and_Change_Profile_Rochdale.pdf	✓
BP 159	Local Futures District Profile: A Prosperity Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Households__Profile_Rochdale.pdf	✓
BP 160	Local Futures District Profile: A Skills and Qualifications Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Skills_and_Qualifications_Profile_Rochdale.pdf	✓
BP 161	Local Futures District Profile: A Transport and Connectivity Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Transport_and_Connectivity_Profile_Rochdale.pdf	✓
BP 162	Local Futures District Profile: An Age Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Age_Profile_Rochdale.pd	✓
BP 163	Local Futures District Profile: An Amenities Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Amenities_Profile_Rochdale.pdf	✓
BP 164	Local Futures District Profile: An Economic Performance Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Economic_Performance_Profile_Rochdale.pdf	✓
BP 165	Local Futures District Profile: An Environment Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Environment_Profile_Rochdale.pdf	✓
BP 166	Local Futures District Profile: An Ethnicity Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Ethnicity__Profile_Rochdale.pdf	✓
BP 167	Local Futures District Profile: An Industrial Structure Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Industrial_Structure_Profile_Rochdale.pdf	✓
BP 168	Local Futures District Profile: An Occupations Profile of Rochdale	http://www.nwriu.co.uk/researchprogramme/documents/Occupations_Profile_Rochdale.pdf	✓
BP 169	Middleton Town Centre Spatial Masterplan	http://www.rochdale.gov.uk/PDF/middleton_masterplan.pdf	✓
BP 170	Middleton Township Plan 2009-2011	Currently unavailable online	✓
BP 171	National Land Use Database (Maintained by Strategic Planning, RMBC)	Currently unavailable online. GIS layer and database. Updated annually to reflect the position as at April 1st for each year.	✓
BP 172	Neighbourhood and Area Renewal Fund Information (RMBC)	http://www.rochdale.gov.uk/environment_and_planning/regeneration/regeneration_projects/neighbourhood_renewal.aspx	✗

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 173	North East of Greater Manchester – proposed LIFT centres	Currently unavailable online	✓
BP 174	Oldham and Rochdale Economic and Skills Alliance: 10 year strategy (ORESA, 2007)	http://www.oresa.org.uk/ORESA_Strategy_07.pdf	✓
BP 175	Oldham and Rochdale Housing Market Renewal Pathfinder Information	http://www.oldhamrochdalehmr.co.uk/	×
BP 176	Oldham Rochdale HMR Pathfinder Heritage Assessment Final Report for Rochdale (September 2006)	Currently unavailable online	✓
BP 177	Pennine Edge Forest Information	http://www.pennineedgeforest.org.uk/	×
BP 178	Pennine Prospects Information	http://www.pennineprospects.co.uk/	×
BP 179	Pennines Township Plan 2008-2011	Currently unavailable online	✓
BP 180	A Play and Free Time Strategy for the Borough of Rochdale 2007-2012 (RMBC)	Currently unavailable online	✓
BP 181	Public Health Annual Report 2008 for the borough of Rochdale: Joint Strategic Needs Assessment of like expectancy (May 2008)	http://www.hmr.nhs.uk/userfiles/documents/Annual%20Reports/5-386.pdf	✓
BP 182	Rochdale Borough Community Cohesion Strategy 2007-2010	Currently unavailable online. Hard copy in the Strategic Planning office.	✓
BP 183	Rochdale Borough Cultural Forum 2009 – Overview Report	Currently unavailable online. Hard copy in the Strategic Planning office.	✓
BP 184	Rochdale Borough Profile 2009	Currently unavailable online	✓
BP 185	Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005)	http://www.rochdale.gov.uk/pdf/2006-11-23_Rochdale_Masterplan_v1.pdf	✓
BP 186	Rochdale Borough Renaissance Masterplan Refresh– Final Draft (RMBC, 2009)	Currently unavailable online	✓
BP 187	Rochdale Borough Strategy for Older People 2005-2009 (Rochdale Borough LLSP)	http://www.rochdale.gov.uk/PDF/2007-06-05-Rochdale-Borough-Strategy-for-Older-People.pdf	✓
BP 188	Rochdale Borough Supporting People Strategy 2008-2011 (RMBC)	http://www.spkweb.org.uk/NR/rdonlyres/754C9372-5EE2-4474-A8A0-997F1BC0EA12/15719/Supportingpeople3yearstrategyfinalversion.rtf	✓
BP 189	Rochdale Borough Townships Profile 2008 (RMBC)	http://www.statsandmaps.org.uk/Research_Reports/Townships_Profile_2008.pdf	✓
BP 190	Rochdale Borough Unitary Development Plan (Adopted June 2006)	http://www.cartoplus.co.uk/rochdale/	✓
BP 191	Rochdale Canal Corridor Regeneration Strategy	Currently unavailable online	×
BP 192	Rochdale Health Profile (NHS, 2007)	http://www.apho.org.uk/resource/view.aspx?RID=51446	✓
BP 193	Rochdale MBC - 'Aiming High' – The Strategic Plan for Rochdale Borough 2007-2010	http://www.rochdale.gov.uk/PDF/2008-04-17-Aiming-High-all.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 194	Rochdale MBC Air Quality Local Strategy and Action Plan	Currently unavailable online	✓
BP 195	Rochdale MBC Building Schools for the Future	http://www.rochdale.gov.uk/education_and_learning/schools_and_colleges/building_schools_for_the_futur.aspx	×
BP 196	Rochdale MBC Contaminated Land Strategy (and the redevelopment of brown field land)	http://www.rochdale.gov.uk/council_and_democracy/policies_and_plans/contaminated_land_strategy.aspx	✓
BP 197	Rochdale MBC Cultural Strategy (2003-2008)	http://www.pridepartnership.co.uk/pdf/cultural_strategy_03-08.pdf	✓
BP 198	Rochdale MBC Economic Strategy (Rochdale Borough Economic Partnership, 2008)	http://www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf	✓
BP 199	Rochdale MBC Employment Land Study (2008)	Currently unavailable online	✓
BP 200	Rochdale MBC Final Draft Masterplan Refresh	Currently unavailable online	✓
BP 201	Rochdale MBC Health and Well Being Strategy 2009-2011 (2008)	Currently unavailable online	✓
BP 202	Rochdale MBC Heritage at Risk register	Currently unavailable online	✓
BP 203	Rochdale MBC Housing Needs Study Update (2007)	Currently unavailable online	✓
BP 204	Rochdale MBC Housing Strategy 2006 - 2010	http://www.rochdale.gov.uk/PDF/2008-08-06_Housing_Strategy_v2.pdf	✓
BP 205	Rochdale MBC Movement and Accessibility Study (July 2009)	Currently unavailable online	✓
BP 206	Rochdale MBC Primary Capital Programme – Strategy for Change Final Consultation Draft (March 2008)	http://www.rochdale.gov.uk/PDF/2008-03-28-Primary-Capital-Programme_draft-Strategy.pdf	✓
BP 207	Rochdale MBC Retail Expenditure Study (White Young Green, 2006)	Currently unavailable online	✓
BP 208	Rochdale MBC Retail Expenditure Study Addendum Report (White Young Green, 2006)	Currently unavailable online	✓
BP 209	Rochdale MBC Strategic Housing Land Availability Assessment – as at April 2009 (October 2009)	Currently unavailable online	✓
BP 210	Rochdale MBC - Sustainable Community Strategy - 'Pride Of Place' 2007-2010	http://www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf	✓
BP 211	Rochdale MBC Urban Potential Study (2005)	Currently unavailable online	✓
BP 212	Rochdale MBC Visitor Strategy 2008-2012 (RMBC, 2008)	Currently unavailable online	✓
BP 213	Rochdale Town Centre Masterplan – Final draft for consultation (RMBC, 2009)	Currently unavailable online	✓
BP 214	Rochdale Township Plan 2008-2011	Currently unavailable online	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 215	Safer Communities Plan 2008-2011 (Rochdale Safer Communities Partnership)	http://www.rochdale.gov.uk/pdf/Safer_Communities_strategy_2008-2011.pdf	✓

Local Development Framework All Local Development Framework documents are produced by members of the Strategic Planning Team of RMBC.

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 216	Local Development Framework - Affordable Housing SPD (March 2008)	http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Aff_Housing_Adopted.pdf	✓
BP 217	Local Development Framework - Annual Monitoring Report (2008). Updated on an annual basis showing the position as at 1st April for each year.	http://www.rochdale.gov.uk/pdf/2009-03-26_LDF_Annual_Monitoring_Report.pdf	✓
BP 218	Local Development Framework - Biodiversity and Development SPD (January 2008)	http://www.rochdale.gov.uk/PDF/2008-01-29_LDF_SPD_Biodiversity_Adopted.pdf	✓
BP 219	Local Development Framework - Call for sites responses as part of the Strategic Housing Land Availability Assessment	Currently unavailable online.	✓
BP 220	Local Development Framework - Core Strategy Background Paper to the Issues and Options report (RMBC, September 2008)	http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Background_Paper.pdf	✓
BP 221	Local Development Framework - Core Strategy Issues and Options report (RMBC, September 2008)	http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Report.pdf	✓
BP 222	Local Development Framework – Core Strategy Issues and Options Report: Responses Received	http://rochdale-consult.limehouse.co.uk/portal/planning_policy/core_strategy/issues_and_options_consultation?tab=list	✓
BP 223	Local Development Framework - Core Strategy Sustainability Appraisal Scoping Report (RMBC, April 2009)	Currently unavailable online	✓
BP 224	Local Development Framework - East Central Rochdale Framework SPD (May 2008)	http://www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_ECR_Adopted.pdf	✓
BP 225	Local Development Framework - Energy and New Development SPD (May 2008)	http://www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_Energy_Adopted.pdf	✓
BP 226	Local Development Framework - Initial Sustainability Appraisal for the six spatial options in the Core Strategy (RMBC, September 2008)	http://www.rochdale.gov.uk/pdf/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Initial_SA_Six_Spatial_Options.pdf	✓
BP 227	Local Development Framework – Local Development Scheme (March 2009)	http://www.rochdale.gov.uk/environment_and_planning/planning/local_development_framework/ldf_-_local_development_sche.aspx	
BP 228	Local Development Framework - Oldham and Rochdale Public Realm Design Guide SPD (September 2007)	http://www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf	✓
BP 229	Local Development Framework - Oldham and Rochdale Residential Design Guide SPD (September 2007)	http://www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf	✓
BP 230	Local Development Framework - Oldham and Rochdale Urban Design Guide SPD (September 2007)	http://www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf	✓
BP 231	Local Development Framework - Provision of Recreational Open Space in New Housing SPD (March 2008)	http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Open_Space_Adopted.pdf	✓
BP 232	Local Development Framework - RMBC Strategic Housing Land Availability Assessment-as at 1st April 2008 (RMBC, 2009)	http://www.rochdale.gov.uk/pdf/2009-04-01_LDF_SHLAA_2009.pdf	✓
BP 233	Local Development Framework – Rochdale Borough Statement of Community Involvement (RMBC, December 2007)	http://www.rochdale.gov.uk/pdf/2007-11-26_SCI_Adopted.pdf	✓

Ref Code	Document	Web link / Location of data	Electronic/ Paper copy
BP 234	Local Development Framework - Rochdale Town Centre East Area Framework SPD (December 2007)	http://www.rochdale.gov.uk/PDF/2009-01-08_LDF_SPD_TCE_Adopted.pdf	✓
BP 235	Local Development Framework - Statement of Consultation for the Issues and Options stage of the Core Strategy (RMBC, September 2008)	http://www.rochdale.gov.uk/pdf/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Statement_of_Consultation.pdf	✓
BP 236	Local Development Framework – Draft Travel Planning and New Development SPD (February 2009)	http://www.rochdale.gov.uk/pdf/2009-02-26_LDF_SPD_Travel.pdf	✓

Future sources of information

BP 237	Affordable Housing Viability Study
BP 238	Greater Manchester Local Transport Plan 3
BP 239	Greater Manchester Urban Historic Landscape Characterisation project
BP 240	Rochdale MBC Green Infrastructure Strategy
BP 241	Investment for Health, 'A Plan for Northwest England'
BP 242	Regional Health and Well Being Strategy
BP 243	Rochdale Borough Heritage Strategy
BP 244	Rochdale Borough Public Art Strategy
BP 245	Rochdale MBC Transport Strategy
BP 246	Strategic Flood Risk Assessment Level 2 (Rochdale and Oldham)
BP 247	Transport mapping findings

Littleborough

Pennines

Rochdale

Heywood

Middleton

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www.rochdale.gov.uk/yourviews

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call 01706 924210

اگر آپ کو یہ معلومات بڑی لکھائی یا بریل میں ٹیپ پر یا اُردو یا بنگلہ میں درکار ہو تو براہ مہربانی ٹیلی فون نمبر: 01706 924210 پر رابطہ کریں۔

আপনি যদি এই তথ্যসমূহ বড় ছাপার অক্ষরে, ব্রেইল, টেইপে অথবা উর্দূ এবং বাংলায় পাইতে চান
তাহা হইলে দয়া করিয়া 01706 924210 নম্বরে ফোন করুন।